Deloitte.



Plot H, Sister – Manchester

EIA Screening and Scoping Report

November 2025

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1 Introduction

1.1 This Environmental Impact Assessment (EIA) Screening and Scoping Report (the "Report") has been prepared in respect of the redevelopment of Plot H of the Sister innovation district for a purpose built student accommodation ("PBSA") led development ("the Proposed Development").

1.2 Plot H falls within Zone H of the ID Manchester Strategic Regeneration Framework (2023) ('the SRF') and will be hereby referred to solely as Plot H. ID Manchester has since been rebranded as 'Sister', however reference is made to 'ID Manchester' and 'IDM' throughout this report given the historic use of this terming and the SRF naming. The Sister innovation district is transforming the former UMIST campus in Manchester city centre, bringing new offices, homes, leisure, community uses, and public realm to the city.

1.3 The Applicants are RG Real Estate Ltd, ID Manchester Ltd and the University of Manchester ('the Applicants'). ID Manchester Ltd is a joint venture between Bruntwood SciTech Ltd and the University of Manchester, formed to deliver Sister.

1.4 This Report is submitted to request that Manchester City Council ("MCC") as Local Planning Authority ("LPA") adopt a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations"). In accordance with Regulation 15, paragraph 2, this Report contains:

- A plan sufficient to identify the land (included at Appendix 1);
- A brief description of the nature and purpose of the Proposed Development
- An explanation of the likely significant effects of the development on the environment; and
- Other supporting information considered relevant to the LPA in adopting a robust Scoping Opinion.

EIA Requirements

1.5 The EIA process is the mechanism by which development proposals are appraised in terms of environmental criteria, in addition to socio-economic, engineering, and technical considerations. The EIA process defines the context of the Proposed Development and examines the issues considered relevant to the proposals.

1.6 The purpose of the EIA is to establish the nature of the development and the environment in which it is likely to take place, to identify likely significant effects on the environment that may arise by comparing the existing situation at the start of the work (baseline) with the situation once the proposals are in place.

1.7 The EIA Regulations require that any Proposed Development falling within the description of a 'Schedule 2 development' within the meaning of the Regulations, will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (Regulation 2(2).

1.8 The Proposed Development falls under the category of "Infrastructure Projects – Urban Development Projects" (Schedule 2, 10, (b)) as described in the Regulations. The applicable thresholds above which EIA is likely to be required are: (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; or (ii) the development includes more than 150 dwellings; or (iii) the overall area of the development exceeds 5 hectares.

1.9 The indicative thresholds and criteria state that:

> *"In addition to the physical scale of such developments, consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination".* (Annex: Indicative Screening Thresholds (2015), Planning Practice Guidance: Environmental Impact Assessment)

1.10 The Site covers an area of approximately 0.742 ha. The Proposed Development will result in development that is of significantly greater scale and is anticipated to lead to a greater amount and intensity of environmental impacts than the existing use of the site. We consider that this exceeds the threshold in relation to parts (i) listed in Schedule 2, 10, (b) of the Regulations. The Site also forms part of a larger redevelopment, the IDM masterplan, which is relevant to the requirement of an EIA. An EIA is therefore considered appropriate to test the likely significant effects of the Proposed Development.

Purpose of the EIA Screening and Scoping Report

1.11 The process of identifying likely significant effects on the environment which should be addressed by the EIA is termed 'scoping' and the results are presented as a Scoping Report.

1.12 Regulation 15 of the EIA Regulations (2017) sets out the process for obtaining a Scoping Opinion from the relevant planning authority.

1.13 This Scoping Report sets out the approach taken to the topic areas and information that would be contained within the Environmental Statement ('ES'). Statutory consultees are invited to express their views on the proposed scope of the EIA or suggest additional issues which may be considered to be of significance. The views expressed by statutory consultees will then be used by the LPA to inform the formal EIA Screening and Scoping Opinion, in accordance with Regulation 15(4).

1.14 The LPA is requested to respond to the formal request for an EIA Screening and Scoping Opinion within five weeks of registering receipt.

Structure of this Report

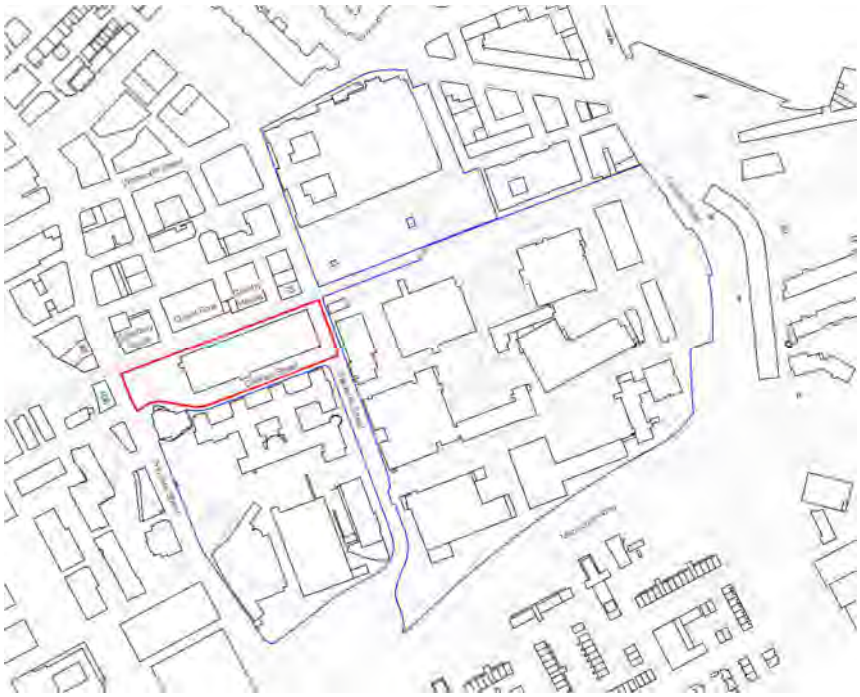
- Chapter 2 and 3 of this Report provide a site description and outline the nature of the Proposed Development.
- Chapter 4 sets out the proposed approach and methodology that an ES would take and who might need to be consulted.
- Chapter 5 provides details of those environmental disciplines to be scoped out of the EIA.
- Chapter 6 sets out the key issues that would be addressed by the EIA.

2 Site Description

Site Location

2.1 The Site is located in Manchester City Centre. It forms the north-western corner of the former UMIST Campus. The Site is bound by Charles Street to the south, Manchester South Junction and Altrincham Railway Viaduct and Granby Row to the north, Sackville Street to the east and Princess Street to the west. The Site is identified on the Figure 2.1 below as well as Appendix 1.

Figure 2.1 – Site Location Plan (source: hodder+partners)



Surrounding Land Uses

2.2 Land to north and northwest, beyond the viaduct arches on Granby Row, comprises the following residential buildings: Uncle; Granby House; and Salisbury House. Land to the north-east comprises green public space at Vimto Park and the now vacant Sackville Building, which also form part of the Sister masterplan.

2.3 To the east lies the Paper Science Building and Renold Building and, beyond Renold, Plot C for which planning applications have been recently submitted for a commercial development and new civic square. Renold Building has recently undergone works to re-activate the building for commercial uses and collaboration spaces related to Sister. Further north-east lies Piccadilly Station, Manchester's primary rail hub.

2.4 Land to the south comprises IQ Weston Hall which is a PBSA building adjoining the Pendulum Hotel and Manchester Conference Centre. This site is subject to proposals for redevelopment. An ibis hotel is located to the southwest of the site.

2.5 The southern boundary of the SRF Area is the Mancunian Way, beyond which lies the predominantly residential areas of Ardwick, Brunswick, and Hulme.

Site Description

Site Area and Topography

2.6 The Site extends to circa 0.742ha.

Existing Buildings, Structures and Spaces

2.7 The Site principally was used as a multi-storey car park which closed in October 2024 as it was at the end of its economic life and no longer in a condition fit for purpose.

2.8 The building also accommodates three ancillary commercial uses (2 x retail (Use class E) and 1 x Sui Generis Bar), all of which are now vacant.

2.9 There is evidence of anti-social behaviour at the Site with the existing car park subject to vandalism and graffiti.

2.10 The existing structures (multi-storey car park and ancillary commercial uses) are the subject of a planning application for their demolition (143741/FO/2025). This application is expected to be determined in early December 2025.

Trees

2.11 There are 11 trees on Site. Of these 6 are in B2 category, which is characterised by moderate quality and value, and 5 in C1 category, which is characterised by low quality and value. For completeness, all category B2 trees are to be retained and protected during the works. The application will be accompanied by a Tree Survey (Appendix 9).

Access and Topography

2.12 The Site is currently accessed via Charles Street from the south which runs between Princess Street and Sackville Street. Access to the Site is also via Sackville Street from the east.

2.13 There is a difference in level change of 3m across the Site from Sackville Street in the east to Princess Street in the west

Connectivity

2.14 The Site is in a highly accessible location in Manchester City Centre and enjoys a range of excellent transport links and proximity to similar and necessary establishments. Numerous bus and tram stops are located along the Oxford Road Corridor, as well as railway stations, providing further sustainable transport options, all conveniently close to the Site. Access to the inner ring road by private car is immediately south of the Site. See below for accessibility breakdown by sustainable transport modes.

Rail

2.15 Manchester Piccadilly is located just over 355m away from the Site, meaning access to the wider city region and major cities such as London and Birmingham are situated only a seven-minute walk away. 310m to the west of the Site is Manchester Oxford Road, another key transport link offering commuters access to the wider city region, and UK towns and cities

such as Liverpool, Leeds, and Birmingham. There are several pedestrian routes connecting commuters from Oxford Road Station to the Site, all of which are between 7 to 9 minutes.

Metrolink

2.16 Piccadilly Station Tram Stop, a 10 -minute walk away from the Site offers multiple services taking commuters from the centre of Manchester to a variety of towns and neighbourhoods across the City Region, including Eccles, Ashton-under-Lyne, Altrincham and Bury.

Bus

2.17 Bus routes also run along Charles Street, Sackville Street, Whitworth Street, London Road and Oxford Road. There is a BeeWay off-road cycleway on London Road, and bus stops adjacent to the Site on Sackville Street in both directions. The Site has a GMAL (measure of public transport accessibility) of 8, which is the highest possible score.

2.18 Manchester's Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. The nearest Free Bus stop from the Site is 6 mins away at Palace Theatre. Free Bus buses are accessible by users with disabilities and run on a 10-minute daytime frequency. The Free Bus service covers most of the City Centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives the Site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.

2.19 Manchester Coach station is an 8-minute walk away from the Site, offering national and regional services at affordable prices.

Walking

2.20 The Site benefits from excellent pedestrian connectivity, with readily accessible transport infrastructure and a range of amenities within comfortable walking distance.

2.21 The Site's adjacency to academic institutions around Oxford Road is ideal for students residing at the Proposed Development. The presence of numerous green spaces, including Sackville Gardens and Vimto Park, contributes to a pleasant and healthy living environment.

Site Specific Environmental Designations

Air Quality

2.22 The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO2 is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

2.23 There are no Sites of Special Scientific interest or Special Areas of Conservation ('SAC') located on or immediately adjacent to the Site. The closest, the Rochdale Canal SAC designation is 5.4km to the north-east of the Site. Two Special Biological Interest ('SBI') are located within 2 km of the Site.

2.24 Although there are protected and notable flora and fauna and other species within Central Manchester (where the Site is located), however there are no records of such species on the Site.

2.25 The Site is largely hard standing with small areas of overgrown vegetation which are of negligible ecological importance. As noted within the Ecological Impact Assessment report (Appendix 5), the Site is of negligible ecological importance for bats and no suitable bat roosting features were recorded. No evidence of other protected species has been found on the Site either.

Flood Risk and Drainage

2.26 According to The UK Governments Flood Map (Figure 2.2), the Site is located within Flood Zone 2 defined as having a medium probability of flooding, meaning there is between a 0.1% and 1% annual probability of river or sea flooding.

2.27 As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

Figure 2.2 – UK Government Flood Map



Heritage

2.28 While the Site is not located within a Conservation Area, the Site's northern boundary abuts the Whitworth Street Conservation Area. George Street Conservation Area is located 430m to the north-west of the Site and Deansgate/Peter Steet Conservation Area is located 484m to the north-west of the Site.

2.29 Whilst the Site does not contain any heritage assets, it is within the immediate setting of the Grade II listed Manchester and Altrincham Railway Viaduct and Grade II listed buildings along Granby Row, all located to the north.

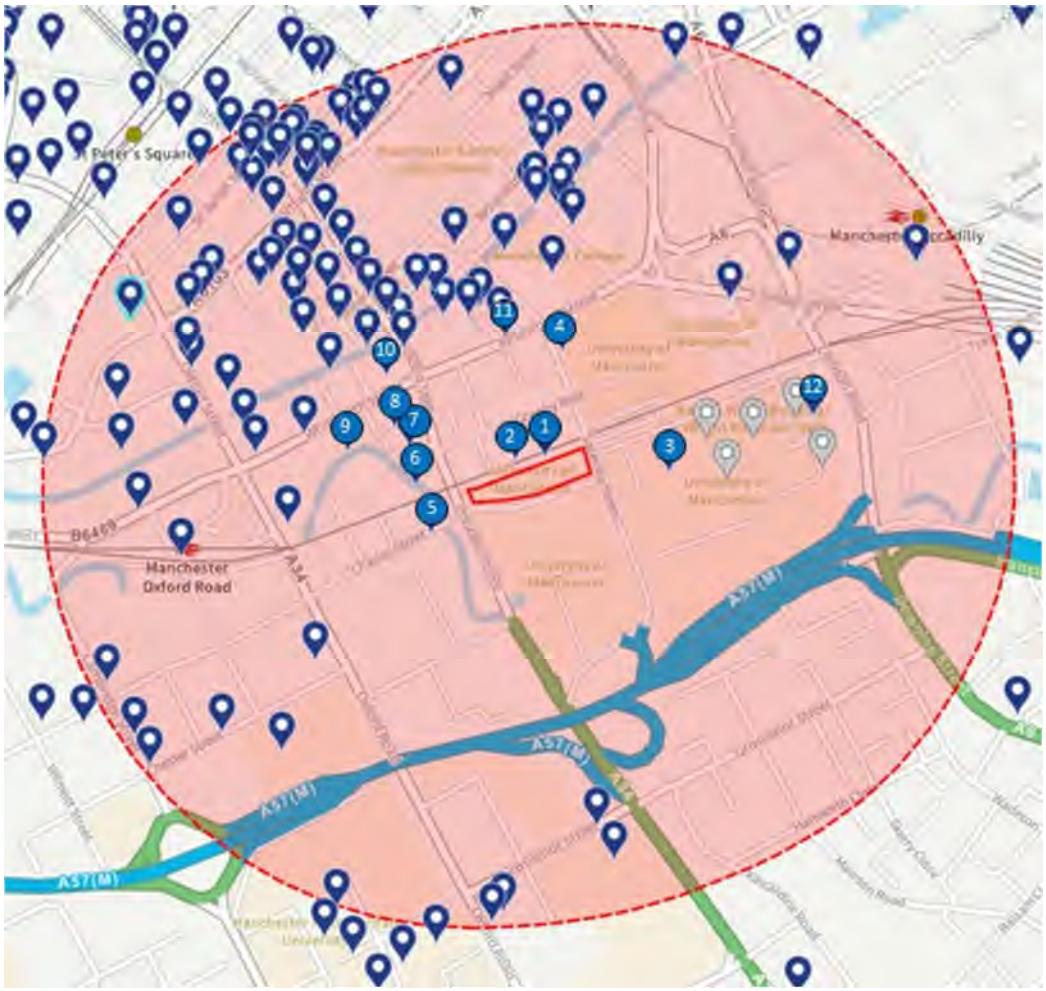
2.30 The Renold Building, located east of the Site has recently been Grade II listed.

2.31 There are 101 listed buildings located within 500m of the Site (see Figure 2.3), with the following in the immediate vicinity in order of distance from the Site:

Table 2.1: Surrounding listed buildings

Map No.	Location	Grade	List Entry Number
1	Granby House	II	1218253
2	Orient House	II	1200838
3	Renold Building, UMIST Campus	II	1491623
4	Institute Of Science and Technology	II	1247609
5	Lass O Gowrie Public House	II	1293175
6	Manchester House	II	1270897
7	Asia House	II*	1247432
8	Lancaster House	II*	1254887
9	India House (Including Attached Wrought Iron Gateway Linked to Lancaster House)	II*	1254836
10	Central House	II	1247389
11	Regency House with Barclays Bank	II	1254835
12	Sculptural Wall	II	1400857

Figure 2.3 – Historic England Listed Asset Map



Planning Policy Allocations and Strategic Frameworks

2.32 The Site is located within Manchester City Centre and Greater Manchester Regional Centre, as defined by the 2012 Manchester Core Strategy Proposals Map, as well as Policy JP-Strat2 (City Centre) of Places for Everyone (2024). The City Centre (Core Strategy CC1) is identified

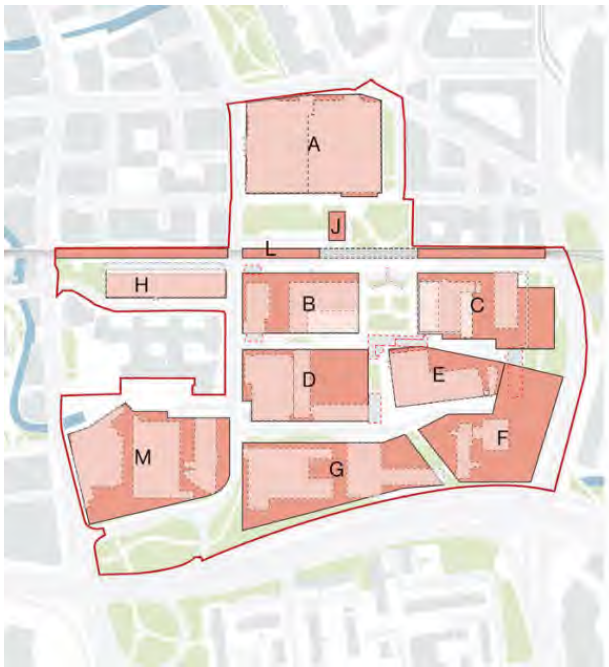
as the primary focus for economic development as well as having an increasingly important role in providing high density residential development. The Site also sits within the Regional Centre which has been identified in the Core Strategy Policy EC3 as suitable for employment generating uses.

2.33 The Site is located within the Oxford Road Corridor as defined in the Corridor Manchester Strategic Vision to 2025, Oxford Road Spatial Framework (March 2018), and the Oxford Road Corridor Strategic Regeneration Framework Guidance (September 2019). The Oxford Road Corridor is Manchester's Knowledge Quarter, a world-class innovation district that is home to a unique concentration of knowledge, business and cultural assets.

2.34 The Sister area (formerly known as North Campus and ID Manchester) is identified in the Oxford Road Spatial Framework as a strategic investment site, where a cluster can be formed to support research and development and collaboration between the University and industry partners. It is envisaged as a mixed-use district with the knowledge industry and academic research identified as key activities. New commercial, retail and hotel uses could be provided as part of its regeneration.

2.35 The Site is located within the ID Manchester SRF Area, endorsed by MCC Executive Committee in December 2023. The SRF articulates a vision to create a world-leading innovation district in the area. The place-based principles contained within the document envisage a mix of commercial and residential uses, with well connected, open and accessible routes and high-quality public spaces. Tall, landmark buildings are envisaged on Development Zone H (the Site). The illustrative masterplan envisages hotel/PBSA/bespoke residential accommodation within three inter-linked tall buildings on the Site.

Figure 2.4 – IDM SRF Boundary with Development Zones (source: IDM SRF)



Planning History

2.36 A search of the Site's planning history has been undertaken using MCC's Public Access system and those of relevance to the Site have been summarised below:

Table 2.2: Planning History

Reference	Description of Development	Status
F17029	Use of car park on Saturdays and Sundays for the sale of motor vehicles by the public to public	Temporarily Approved
F/AD03579	Removable painted sign boards at 1st, 2nd, and 3rd floor levels on Charles Street elevation of car park.	Approved
073558/FO/2004/C3	Change Of Use from vacant unit to B1 (office) for a temporary period of 2 years	Approved
128535/FO/2020	Installation of galvanised wire mesh panels to infill open balconies and staircases and the provision of electrically operated galvanised roller shutters to the vehicle's entrances; new anti-climb fencing installed around the plant roof; and new external doors are to be installed to staircases 001 and 004.	Approved
143741/FO/2025	Demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses) to prepare site for future development.	Awaiting determination

3 Proposed Development

3.1 At the time of writing, the Proposed Development is still at concept design stage and so the final design, mix of uses, and quantum of floorspace is not yet fixed. This Scoping Report is therefore prepared on the basis of the anticipated uses, design intent, and maximum parameters of development that are expected to come forward on the Site.

3.2 Whilst the detailed design is still being developed, the Proposed Development will likely comprise:

- Redevelopment for PBSA (up to 1,145 PBSA beds) with ground floor flexible retail and community floorspace (excluding hot food) (up to 683.1sqm GIA), amenity space and cycle parking.
- The creation of a new public square, access and other associated works, including works to the public highway.

3.3 It is anticipated that the site will be cleared, following the demolition of existing structures on the site (subject to planning application and environmental impact assessment ref. 143741/FO/2025). Some of the trees are anticipated to be removed and replaced. As set out later in this report, where relevant to specific disciplines, the EIA will consider both the existing baseline, with the existing structures on the site still in place, as well as an alternative baseline, with the structures on site demolished ahead of this proposed redevelopment taking place.

3.4 As set out above, the quantum of Proposed Development has not yet been fixed and continues to be reviewed alongside technical design development, and so this EIA Screening and Scoping Request is based on realistic parameters of the Proposed Development. These parameters therefore act as a 'worst case' scenario for EIA assessment purposes and include a 'buffer' to the current design quantum's which are being developed by the design and project team. Should these parameters be exceeded or otherwise materially change then the EIA scope would be further reviewed as noted in Chapter 4.

3.5 The proposed maximum parameters for development are set out within Table 3.1, which have been the basis of the analysis as set out in this Report.

Table 3.1 – Development Parameters

Measurement detail	Maximum Parameter
Maximum Height (storeys)	42 storeys
Maximum Height AOD (metres)	163.68m - Tower 3 (Main Tower) 74.80m - Tower 2 68.53m - Tower 1 50.82m - Podium
Maximum Floorspace (sqm)	GEA – 42,487.5sqm GIA – 38,258sqm
Maximum no. PBSA bedspaces	**Total units: 1,145**

Measurement detail	Maximum Parameter
	- Cluster: 792 - Studios: 353
Maximum PBSA residential amenity floorspace (sqm)	GEA – 2,087.8sqm GIA – 1,967.9sqm
Maximum flexible commercial / retail floorspace (sqm)	GEA – 696.3sqm GIA – 683.1sqm
Number of cycle spaces	71.5 secure spaces in basement (6% of bedspaces)
Number of car parking spaces	c. 2 servicing bays accessible parking spaces

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4 Approach to EIA and Proposed Methodology

The Project Team

4.1 Regulation 18, Paragraph 5 (a) of the EIA Regulations (2017) requires the ES to be prepared by competent experts. The Applicant has instructed Deloitte to lead and manage the EIA process. Deloitte has significant experience and expertise in managing the EIA process for similar projects to the Proposed Development and holds the IEMA EIA Quality Mark.

4.2 As part of the Scoping Exercise, technical input to this EIA Screening and Scoping Report has been provided from the members of the project team, set out in Table 4.1.

4.3 All technical assessments in the EIA will be undertaken by a suitably qualified project team to ensure credibility, and coordinated by Deloitte. Table 4.1 also sets out details of the proposed EIA Team.

4.4 The following disciplines are proposed to be scoped out of the EIA, as detailed in the Chapter 5:

- Agricultural Circumstances
- Aviation
- Broadband Connectivity
- Water Resources, Flood Risk and Drainage
- Archaeology
- Ecology
- Arboriculture
- Ground Conditions

4.5 It is proposed that the following disciplines will be scoped into the EIA:

- Townscape and Visual Impact
- Heritage
- Noise and Vibration
- Daylight Sunlight and Overshadowing
- Solar Glare
- Wind

- Traffic and Transport
- Air Quality
- Climate Change
- Human Health
- Socio-Economics

Table 4.1 Project and EIA Team

Project Team			
EIA Discipline (Scoped In)	**Consultant**	**Qualifications**	**Scoped In/Out**
EIA Coordinator	Deloitte	MRTPI, MPlan, MSc, BA (Hons) IEMA Quality Mark Registered	N/A
Planning	Deloitte	N/A	N/A
Architecture and Design	Hodder+Partners	N/A	N/A
Agricultural Circumstances	N/A	N/A	Out
Water Resources, Flood Risk and Drainage	Roscoe	BEng (Hons)	Out
Broadband Connectivity	Pager Power	BSc (Hons)	Out
Aviation	Pager Power	BSc (Hons)	Out
Archaeology	Civic	BA (Hons)	Out
Ecology	Tyler Grange	BA (Hons), MCIEEM	Out
Ground Conditions	Roscoe	MEng (Hons), CEng MICE	Out
Townscape and Visual Impact	Layer Studios	BA (Hons), PgDip Landscape Architecture. Chartered Member of the Landscape Institute	In
Heritage	SLHA	BA (Hons), MA, MSc, IHBC	In
Noise and Vibration	Heyda and Blackbird	BSc (Hons), MIOA	In
Daylight/Sunlight/ Overshadowing	GIA	LLB (Hons)	In
Solar Glare	GIA	MSc. ARB	In
Wind	GIA	Meng, PHD	In

Project Team			
Traffic and Transport	Civic	BSc	In
Air Quality	Buro Happold	MMet AMIAQM, BSc MIAQM	In
Climate Change	Buro Happold	BSc, MSc, IAQM, PISEP	In
Human Health	Buro Happold	BSc, MSc Local Economic Development	In
Socio-Economics	Buro Happold	BSc, MSc Local Economic Development	In

Approach to Scoping

4.6 This Report aims to provide the LPA with sufficient information to inform a clear and agreed scope for the EIA, and ensures a robust assessment of likely significant environmental effects arising from the Proposed Development.

4.7 The Scoping exercise has taken account of the proposed construction activities, operational characteristics of the Proposed Development, relevant planning policy, knowledge of the Site, and the professional opinion of the project team.

4.8 This EIA Screening and Scoping Report seeks to establish the overall framework for the EIA in relation to the environmental topics and associated likely significant effects that will be subject to detailed assessment. However, iterative re-scoping will continue as the design and strategy is refined, plans and principles are developed, and additional technical survey work informs the final design for the Proposed Development. Any deviation between the scope of effects considered within this EIA Screening and Scoping Report and the ES will be clearly communicated in the ES.

4.9 This Report considered firstly whether technical disciplines should be "Scoped In" or "Scoped Out" of the EIA. Based on the information available at the time of writing, where the Proposed Development is not considered to give rise to likely significant effects on the environment, it is scoped out and will not be considered within the ES. Where disciplines are scoped out, a standalone technical assessment will be submitted with the planning application.

4.10 In summary, each consultant has advised:

- Whether consultation has taken place.

4.11 Rationale for scoping out, if applicable:

- Any background studies which have been completed or baseline information available.
- Provided the baseline of the Site as relevant to each of the technical areas.
- Identification of effects which are not significant at both the Construction 'C' and Operational 'O' stages of development and the mitigation proposed.

4.12 In addition, for those disciplines which are sought to be scoped in, consultants have provided a headline summary of:

- Baseline data.
- Assessment methodology for the likely significant effects.
- Limitations and assumptions (included at Appendix 3(a)).

4.13 For the purpose of the Scoping Report each of the technical consultants have looked at the potential scenarios, namely:

- Scenario 1: Existing Baseline (existing EIA Site, as of September 2025)
- Scenario 2: Existing Baseline + Proposed Development
- Scenario 3: Existing Baseline + Proposed Development + Cumulative
- Scenario 4: Existing Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative

4.14 It is acknowledged that a planning application has been submitted in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Siter (under planning permission 143741/FO/2025).

4.15 It is important to note that at the time of writing this Scoping Report (28 November 2025), and therefore the time baseline studies are being undertaken, the Site contains the vacant car park and commercial buildings.

4.16 It is anticipated that demolition is unlikely to have commenced prior to the submission the main redevelopment application (which this EIA Screening and Scoping request has been submitted in relation to).

4.17 To be robust, and to assess the most 'robust case', consultants have been asked to advise if the most 'robust case' is once the buildings on site are demolished or as the site is today.

4.18 If the former, in addition to the above scenarios and to take into consideration the current live planning application for the demolition of the building on site, consultants have been presented with a series of alternative scenarios, namely:

- Scenario 1a: Alternative Baseline (existing EIA Site, but with car park and retail units demolished)
- Scenario 2a: Alternative Baseline + Proposed Development
- Scenario 3a: Alternative Baseline + Proposed Development + Cumulative
- Scenario 4a: Alternative Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative

4.19 Please note as the demolition of the existing structures (car park and retails units) is either covered by the Alternative Baseline or Proposed Development (with existing baseline), this is not referenced in the cumulative / committed developments list.

4.20 Scenarios to be tested are set out in full in Appendix 3(b) alongside a matrix outlining which scenarios are to be tested for each discipline.

4.21 The following statutory consultees should be consulted through the EIA Screening and Scoping process:

- MCC – Contaminated Land, Environmental Health, Flood Risk, Highways, Tree Officer (Technical Officers);
- Transport for Greater Manchester (MCC Highways);
- Environment Agency (EA);
- Canal and River Trust;
- Greater Manchester Police Secure by Design;
- Historic England;
- Greater Manchester Archaeological Advisory Service;
- Natural England;
- NATS
- Greater Manchester Ecological Unit; and,
- United Utilities.

4.22 Early consultation with a number of the above statutory consultees has already been undertaken in order to inform specifics of the design of the Proposed Scheme and to ensure early engagement to ascertain their views on likely significant effects, baseline data collection and appropriate assessment methodologies. The outcomes of those early consultations are reflected in this EIA Screening and Scoping Report.

Structure and Scope of the ES

4.23 The ES would comprise two volumes, Volume 1 would set out the findings with respect to each of the environmental disciplines that have been examined as part of the EIA. Volume 2 would include all the supporting documents and technical appendices relating to the chapters. A Non-Technical Summary (NTS) of the ES will also be produced and form a standalone document.

4.24 Overall, the information presented in the ES will be provided in accordance with Schedule 4 of the EIA Regulations (2017) and will include:

- A description of the Proposed Development;
- An outline of the reasonable alternatives studied and reasons for selecting the chosen option;
- A description of the aspects of the environment likely to be significantly affected by the Proposed Development;

- A description of the likely significant effects of the Proposed Development on the environment, including direct and in-direct and in-combination impacts;
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment;
- A non-technical summary; and

4.25 An indication of any difficulties encountered by the applicant in compiling the required information.

4.26 The proposed structure of each ES Chapter (Volume 1) is included at Appendix 4. This is considered to be a robust approach and aligns with the EIA Regulations (2017).

EIA Boundary

4.27 The geographical coverage of the EIA will be determined by a number of factors including:

- The physical extent of work;
- The nature of the baseline environment, including the location of sensitive receptors;
- The distance over which effects will be significant; and
- The presence and type of "pathways" along which impacts may be spread.

EIA Methodology

4.28 The introductory chapters of the ES will provide the following information:

- An introduction to the ES in a legislative and site specific context;
- Description of the Site and Proposed Development;
- Alternatives considered and project design evolution;
- EIA methodology;
- Construction methodology and programme;
- Stakeholder engagement;
- ES structure; and
- Details of the EIA project team.

4.29 The EIA would assess both the construction and operational phases of the Proposed Development.

4.30 Each ES chapter would follow the headings set out below to ensure the final document is transparent, consistent, and accessible. A reference list will also be provided as relevant with each ES chapter. This is considered to be a robust approach and aligns with the EIA Regulations (2017).

Introduction

4.31 This Chapter will introduce the assessment discipline and the purpose for which it is being undertaken.

Legislative and Policy Context

4.32 This Chapter will include a summary of national, regional and local policy and guidance of relevance to the environmental discipline and assessment. Relevant legislation will be summarised where applicable.

4.33 In addition preparation of each ES chapter will consider relevant local and regional, social and economic policies. This will include (but may not be limited to):

- MCC Core Strategy (2012) and 2024 addendum
- ID Manchester Strategic Regeneration Framework (2023)
- Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (2007)
- Places for Everyone – Greater Manchester Combined Authority (2024)
- National Planning Policy Framework (2023)
- Assessment Methodology and Significance Criteria

4.34 This Chapter will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.

4.35 It will also outline any difficulties encountered in compiling the required information.

Baseline Conditions

4.36 This will include a description of the environment as it is currently and as it is expected to change if the project were not to proceed (i.e. 'do-nothing' scenario). The method used to obtain this information will be clearly identified. Baseline data will be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

4.37 This Chapter will identify the likely significant effects on the environment resulting from the Proposed Development.

4.38 The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. The criteria to be used in carrying out this process are detailed below. Where relevant, individual consultants may use a variation of the criteria and this will be clearly explained within the methodology of each chapter.

4.39 The Proposed Development will come forward in one phase.

4.40 Mindful of the separate planning application for the demolition of the buildings on site, the Proposed Development is for the redevelopment works only i.e. excluding the demolition. The Proposed Development therefore relates to construction (excluding demolition of existing structures) and operational phases. For the purposes of the EIA Scoping inputs; to be robust noting baseline studies have taken place in September 2025 (i.e. with the currently buildings on site in situ) consultants have also considered whether the most 'robust case' is as the site is now i.e. existing buildings in situ or once the demolition has taken place (i.e. noting the live application for demolition). It is Daylight, Sunlight and Overshadowing only who have concluded that the most 'robust case' is to assess the 'alternative baseline' i.e. with the existing buildings demolished.

4.41 As a rule, and to ensure consistency across disciplines, developments that are already under construction are considered to form part of the Baseline and those subject to planning permissions or otherwise identified within the committed developments as reasonably foreseeable are considered as part of the cumulative analysis.

4.42 The proposed scenarios to be tested are detailed in full within Appendix 3(b).

Prediction of Impact Magnitude

4.43 The methodology for determining the scale or magnitude of change caused by the impact is set out in Table 4.4. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise within Chapter 6. Where the standard methodology is not followed, a discipline specific methodology is detailed within Chapter 6 of this Report.

Table 4.2: Standard Methodology for Assessing Magnitude of Change

Magnitude of Change	Criteria for assessing magnitude of change caused by an impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

Prediction of Receptor Sensitivity

4.44 The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out in Table 4.3. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise. Where the standard methodology is not followed, a discipline specific methodology is detailed within Chapter 6 of this Report.

Table 4.3: Standard Methodology for Determining Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Assessment of Effect Significance

4.45 Effect significance will be calculated using the matrix in Table 4.4. This illustrates the interaction between impact magnitude and receptor sensitivity. The duration of the affect will also be considered and whether it is permanent or temporary.

Table 4.4: Effect Significance Matrix

Magnitude	Sensitivity High	Moderate	Low
Major	Major Adverse/Beneficial	Major - Moderate Adverse/Beneficial	Moderate - Minor Adverse/Beneficial
Moderate	Major - Moderate Adverse/Beneficial	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor - Negligible
Negligible	Negligible	Negligible	Negligible

Mitigation Measures

4.46 Adverse effects will be considered for mitigation and specific measures will be put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions as well as pollution control. The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.

4.47 It should be noted that a distinction will be made between 'additional' mitigation and 'embedded' mitigation. The significance will be assessed and an initial conclusion reached prior to the consideration of any additional (add-on) mitigation, and identifying of residual harm.

4.48 The approach to mitigation will follow best practice guidance, which suggests a hierarchical approach whereby effects are avoided, and if not, they are minimised and/or compensated.

4.49 Clear details of when and how the mitigation measures were carried out, or will be carried out, are to be given within the ES. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.

4.50 The opportunity for enhancement measures will also be considered where appropriate.

Cumulative Effects

Two types of cumulative effect will be assessed:

- Type 1 Cumulative effects - are the interactions between effects of the construction and development works on a single receptor.

- Type 2 Cumulative effects - are those that arise from incremental changes caused by other past, present or reasonably foreseeable projects together with the development proposals and associated works.

4.51 An assessment of the cumulative effect of the Proposed Development and other committed developments within a defined radius of the Site, including those with recent Planning Permissions and reasonably foreseeable to come forward in the near future, will be undertaken as part of the EIA.

4.52 There is no agreed / standard threshold for how far the assessment should go. Therefore, a professional judgement has been taken regarding which schemes to highlight, taking into consideration the surrounding context of the Site, which may differ between disciplines. This is set out for the relevant disciplines in Chapter 6.

4.53 Where schemes are under construction, they have been considered part of the baseline. If applications are approved, subject to a live application reasonably considered likely to be approved, or otherwise reasonably considered likely to come forward, these are included as a committed development to be considered as part of the cumulative analysis. The list of committed developments includes schemes where the construction phase has stalled.

4.54 Full details of the committed developments to be included as part of the cumulative effects assessment are set out at Appendix 2.

Residual Effects

4.55 The residual effects, i.e. the effects of the Proposed Development assuming implementation of proposed mitigation (both embedded and additional), will be determined. The residual effects represent the overall likely significant effect of the Proposed Development on the environment having taken account of practicable/available mitigation measures.

5 Environmental Disciplines to be Scoped Out of the EIA

5.1 Table 5.1 identifies the environmental disciplines to be scoped out of the EIA, including supporting evidence base.

Table 5.1: Environmental Disciplines to be Scoped Out of the EIA

Discipline	Evidence Base
Agricultural Circumstances	The Site is entirely on brownfield land so there would be no likely significant effects with respect to agriculture. This discipline can therefore be scoped out of the EIA.
Aviation	The height of the Proposed Development will be up to 42-storeys (approximately up to 163.68m AOD), which exceeds the 90m (AOD) aviation safeguard threshold. Whilst the threshold has been exceeded, consultation is currently being undertaken with NATS and the Manchester Airport Safeguarding Team to brief them on the proposals. This will be addressed prior to the submission of the application. The consultation will include confirming the final height and location of the building to ensure that appropriate mitigation is designed into the scheme if required and secured by way of planning condition. Additional mitigation measures will also be implemented if requested. The Site is also located in Manchester City Centre, approximately 13km to the north of Manchester Airport. Significant effects upon aviation operations will be identified prior to the implementation of mitigation. Once mitigation has been implemented, no effects which could be considered significant in the context of EIA regulations will remain. For any potential technical impact, the likely mitigation requirement will be software fix to the radar, for any potential flight risk, aviation lighting and/or building heigh reductions may be required. A Technical Aerodrome Safeguarding Assessment will be submitted alongside the forthcoming planning application.
Ecology	*Summary analysis* A desk-based study of the wider 'ID Manchester' site (which, by nature, includes Plot H) was initially undertaken in May 2022; whereby available online resources were used to establish the proposed developments' potential influence on designated sites and local protected and notable habitats, flora and fauna. An update assessment was undertaken in July 2024 and once again in August 2025 using the above methods and purchase of local records from Greater Manchester Local Records Centre. Data purchased in July 2024 is considered to be still relevant for the August 2025 desk based assessment, as ecological data is valid for approximately 12 months. The desk based assessment has shown that the only internationally designated site within the Zone of Influence (10 km) is the Rochdale Canal Special Area of Conservation (SAC). At its closest point the SAC is 5.64 km NE upstream from the proposed development site with numerous barriers such as canal locks, preventing hydrological linkages. It is therefore considered that the proposed development is unlikely to have an adverse impact on the qualifying features of the SAC. There are no nationally designated sites (such as SSSI's) within 2 km of the proposed development.

Discipline	Evidence Base
	The desk based assessment has shown that there are protected and notable flora and fauna such as black redstart *Phoenicurus ochruros* and Manchester poplar *Populus nigra subsp. Betulifolia* on the Manchester Biodiversity Action Plan (BAP); although there are no records of either species on the site. Other notable species within central Manchester include peregrine falcon *Falco peregrinus* and various species of bats. A site visit (Extended Phase 1) to the whole 'ID Manchester' site was undertaken in May 2022, with an update UK Habs/ Extended Phase 1 assessment in June 2024 and a Plot H update survey undertaken in August 2025. The Plot H site visit concluded that the habitats comprise hardstanding and buildings, with areas an area of amenity grass, with mature trees to the west of the Plot. It is considered that the habitats on site provide good amenity value, and due to the lack of mature trees within central Manchester, the trees are considered to be of local ecological importance. It must be noted that the River Medlock is located approximately 30m to the west; considerations should therefore be made to protect the River (and downstream designated sites) from pollution during both the construction and operational phases of the proposed development. Mitigation to protect the Medlock can be secured through planning conditions. There was no evidence of protected fauna, including no opportunities for roosting bats. The combination of both assessments have shown that the proposed development is unlikely to have an adverse impact on Statutory designated sites and unlikely to have impacts on protected and notable flora and fauna. There is, however, opportunity to enhance to existing biodiversity of the site, through additional species planting and provisions for protected species such as additional roosting and nesting resources for birds and bats and the creation/ enhancement of habitats for the benefit of biodiversity as a whole. Due to these reasons, ecology can be scoped out of an EIA assessment. The desk-based assessment and Plot H habitat update survey is included in the Ecological Impact Assessment as part of this screening and scoping submission (Appendix 5).
	Consultation Greater Manchester Ecology Unit (GMEU) were contacted on 29th July 2024 to agree on ecological scope for the wider ID Manchester site and agree that ecology can be scoped out of EIA. GMEU replied on 7th August 2024: "I would agree that there are no statutory protected sites likely to be effected, with the Rochdale Canal SAC upstream with numerous locks preventing hydrological linkage. We would also be surprised if there were any protected species populations of significance in Central Manchester, which your surveys appear to confirm". A further response from GMEU was received on 16th September 2025: " I am satisfied that ecology can be screened out for plot H. "
	Rationale for scoping out -Proposed development is unlikely to have adverse impacts on Rochdale Canal SAC. -No other statutory designated sites within the ZoI -No evidence on protected and notable flora and fauna on site -Baseline habitats predominantly comprised habitats of negligible ecological importance (hardstanding, buildings, amenity grass), with only the occasional habitat of local ecological importance (trees).
Broadband Connectivity	*Summary analysis* It is likely that sufficient internet services are readily available at the Proposed Development location given that it is located in a built-up urban environment. It is also anticipated that it will be possible to achieve fibre or cable broadband to the premises.
	Consultation

Discipline	Evidence Base
	N/A
	Rationale for scoping out It is anticipated that superfast broadband is already available at the Site, and a broadband connectivity assessment will be undertaken to confirm this. If superfast broadband is not available, FTTP infrastructure should be provided by Openreach or other providers. It is considered appropriate for broadband connectivity to be scoped out. The following reports will be submitted with the forthcoming planning application: • Broadband Connectivity Assessment • Terrestrial Television Baseline Survey and Report – Building Development • Desk-Based Satellite Television Interference Assessment
Water Resources, Flood Risk and Drainage	*Summary analysis* For the flood risk of the scheme, the site is located within Flood Zone 2 for Rivers and Sea and Flood Zone 1 for Sewer impact. Product 4 data has been requested from the EA but it is anticipated that the FFL will stay at the previous site level to tie into surrounding road levels. The topographical survey shows existing levels for both Sackville Street and Charles St fall away sharply from the proposed site which will minimise any risk to the building flooding. Following Product 4 data review any further mitigation measures with regards to flood risk will be assessed but it is not anticipated that the flood risk will have a significant impact on the discipline. For the existing drainage, United Utilities sewer record '641696-03-04-2025-10-02-06' identified a 900mm Concrete surface water sewer crossing the site from North-East to South-West. This has since been identified as Shooters Brook. United Utilities confirmed in correspondence that it is not a public sewer and they would have no comment on asset protection / buildover requirements. Engagement with the Environment Agency and the Lead Local Flood Authority has been carried out but not concluded at this stage. A CCTV survey was carried out by Amber Group Surveys on 02/09/25 which confirmed the existing 900mm concrete sewer crossing the site is in good condition, with minor debris collection. The proposal is to re-use existing connections to 900mm sewer or provide a new connection into the existing manhole within site at a betterment on existing flow. For foul a connection into Princess St is proposed at free discharge, subject to S106 approval and agreement on discharge rates with the LLFA. As this is typical and engagement is happening pre-planning approval, no significant impact on the discipline is expected.
	Consultation LLFA consulted on shooters brook requirements on 21/07/25. With follow up engagement extending to request for confirmation on flow rate agreement. No response received to date. EA consulted on shooters brook requirements on 21/07/25, with response received 21/08/25. Follow up to discuss wider planning application on 21/08/25 but no response received. UU consulted on shooters brook requirements on 21/07/25, with response received 07/08/25. Pre-development enquiry submitted to UU 21/08/25, no response received.
	Rationale for scoping out For both flood risk and drainage, early engagement has been held and is continuing to confirm requirements for the flood mitigation and drainage connections pre-planning. As neither the existing flood zone requirements or proposed drainage solutions are anticipated to significantly impact the discipline it is concluded to scope out. A Flood Risk Assessment and a Drainage Strategy are currently being progressed and will be submitted with the planning application.
	Summary analysis

Discipline	Evidence Base
Archaeology	During the post-medieval period, the Site likely lay within parkland that surrounded Garrett Hall (HER 1414.1.0), a timber-framed mansion that was sold to Oswald Mosley in 1564 and demolished in 1910. Garratt Mill (HER 19093.1.0) had been partly established within the Site by Gartside & Thackery in *c* 1760 and utilised a waterwheel to drive swivel looms for ribbon weaving. The mill's second phase of use is thought to have commenced in *c* 1780 by John Whitehead, who used Richard Arkwright's patent machinery for spinning cotton without paying the inventor for a licence. Whitehead was successfully operating powered spinning machines in Garratt Mill and is potentially Manchester's first powered cotton mill. By the late 18th century, the mill consisted of a complex of buildings that extended beyond the Site boundary, situated on the river Medlock. The mill was operated by Thackery and Co (Joseph and John Thackeray, cotton spinners). The Manchester book of plans 1822 states that Roger Aytoun Esq owned the land that the mill was built on and that the mill continued to be operated by Thackeray and Co. The buildings that fell within the Site consisted of a warehouse and packing room of three storeys, a workshop of two storeys, a stable, a hot house and dwelling house. The mill's power systems seem to have lay beyond the Site boundary; the boiler and engine house lay immediately to the east of the Site, whilst the 18th-century waterwheel lay to the south of the Site. Most of the mill buildings within the had been demolished by 1831, however the former hothouse and dwelling remained extant functioned as 'Old Garratt Print Works'. These buildings were rebuilt or altered by 1891. By 1851, the Site had been partly redeveloped into residential and commercial buildings, including a plot of four back-to-back workers' housing, abutting the Manchester South Junction to Altrincham Railway line / viaduct (MSJ&AR), built in 1848-9, bordering the north Site boundary. A rope works and saw mill were partly within the south of the Site. Mid-19th-century mapping shows that these buildings were built on either side of Charles Street, which had an alternative alignment, running north-east to south-west through the Site. The remaining plots of undeveloped land had been built upon by the late 19th century, consisting of workshops and businesses, built up to the viaduct on the north side of Charles Street and the riverbank to the south. A metal refinery and machine shop had steam boilers , chimney and an engine / furnace that abutted the railway viaduct. All buildings within the Site had been cleared by the 1970s and the Site was redeveloped into a multi-storey car park and three retail units. The multi-storey car park is four-storeys high, with rooftop parking and a semi-basement level. A culvert runs beneath the basement level.
	Consultation Lesley Dunkley – Historic Environment Officer, Greater Manchester Archaeology Advisory Service – 29th August 2025 Ian Miller – Heritage Management Director, Greater Manchester Archaeology Advisory Service – 4th September 2025
	Rationale for scoping out The construction of the multi-storey car park includes a semi-basement that has likely damaged or destroyed archaeological remains of medium and low significance. Therefore, no further archaeological investigation is required at the Site. An Archaeological Desk-based Assessment is contained at Appendix 6 of this Report.
Ground Conditions	*Summary analysis* The site contains an existing car park, with part-basement. The new development will sit on a smaller footprint and due to the height of building this will require installation of new piles and foundations following demolition of the existing car park. A Phase 1 SI will be submitted as part

Discipline	Evidence Base
	of the planning application which will address potential sources of contamination within the ground. However, as part of the planning application for the demolition of the site, a Phase 1 desk study has already been undertaken on the site which advises that there are minimal potential sources of contaminants associated with previous use and that remediation is likely to extend to clean "cover" soil to landscaped areas and potential remediation (removal or installation of a vapour barrier) beneath the building only – both are standard measures. A Phase 2 SI was undertaken by Bruntwood for the wider site which included some investigation in the vicinity of our site. This report states that "based on the data collected it is considered likely that a large proportion of the soils on site would be chemically suitable for use within this predominantly commercial scheme with minimal mitigation. This mitigation is likely to comprise a clean cover system to minimise exposure to soil contaminants". The site specific Phase 2 SI to be undertaken will investigate this and verify it for our site.
	Consultation • Initial discussions with EA: EA consulted on shooters brook requirements on 21/07/25, with response received 21/08/25. Meeting requested 10/09/25. No response yet. • Preliminary Geoenvironmental Appraisal Report for land at Charles Street, Manchester, produced by Calabrian issued as part of demolition planning application and appended to this report (Appendix 7). • ID Manchester Preliminary Ground Investigation Interpretive Report and Final Factual Report produced by Arup appended to this report (Appendix 8).
	Rationale for scoping out Likelihood of contaminants beneath site is low based on Phase 1 undertaken. Phase 2 SI is to be undertaken which will cover off all testing and provide a remediation strategy if required.
Arboriculture	*Summary analysis* - BS5837:2012 Tree Quality Survey (Appendix 9) completed (originally for demo application) and data now verified in Sept 2025 prior to upcoming development application to ensure tree data accuracy. - There are no trees at the site considered Category A status, Veteran, nor subject to a Tree Preservation Order (TPO) according to MCC online mapping. - An Arboriculture Method Statement was produced for the demo application ensuring all existing trees are suitably safeguarded. - An Arboricultural Impact Assessment with Tree Retention and Protection Plan will be produced and submitted to detail associated impacts to RPAs/ pruning requirements and losses as part of upcoming submission, however it is anticipated based on draft GA plans provided that all highest quality and value (Category B) trees will be retainable, with only the loss of four small, Category C trees (comprising self-seeded elder). The loss of these four elder trees will cause a negligible impact on tree canopy coverage and arboricultural amenity at the site. It is anticipated that an increase in tree population and canopy cover improvements will be attainable directly on site subject to well-designed landscape and tree planting proposals to compensate for the losses and result in net-improvements overall.
	Consultation No consultation with statutory bodies commenced to date.
	Rationale for scoping out All Category B existing trees on site (to western end of application boundary), are considered retainable during development and having been demonstrated to be safeguarded during Demolition Application (143741/FO/2025 Aug 2025), trees to remain unharmed during re-development application.

6 Environmental Statement Chapters

6.1 The proposed scope of the EIA is set out in the below Chapter. Each consultant has followed the Scoping Template as issued by Deloitte, the EIA Co-ordinator.

6.2 The list if proposed technical ES Chapters are set out as follows.

- Townscape and Visual Impact
- Heritage
- Noise and Vibration
- Air Quality
- Traffic and Transport
- Daylight Sunlight and Overshadowing
- Solar Glare
- Wind
- Climate Change
- Socio-Economics
- Human Health

Townscape and Visual Impact (Layer Studio)

Consultation & Available Information, & Baseline Conditions

Consultation

6.3 The Zone of Theoretical Visibility (ZTV) and draft viewpoints were issued to the LPA on 18th September 2025. The LPA confirmed they had no comments at this time.

6.4 There are no specialists within Manchester City Council or other statutory consultees relevant to the area of townscape and visual impact. As such, no consultation has been undertaken.

Completed Background Studies

6.5 Identification of Zone of Theoretical Visibility (ZTV) and key viewpoints – Initial baseline review of urban grain, designations, transit routes, land use and building heights. Placement of massing model into VU.CITY to generate ZTV and viewpoint locations for both heritage and townscape views.

6.6 Please refer to supporting document TVIA Draft Viewpoints - Main works (Appendix 10).

Baseline Conditions

6.7 The baseline conditions are the existing land use, building height, urban grain, physical townscape and views from local viewpoints. As part of the former UMIST campus, the Proposed Development of purpose built student accommodation and flexible commercial use will bring about a change to the existing land use, building height and urban grain, which, in turn will affect the arrangement and purpose of the street network and public realm. The TVIA will consider the impacts on the existing physical townscape (including the railway viaduct and nearby Conservation Areas) and the experience of those who use it, including the change in existing views from local viewpoints.

6.8 "Site as existing" is a robust baseline for the TVIA as it enables use of verified views to compare before and after images. The magnitude of change from the baseline position to the proposed development on completion can be robustly evidenced.

Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Impact on environmental designations	Environmental designations	n/a	Scoped out as there are no designations inside the application boundary, or in the vicinity of the Site.
View from St Peter's Square	People	n/a	The view of Plot H is heavily restricted from this location and only experienced as a glimpsed view between large buildings in the foreground. A view from Princess Street is selected as more relevant.
View from Piccadilly Station Platform 13/14	People	n/a	This is a transient view beyond the platform canopy, at the far end of the station. Few passengers frequent this part of the platform. Station security protocols make photography difficult.
View from Station Approach	People	n/a	Although this is an elevated position, receptors must bypass an array of street furniture to experience uncluttered views of Plot H. Users of the station tend to be focussed on the ramp to and from London Road (north)
View from Ardwick Green	People	n/a	Intervening buildings and vegetation restrict visibility from this position.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Change to urban grain	Urban grain	C/O	New building footprints differ from existing.
Change of land use	Land use	C/O	Consideration of townscape impacts associated with the change from a multi storey car park to PBSA/commercial use.

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Change to townscape character	Townscape character	C/O	Assessment to consider the impacts on the existing routes of Charles Street, Sackville Street and Princess Street, as well as the activation of Altrincham Street.
Changes to building heights	Townscape character and people	C/O	Proposing buildings that are taller than existing increases the Zone of Theoretical Visibility (ZTV) and has an effect on visual receptors and local townscape.
Change to the arrangement of public realm (streets and spaces)	Townscape of local streets and spaces	C/O	Holistic evolution of local streets and spaces will change the way people experience outdoor places and the move between them.
Change to the character and amenity of key views	Local residents, employees and visitors	C/O	Refer to accompanying document *451-LYR-XX-ZZ-RPT-L-0009-02 TVIA Draft Viewpoints - Main works.pdf*
Change of land use	Land use	C/O	Consideration of townscape impacts associated with the change from a multi storey car park to PBSA/commercial use.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.9 The Zone of Theoretical Visibility (ZTV) will be refined using VU.CITY.

6.10 Baseline photography will be completed in accordance with Technical Guidance Note 06/19 Visual Representation of Development Proposals (Landscape Institute). Any derogation will be accompanied by a justification statement.

Method of Assessment

6.11 The TVIA will be produced in accordance with industry best practice including Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013), by The Landscape Institute and the Institute of Environmental Management and Assessment and as recommended by the guidelines, be appropriate to the type and scale of the Proposed Development.

6.12 A desk based review of published documents and mapping will establish the character of existing townscape and identify visual receptors. Findings compiled using written commentary and supporting drawings.

6.13 The visual baseline will establish locations from which the Site is visible and from which views have the potential to be affected by the Proposed Development.

6.14 The assessment stage will firstly look at receptor Sensitivity will be determined by combining judgements on the susceptibility of the receptor to the specific type of development proposed and the value attributed to that receptor. Sensitivity of townscape and visual receptors will be assessed on a scale of high, moderate and low.

6.15 Next, the magnitude of change is identified by combining judgements about the size and scale of the effects, the extent of the area over which it occurs, whether it is reversible or

irreversible and whether it is of short or long term in duration and is assessed using a set of predetermined criteria. The magnitude of change is considered on a scale of major, moderate, minor or negligible. The magnitude of change in the view relates to the degree of contrast or integration likely to result from the Proposed Development and is influenced by the relative time over which a view is experienced and whether it is a full, partial or glimpsed view.

6.16 Finally, Significance of Effect is set out for each receptor by combining the judgements previously identified for Sensitivity and Magnitude.

6.17 18 verified views (generated by a suitably qualified expert) of the Proposed Development will be completed from each baseline location, outputted as a wireline (AVR level 1) or rendered image (AVR level 3) depending on proximity to site and magnitude of change. Viewpoint location and type of visualisation is included in document TVIA Draft Viewpoints - Main works (Appendix 10).

6.18 Verified views will be completed in accordance with Technical Guidance Note 06/19 Visual Representation of Development Proposals (Landscape Institute).

6.19 Full details of the Our Studio Methodology can be found in Appendix 11 of this report.

Built Heritage (SLHA)

Consultation & Available Information, & Baseline Conditions

Consultation

6.20 Key heritage stakeholders - including Manchester City Council, Historic England and the Twentieth Century Society - have been engaged with respect to the SRF, which includes place-based principles and an illustrative masterplan with respect to the Site, which have informed the Proposed Development. TVIA views have been agreed with MCC and HE.

Completed Background Studies

6.21 On-site visual surveys of the Site and surrounding area were undertaken in May 2022, with subsequent visits taking place in 2024 and February 2025. These visits informed both the appraisal of the Site as a component of the historic environment, and its contribution to the setting of surrounding heritage assets.

6.22 On 28 July 2022, Heritage Architecture Ltd provided a baseline assessment of the wider ID Manchester site, including a study of the buildings contained in Plot H. This informed subsequent options appraisals, including a detailed appraisal study for the Charles Street multi-storey car park (MSCP). In February 2025, Heritage Architecture Ltd provided a further Heritage Assessment to support the ongoing application for the demolition of the Charles Street MSCP.

Baseline Conditions

6.23 The existing building on-Site is not considered to yield any heritage interest. The Site is not within a Conservation Area; however, the Whitworth Street Conservation Area abuts the Site to the north, and the Site is within close proximity (≤500m) to numerous Grade II and Grade II* listed buildings, including the Manchester and Altrincham Railway Viaduct, buildings along Granby Row, and the recently listed Renold Building.

6.24 The 500m study area contains 114 buildings registered on Historic England's database. In total, there are 109 listed buildings (100 Grade II, 9 Grade II*). The SRF identifies a total of eight non-designated heritage assets (NDHAs) within the former UMIST campus. Five of these NDHAs are registered with Certificate of Immunity status and are subject to a live planning application for their removal (application ref. 143024/FO/2025): Barnes Wallis and Wright Robinson Building; Butterfly Stairs; Morton Laboratory; Moffat Building and Manchester Meeting Place. The following NDHAs are within the immediate vicinity of the Site and are included within the scope of assessment: Jacksons Mill; Pariser Building; and MSS Tower.

6.25 Scenarios 1-4 are to be tested for Built Heritage on the basis of the existing building being within the Site. Potential effects associated with the construction and operational phases of the Proposed Development will relate to indirect temporary visual/setting impacts and indirect permanent visual/setting impacts. Given the sensitivity and complexity of the site with regards to both designed and non-designated heritage assets, the four baseline scenarios including the existence of the Charles Street Multi-Storey Car Park (MSCP) have been considered. This is considered to be the most robust set of scenarios, as the demolition of the MSCP would temporarily impact upon the setting of the identified heritage assets, followed by the construction phase of the Proposed Development.

Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	Receptor	Construction / Operation	Discussion
Neutral (not significant)	Listed Buildings: 1. CHATHAM MILL, Grade: II, List Entry Number: 1293040 2. INDIA HOUSE (INCLUDING ATTACHED WROUGHT IRON GATEWAY LINKED TO LANCASTER HOUSE), Grade: II*, List Entry Number: 1254836 3. FORMER GROSVENOR PICTURE PALACE, Grade: II, List Entry Number: 1218431 4. 94-98, GROSVENOR STREET, Grade: II, List Entry Number: 1218404 5. ODDFELLOWS HALL, Grade: II, List Entry Number: 1200840 6. ADULT DEAF AND DUMB INSTITUTE (FORMER), Grade: II, List Entry Number: 1200839 7. FORMER MANCHESTER EAR HOSPITAL, Grade: II, List Entry Number: 1197922 8. DANCEHOUSE THEATRE INCLUDING NUMBERS 6-14, Grade: II, List Entry Number: 1384997 9. FORMER TOWN HALL FACADE TO MABEL TYLECOTE BUILDING, MANCHESTER METROPOLITAN UNIVERSITY, Grade: II, List Entry Number: 1283062 10. DALTON STATUE IN FORECOURT OF DALTON COLLEGE, Grade: II, List Entry Number: 1197791	None anticipated	Whilst the identified listed buildings fall within the 500m study area, these receptors have been scoped out from further assessment based on the data produced by the Zone of Theoretical Visibility (ZTV) study, which has indicated that the Plot H development will not give rise to any visual impact upon the setting of these heritage assets.

Effect	Receptor	Construction / Operation	Discussion
	11. MANCHESTER OXFORD ROAD STATION (INCLUDING PLATFORM STRUCTURES), Grade: II, List Entry Number: 1255053 12. PEVERIL OF THE PEAK PUBLIC HOUSE, Grade: II, List Entry Number: 1293058 13. THE RITZ DANCE HALL, Grade: II, List Entry Number: 1254888 14. THE PALACE THEATRE, Grade: II, List Entry Number: 1271227 15. CHORLTON NEW MILL AND ATTACHED CHIMNEY, Grade: II, List Entry Number: 1197774 16. CHORLTON OLD MILL, Grade: II, List Entry Number: 1197775 17. MILL ON NORTH EAST CORNER OF JUNCTION WITH CHESTER STREET, Grade: II, List Entry Number: 1197776 18. ASIA HOUSE, Grade: II*, List Entry Number: 1247432 19. FORMER PICKLES BUILDING, Grade: II, List Entry Number: 1246955 20. LINDENCOURT HOUSE, Grade: II, List Entry Number: 1208396 21. 26-30, PRINCESS STREET, Grade: II, List Entry Number: 1246961 22. 116 AND 118, PORTLAND STREET, Grade: II, List Entry Number: 1247062 23. 9, RICHMOND STREET, Grade: II, List Entry Number: 1247476 24. 103, PRINCESS STREET, Grade: II*, List Entry Number: 1247391 25. 16, NICHOLAS STREET, Grade: II, List Entry Number: 1271453 26. TRANSACT HOUSE, Grade: II, List Entry Number: 1247386 27. 59 AND 61, FAULKNER STREET, Grade: II, List Entry Number: 1282964 28. 52 AND 54, FAULKNER STREET, Grade: II, List Entry Number: 1282963 29. 46, 48 AND 50, FAULKNER STREET, Grade: II, List Entry Number: 1282962 30. 39 AND 41, GEORGE STREET, Grade: II, List Entry Number: 1218183 31. 83, PRINCESS STREET, Grade: II, List Entry Number: 1270913 32. 87-91, PRINCESS STREET, Grade: II, List Entry Number: 1247390 33. LANGLEY BUILDINGS, Grade: II, List Entry Number: 1247385		

Effect	Receptor	Construction / Operation	Discussion
	34. 109 AND 111, PORTLAND STREET, Grade: II, List Entry Number: 1271095 35. 101, PRINCESS STREET, Grade: II, List Entry Number: 1270899 36. BRAZIL HOUSE, Grade: II, List Entry Number: 1270871 37. THE CHURCHILL PUBLIC HOUSE, Grade: II, List Entry Number: 1197758 38. 109, PRINCESS STREET, Grade: II, List Entry Number: 1270914 39. FORMER WAREHOUSE, Grade: II, List Entry Number: 1431770 40. 51 AND 53, RICHMOND STREET, Grade: II, List Entry Number: 1270835 41. 110-114, PORTLAND STREET, Grade: II, List Entry Number: 1247061 42. 104, BLOOM STREET (See details for further address information), Grade: II, List Entry Number: 1218476 43. 61, OXFORD STREET, Grade: II, List Entry Number: 1246286 44. ST JAMES BUILDINGS, Grade: II, List Entry Number: 1246571 45. 127-133, PORTLAND STREET, Grade: II, List Entry Number: 1246958 46. EASTERN HOUSE PORTLAND HOUSE, Grade: II, List Entry Number: 1247058 47. BRIDGEWATER HOUSE, Grade: II, List Entry Number: 1270606 48. FORMER ELECTRICITY POWER STATION, Grade: II, List Entry Number: 1255031 49. 32, DICKINSON STREET (See details for further address information), Grade: II, List Entry Number: 1247060 50. RHODESIA HOUSE, Grade: II, List Entry Number: 1270911 51. LANCASTER HOUSE, Grade: II*, List Entry Number: 1254887 52. ROCHDALE CANAL LOCK NUMBER 87, TO EAST OF PRINCESS STREET, WITH CAST IRON FOOTBRIDGE BESIDE STREET, Grade: II, List Entry Number: 1247580 53. NEW UNION PUBLIC HOUSE, Grade: II, List Entry Number: 1247444 54. CENTRAL HOUSE, Grade: II, List Entry Number: 1247389 55. LIONESSE HOUSE, Grade: II, List Entry Number: 1247387		

Effect	Receptor	Construction / Operation	Discussion
	56. 3, BRAZIL STREET, Grade: II, List Entry Number: 1283077 57. 52 AND 54, PORTLAND STREET, Grade: II, List Entry Number: 1246953 58. 35, 37 AND 39A, GEORGE STREET (See details for further address information), Grade: II, List Entry Number: 1200836 59. ROCHDALE CANAL LOCK NUMBER 86, TO EAST OF CHORLTON STREET, Grade: II, List Entry Number: 1247481 60. Nos. 41 AND 43, FAULKNER STREET, Grade: II, List Entry Number: 1200829 61. 45 AND 47, FAULKNER STREET, Grade: II, List Entry Number: 1200830 62. 34, PRINCESS STREET, Grade: II, List Entry Number: 1247383 63. 39, CHORLTON STREET, Grade: II, List Entry Number: 1283091 64. ROCHDALE CANAL BOUNDARY WALL TO CANAL BETWEEN SACKVILLE STREET AND CHORLTON STREET, Grade: II, List Entry Number: 1270837 65. 27, SACKVILLE STREET, Grade: II, List Entry Number: 1247607 66. BOUNDARY WALL TO ROCHDALE CANAL BETWEEN PRINCESS STREET AND SACKVILLE STREET ROCHDALE CANAL BOUNDARY WALL TO CANAL STREET BETWEEN PRINCESS STREET AND SACKVILLE STREET, Grade: II, List Entry Number: 1247555 67. 55, FAULKNER STREET (See details for further address information), Grade: II, List Entry Number: 1217991 68. No. 56, FAULKNER STREET, Grade: II, List Entry Number: 1200832 69. No. 49, FAULKNER STREET, Grade: II, List Entry Number: 1200831 70. No. 36, PRINCESS STREET, No. 94, PORTLAND STREET, and No. 75, FAULKNER STREET, Grade: II, List Entry Number: 1247384 71. BASIL HOUSE, Grade: II, List Entry Number: 1246956 72. 113-119, PORTLAND STREET, Grade: II, List Entry Number: 1246957 73. ROCHDALE CANAL LOCK NUMBER 88, TO EAST OF OXFORD STREET, Grade: II, List Entry Number: 1270857 74. 2, HARTER STREET, Grade: II, List Entry Number: 1200841		

Effect	Receptor	Construction / Operation	Discussion
	75. TOOTAL, BROADHURST AND LEE BUILDING, Grade: II*, List Entry Number: 1271294 76. CIRCUS TAVERN AND ATTACHED RAILINGS, Grade: II, List Entry Number: 1247057 77. 44-50, PORTLAND STREET, Grade: II, List Entry Number: 1247041 78. 11, BLOOM STREET, Grade: II, List Entry Number: 1208005 79. LEE HOUSE, Grade: II, List Entry Number: 1218358 80. NOS 74-78, AND NO 80 (THE GREY HORSE PUBLIC HOUSE) AND ATTACHED RAILINGS, PORTLAND STREET, Grade: II, List Entry Number: 1246954 81. BRITANNIA HOTEL, Grade: II*, List Entry Number: 1246952 82. 8, MINSHULL STREET (See details for further address information), Grade: II, List Entry Number: 1219858 83. CANADA HOUSE, Grade: II, List Entry Number: 1208597 84. ROCHDALE CANAL BOUNDARY WALL TO CANAL BETWEEN CHORLTON STREET AND MINSHULL STREET, Grade: II, List Entry Number: 1247478 85. FRASER HOUSE, Grade: II, List Entry Number: 1283064 86. CITY POLICE COURTS, Grade: II*, List Entry Number: 1219894 87. JOSHUA HOYLE BUILDING, INCLUDING ROBY HOUSE, Grade: II, List Entry Number: 1271127 88. PRINCES BUILDINGS, Grade: II, List Entry Number: 1246285 89. 70 AND 72, PORTLAND STREET (See details for further address information), Grade: II, List Entry Number: 1271071 90. 57, FAULKNER STREET, Grade: II, List Entry Number: 1218005 91. 63, GEORGE STREET, Grade: II, List Entry Number: 1218197		
Neutral (not significant)	Conservation Areas: George Street Conservation Area, designated June 1985 St Peters Square Conservation Area, designated December 1973 Albert Square Conservation Area, designated March 1972	None anticipated	Whilst the identified Conservation Areas fall within the 500m study area, these receptors have been scoped out from further assessment based on the data produced by the

Effect	Receptor	Construction / Operation	Discussion
			Zone of Theoretical Visibility (ZTV) study, which has indicated that the Plot H development will not give rise to any visual impact upon the setting of these heritage assets.

Identification of Effect/s which are Likely to be Significant

**Receptor numbers correspond to the location of each listed building and NDHA indicated in Figure 1 of the Built Heritage – EIA Scoping Figures (Appendix 12).*

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Minor (indirect only)	1. Lass O Gowrie, Grade II, List Entry Number: 1293175	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	2. Manchester House, Grade II, List Entry Number: 1270897	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor-to-moderate (indirect only)	3. Former Refuge Assurance Company Offices, Grade II*, List Entry Number: 1271429	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to range from minor-to-moderate (adverse) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	4. Orient House, Grade II, List Entry Number: 1200838	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral). Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	5. Granby House, Grade II, List Entry Number: 1218253	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral). Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor-to-moderate (indirect only)	6. Renold Building, UMIST Campus, Grade II, List Entry Number: 1491623	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to range from minor-to-moderate (adverse) impact. Adverse impact may be mitigated by positive design (operational phase).

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
			No direct impact.
Minor (indirect only)	7. Sculptural Wall, Grade II, List Entry Number: 1400857	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral). Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	8. Train Shed and undercroft at Manchester Piccadilly Station, Grade II, List Entry Number: 1283014	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	9. Former Goods Offices to Piccadilly Station, Grade II, List Entry Number: 1197919	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor-to-moderate (indirect only)	10. Police and Fire Station, Grade II*, List Entry Number: 1197918	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to range from minor-to-moderate (adverse) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor-to-moderate (indirect only)	11. Institute of Science and Technology (University of Manchester), Grade II, List Entry Number: 1247609	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to range from minor-to-moderate (adverse) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	12. Regency House with Barclays Bank, Grade II, List Entry Number: 1254835	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	13. 46 Sackville Street, Grade II, List Entry Number: 1247608	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	14. 42 and 44 Sackville Street, Grade II, List Entry Number: 1270791	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor-to-moderate (indirect only)	15. The Shena Simon Sixth-Form College, Grade II, List Entry Number: 1270607	C and O	Indirect impact anticipated to the setting of the asset. Degree of indirect impact anticipated to be minor to moderate (adverse, beneficial or neutral). Adverse impact may be mitigated by positive design (operational phase).

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
			No direct impact.
Minor (indirect only)	16. Minshull House, Grade II, List Entry Number: 1283092	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	17. Mintierna House, Grade II, List Entry Number: 1197759	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	18. Manchester South Junction and Altrincham Railway Viaduct, Grade II, List Entry Number: 1200837	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	19. Barnes Wallis and Wright Robinson building, Certificate of Immunity, NDHA, List Entry Number: 1491085	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	20. Moffat Building, Certificate of Immunity, NDHA, List Entry Number: 1491090	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	21. Butterfly Stairs and Walkway Bridge (formerly known as The Sir Hubert Worthington Stair), UMIST, Manchester, Certificate of Immunity, NDHA, List Entry Number: 1491350	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	22. Staff House (Manchester Meeting Place), UMIST, Certificate of Immunity, NDHA, List Entry Number: 1491326	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	23. Morton Laboratory (Chemical Engineering Pilot Plant), UMIST, Certificate of Immunity, NDHA, List Entry Number: 1491347	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	24. Jacksons Mill, NDHA	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact.

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
			Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	25. Pariser Building, NDHA	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	26. MSS Tower, NDHA	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	27. Whitworth Street Conservaition Area, designated June 1985	C and O	Indirect impact to the setting of the asset. Degree of indirect impact anticipated to be minor (adverse, beneficial or neutral) impact. Adverse impact may be mitigated by positive design (operational phase). No direct impact.
Minor (indirect only)	28. Public Art	C and O	There are a range of public art pieces which are located within the wider masterplan site. The strategy for these is subject to a separate application but are to be considered under Plot H where necessary. Subject to NPPF para.211 which relates to historic statue, plaque, memorial or monument (whether listed or not).

Assessment Methodology for Likely Significant Effects

Baseline Data

6.26 Baseline data of the study area was collected utilising Historic England's Online Mapping tool and Manchester City Council's online data (refer to Built Heritage – EIA Scoping Figures (Appendix 12)). Google Earth was also utilised as part of the baseline data collection.

6.27 Non-designated heritage assets are as identified during pre-application discussions with the Local Planning Authority and defined in the SRF.

6.28 A study area of 500m from the Site boundary has been determined by Heritage Architecture as being appropriate for the consideration of potential significant effects of the Proposed Development on the setting of heritage assets in the local area. The determination of the study area has been based on an understanding of the existing nature of the site and its surroundings, heritage sensitivities in the locality of the site, the form and character of the proposed development, a Zone of Theoretical Visibility, and has been further informed by professional judgement and experience in similar assessments.

6.29 There are 114 listed buildings within a 500m radius of the site. However, a number of listed buildings within the wider area are to be scoped out from further assessment, due to the lack

of intervisibility with the Plot H site. This scoping exercise is supported by ZTVI studies of the site.

6.30 The built heritage chapter will identify and evaluate the nature and likelihood of the impacts of the Proposed Development, both permanent and temporary, in both the short term and long term, on built heritage receptors against clearly defined criteria.

6.31 The proposed draft views to be assessed as part of the built heritage chapter are:

- View 2 – Granby Row at Granby House
- View 3 – Vimto Park (SRF view B)
- View 4 – Altrincham Street
- View 5 – Sackville Street
- View 6 – Charles Street at Lass O' Gowrie pub
- View 7 – Princess Street
- View 8 – Sackville Gardens (SRF view 5)
- View 9 – Chorlton Street (SRF view 2)
- View 10 – London Road (SRF view 3)
- View 11 – Fairfield Street (SRF view 4)
- View 12 – Altrincham Street
- View 18 – Oxford Street Station

Method of Assessment

6.32 The assessment methodology for the historic environment is a synthesis of established guidance, best practice and professional judgement. The assessment of effects of the proposed development has been undertaken in accordance with an adapted form of the methodology set out in the ICOMOS Guidance on 'Heritage Impact Assessments' (January 2011), in which the value of heritage attributes is assessed in relation to statutory designations.

6.33 The relative 'value' and importance attributed to the identified heritage assets largely coincides with their national status. In line with ICOMOS terminology, Grade I buildings are considered to be of very high significance; Grade II* of high significance; and Grade II of medium heritage significance. The value of Conservation Areas is informed by the quality and significance of the built form within them and may be influenced by the status of listed and locally listed buildings which make up the designated area.

6.34 The receptor (which for the purposes of this assessment are 'heritage assets') which has the potential to be affected by the Proposed Development is ascribed a value and subsequently the impact of the Proposed Development on them is assessed in order to determine the significance of the effect.

6.35 The following Historic England guidance will be utilised:

- Historic England's Conservation Principles, Policies and Guidance (2008);
- Historic England's Good Practice Advice Note 3: The Setting of Heritage Assets (2017);

- Historic England. Advice Note 4: Tall Building Guidance (2022); and
- Historic England (2019). Understanding Place: Conservation Area Designation, Appraisal and Management.

6.36 A Heritage Statement will be prepared to support the Built Heritage Chapter (forming a technical appendix) and accompany the Planning Application. As stated above, the Heritage Statement will provide a detailed and robust baseline assessment of the identified heritage assets surrounding the Site, considering their significance and to what extent their setting contributes to an appreciation of this. This information will be summarised in the ES Chapter.

6.37 In order to assess the potential magnitude and significance of effect of the visual impact of the Proposed Development, the following criteria is considered:

- The sensitivity and proximity of receptors (i.e., heritage assets);
- The nature of the existing views;
- The degree of change to existing views and the visibility of the Proposed Development; and
- The availability and amenity of alternative views.

6.38 The assessment section of the Chapter will:

- Describe the potential impacts to the heritage assets as a result of the Proposed Development; and
- Outline suitable mitigation measures to deal with the potential effects of the Proposed Development on heritage assets.

6.39 Significant effects in EIA terms relate to effects categorised as Moderate, Moderate-Major, or Major. Any effects categorised below this – Minor-Moderate, Minor, Negligible, or None – are considered to be Not Significant.

Discipline specific methodology

6.40 Significance criteria for determining the value of heritage assets:

Significance / Sensitivity	Definition of receptor
Very High	- Grade I listed buildings / Grade I registered parks and gardens - World Heritage Sites
High	- Grade I and Grade II* listed buildings. - Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. - Conservation Areas containing very important buildings. -
Medium	- Grade II listed buildings.

	- Historic buildings that can be shown to have exceptional qualities in their fabric or historical associations. - Conservation areas containing buildings that contribute significantly to its historic character.
Low	- Locally listed buildings. - Historic buildings of modest quality in their fabric or historical association. -
Negligible	- Recorded on the HER in record form or as 'Find Sites' - buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown / none	- Buildings/sites where the potential importance interest requires determination - Or sites determined to be of no heritage interest

6.41 Criteria for determining the magnitude of impact:

Magnitude of Impact	Criteria for Assessing impact
Major beneficial	The development considerably enhances the heritage values of the heritage assets, or the ability to appreciate those values.
Moderate beneficial	The development enhances to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.
Minor beneficial	The development enhances to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.
Negligible beneficial	The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.
Neutral	This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced
Negligible adverse	The development would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.
Minor adverse	The development erodes to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.
Moderate adverse	The development erodes to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.
Major adverse	The development severely erodes the heritage values of the heritage assets, or the ability to appreciate those values.

6.42 Significance of effect matrix:

Magnitude	Sensitivity		
	Very High / High	Medium	Low
Major	Major Adverse/Beneficial	Major-Moderate Adverse-Beneficial	Moderate –Minor Adverse-Beneficial
Moderate	Major –Moderate Adverse/Beneficial	Moderate –Minor Adverse-Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor- Negligible Adverse/Beneficial
Negligible	Negligible Adverse/Beneficial	Negligible Adverse/Beneficial	Negligible Adverse/Beneficial
Neutral	Neutral	Neutral	Neutral

Noise and Vibration

Consultation & Available Information, & Baseline Conditions

Consultation

6.43 No statutory consultation has been undertaken to date. The assessment scope & methodology derive from a comprehensive review of policy and the completed baseline survey. Relevant policy includes:

- Manchester Core Strategy (Development Management Policy DM1) - *Adopted 2012*
- Manchester Unitary Development Plan (1995), Saved Policy DC26: Development and Noise (retained as a saved policy, confirmed 2014 and still extant).
- Planning and Noise - Technical Guidance (Manchester City Council) – *2015*
- Guide to Development in Manchester (SPD) – *Adopted 2007*
- National Planning Policy Framework (NPPF) - *February 2025*
- Planning Practice Guidance: Noise (PPG – Noise) - *July 2019*
- Noise Policy Statement for England (NPSE) - *Published March 2010*
- Control of Pollution Act 1974

6.44 Local policy requires assessment of noise and vibration; both are scoped in. In our judgement the framework provides sufficient clarity without further consultation.

Completed Background Studies

6.45 An Environmental Noise Survey Report was completed on 22 July 2025 and is appended to this report (Appendix 13).

6.46 Unattended baseline monitoring 4–8 July 2025 at three positions (railway boundary; Sackville St; Charles St) was undertaken in general accordance with BS 7445:2003 – Description and measurement of environmental noise and the Association of Noise Consultants (ANC) - Environmental Noise Measurement Guide (2021) using Type 1 sound level meters. Outputs include the equivalent continuous sound pressure level (L_{Aeq}), background sound level (L_{A90}) and night maximum sound pressure level (L_{Afmax}) time-histories, spectra, and histograms deriving “typical-lowest” background levels for plant criteria. The existing noise climate is dominated by local road traffic (Sackville/Charles/Princess St; Mancunian Way to the south)

and rail movements on the elevated tracks along the northern boundary. Dataset forms the baseline for the EIA noise and vibration assessment.

Baseline Conditions

Baseline (2025)

6.47 The Site is a disused multi-storey car park, with vacant commercial retail units and a disused public house at ground floor level. The prevailing soundscape is dominated by road traffic (Sackville/Charles Street/wider network) and rail noise/vibration from elevated tracks to the north. Sensitive receptors include residential and educational buildings.

Do-Nothing scenario, without the Proposed Development

6.48 The Site remains vacant; with noise and vibration environment remaining unchanged. Traffic/rail noise would persist.

Do-Something scenario, with the Proposed Development

6.49 The Site becomes PBSA with very limited parking (minimal traffic uplift) and ground-floor commercial units (Class E, sui generis, Class F1 /F2). The overall noise climate is unlikely to change significantly. Very minor changes in road traffic noise may occur, and new noise sources such as patrons and servicing for the commercial units and plant servicing the building as a whole are expected and will be assessed where potential significant effects exist. Construction will cause temporary local increases in noise and vibration, after which conditions return broadly to baseline.

6.50 Alternative Baseline Scenarios (1a–4a), representing conditions with the existing buildings demolished but the Proposed Development not yet built, have been scoped out. The 2025 baseline (with buildings in situ) is considered to represent the likely operational worst-case condition, creating the most robust assessment. Removal of the existing structures would not materially alter noise or vibration exposure at receptors within this transport-dominated environment, and any demolition-only noise would mirror the early construction activities of the main scheme. In addition, assessment of future baseline scenario will pick up the proposed demolition with the cumulative schemes, therefore ensuring this is considered.

Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Construction Traffic Vibration	Sensitive Residential / Education Receptors	Construction	There is potential for adverse effects due to construction traffic vibration where sensitive receptors are in very close proximity to roads which don't regularly experience heavy goods vehicle movements. There is no set methodology for the assessment of construction traffic vibration, however receptors that are likely to experience adverse effects are very likely to be the same as those identified in the assessment of construction traffic noise; additionally the mitigation measures

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
			implemented to reduce the impact of construction traffic noise (i.e. the routing of construction traffic) will also reduce the impact of construction traffic vibration. A separate assessment of construction traffic vibration is therefore not deemed necessary or proportionate.
Road traffic noise increase	Sensitive Residential / Education Receptors	Operation	The Proposed Development replaces a disused multi-storey car park and does not include significant parking allowances, so is not expected to generate significant road traffic in operation. As such, there is limited potential for significant adverse noise effects due to the increase in traffic flows on nearby roads because of the Proposed Development and assessment of operational road traffic is therefore not deemed necessary.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Demolition/Construction Noise	Sensitive Residential/Education Receptors	Construction	There are sensitive receptors near the Proposed Development site boundary which could be subject to temporary significant adverse effects due to demolition/construction noise.
Construction Traffic Noise	Sensitive Residential/Education Receptors	Construction	There are sensitive receptors located off roads which are likely to be used by construction traffic accessing the site. There is potential for temporary adverse effects due to the noise increase on local roads.
Construction Vibration	Sensitive Residential/Education Receptors	Construction	There are sensitive receptors near the Proposed Development site boundary which could be subject to temporary significant adverse effects due to demolition/construction vibration.
Environmental noise impacts	Proposed Development	Operation	Baseline noise levels are typical of urban sites close to transport infrastructure. Appropriate building envelope specifications and ventilation strategies will be required to achieve guideline internal noise levels and avoid significant effects.
Environmental vibration impact	Proposed Development	Operation	Rail vibration has the potential to cause perceptible vibration and/or re-radiated noise within the Proposed Development. Baseline

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
			ground-borne vibration measurements will be required to confirm risk. If significant, design mitigation (e.g. foundation isolation, structural detailing, or layout controls) may be necessary to avoid significant effects.
Noise from Building Services Plant	Sensitive Residential Receptors	Operation	There is likely to be a considerable amount of building services plant, and the existing background noise levels are likely to be relatively low. Therefore, noise emissions from building services plant have the potential to cause significant adverse noise effects at nearby sensitive receptors if not properly controlled.
Retail/Gym Noise Impacts	Sensitive Residential Receptors	Operation	Appropriate operational controls and building fabric specifications will be required to ensure that noise from proposed retail and gym activities does not result in significant effects at adjoining and offsite sensitive receptors.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.51 The baseline has been established based on the results of the unattended environmental noise monitoring (4–8 Jul 2025) undertaken at three boundary positions (railway, Sackville St, Charles St). See appended Blackbird Acoustics Ltd Environmental Noise Survey Report (Appendix 13).

6.52 The existing noise climate is dominated by road traffic and rail movements; typical of urban environments close to transportation infrastructure.

6.53 The following study areas have been defined for the assessment of noise and vibration impacts:

- Construction and Operation Noise and Vibration Study Area: 100m. This extent is illustrated in Figure 6.1 and has been selected based on the following considerations:
  - A 100m radius ensures the inclusion of the vast majority of receptors with direct line of sight to the development, capturing those most likely to be affected by noise and vibration.
  - Receptors located outside the 100 m boundary are typically either more distant or acoustically screened by intervening buildings or structures, meaning any effects are likely to be significantly attenuated.
  - The selected boundary supports a worst-case assessment that remains proportionate to the scale of the development, and is expected to capture all locations where significant effects could realistically occur.

- Construction Traffic Study Area: 50m width of relevant curb lines. This extent has been selected based on the following considerations:
  - DMRB LA 111 Noise and Vibration (2020) states that a construction traffic study area shall be defined to include a 50-metre width from the kerb line of public roads where there is potential for an increase in baseline noise level (BNL) of 1 dB(A) or more as a result of additional construction traffic on existing traffic levels.
  - The existing and construction traffic flow data will be reviewed to establish the study area once the datasets have been produced by the transport engineers.

- Construction Vibration Study Area: 50m. This extent is illustrated in Figure 6.1 and has been selected based on the following considerations:
  - This reflects the physical propagation characteristics of ground-borne vibration, which decays rapidly with distance due to geometric spreading and soil damping effects.
  - Beyond about 50m, vibration levels from typical construction activities (such as piling, excavation, or heavy vehicle movements) are expected to fall below thresholds of human perception and well below any damage criteria for buildings.
  - Limiting the vibration study area to this smaller radius therefore ensures that assessment remains focused on receptors with a realistic potential for perceptible or significant impacts, without unnecessarily expanding the study area to include locations where vibration will be negligible.

6.54 Additional baseline data that is still to be recorded includes targeted attended vibration survey for PPV/VDV at rail-facing edge/nearest receptors. No further noise logging is proposed.

Figure 6.1 – Noise and Vibration Study Areas



Method of Assessment

6.55 The noise and vibration assessment will follow a structured approach, combining site measurements, prediction modelling, and comparison against relevant British Standards and

guidance. The aim is to provide a clear, proportionate assessment of likely effects during both the construction and operational phases of the development.

Baseline measurements

6.56 Unattended logging surveys have been undertaken at representative locations around the site (July 2025), in accordance with ISO 1996-1:2016 and ISO 1996-2:2017.

6.57 Class 1 instrumentation has been used, compliant with IEC 61672-1:2013, with calibration traceable to IEC 60942:2017.

6.58 Frequency spectra have been recorded to IEC 61260-1:2014 for use in both plant and façade break-in calculations.

Propagation modelling

6.59 Noise predictions will use BS ISO 9613-2:2024, the well-established method for calculating outdoor sound propagation. The method accounts for distance, ground and air absorption, and screening or reflections, providing realistic estimates of levels at receptors. Predictions will be checked against baseline measurements and tested for sensitivity to ensure robustness.

Construction phase assessments

6.60 Demolition/Construction Noise: Construction/Demolition noise will be assessed by taking an assumed plant list, agreed with the client, and modelling the expected noise levels in accordance with BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise guidance. Impact thresholds will be defined in accordance with the National Highways, Design Manual for Roads and Bridges (DMRB), LA 111: Noise and Vibration, Revision 2, February 2020, and a moderate or major effect will be deemed potentially significant.

6.61 Construction Traffic noise: Changes in road traffic noise associated with the demolition/construction of the scheme will be assessed using the Calculation of Road Traffic Noise (CRTN) basic noise level calculation method. The impact thresholds will be defined in accordance with DMRB LA 111 (short term traffic noise increase) and a moderate or major effect will be deemed potentially significant.

Operational phase assessments

6.62 Environmental noise impacts: The assessment of environmental noise impacts will be undertaken by taking the modelled external façade noise level, assessing noise break-in to the residential and other sensitive uses in accordance with BS8233:2014 and assessing against BS8233:2014 criteria for suitable internal ambient noise levels. The impact thresholds will be defined using professional judgement and accounting for BS8233:2014 and ProPG guidance and a moderate or major effect will be deemed potentially significant.

6.63 Retail / gym noise impacts: The assessment of potential noise impacts from the proposed retail and gym activities within the proposed development will be undertaken by considering typical operational noise sources, such as amplified music, fitness classes, customer activity, and exercise equipment use. Predicted source noise levels will be assessed both at the façades of the nearest offsite noise-sensitive receptors and within any adjoining sensitive uses inside the development, accounting for propagation in accordance with standard

methodologies. The results will be evaluated against relevant guidance criteria (e.g. BS 8233:2014 and ProPG for residential amenity). Impact thresholds will be defined using professional judgement, considering the character of the noise, the sensitivity of the receptor, and the relevant standards, with a moderate or major effect deemed potentially significant.

6.64 Noise from Building Services Plant*:* It is unlikely that sufficient building services design information will be available at planning to present a full and detailed assessment of the impacts. Where the design is sufficiently progressed, plant noise emissions for the major items will be assessed using the ISO 9613 prediction methodology and plant rating levels will be determined in accordance with BS 4142:2014+A1:2019. Impact thresholds will be derived from the measured background sound levels using professional judgement and accounting for BS 4142 guidance. A moderate or major effect will be deemed potentially significant. Where sufficient data is not available, external building services noise limits will be presented so that these may be secured by condition.

6.65 Environmental Vibration Impacts:

- For human exposure, the likely vibration levels in the proposed building will be established based on the measured levels, corrected to account for ground and building effects in accordance with the ANC Measurement & Assessment of Groundborne Noise and Vibration guide (2020). Impact thresholds will be defined in accordance with the ANC guide and against the guideline ranges set out in BS 6472-1:2008 using Vibration Dose Value (VDV). A moderate or major effect will be deemed potentially significant.

- For groundborne noise, the assessment will also follow the ANC Good Practice Guide. Impact thresholds will be defined in accordance with the ANC guide. A moderate or major effect will be deemed potentially significant.

Cumulative Assessment

6.66 The cumulative assessment for noise and vibration will consider consented/committed schemes within a 1km radius. It is assumed that any changes in road traffic flows will be captured within those that are derived by the transport consultants; these will be considered as necessary. The cumulative impact of any nearby construction sites will be considered where construction will occur at the same time. No other cumulative impacts are expected.

Discipline specific methodology

6.67 Effects will typically be assessed using the methodology as set out in Section 2 of the Scoping Report. However, the noise and vibration impact assessment will consider moderate impact magnitudes at high sensitivity receptors to be moderate adverse, not major adverse, because noise and vibration effects are typically transient, manageable, and reversible. This approach ensures that the assessment is proportionate, aligned with guidance, and reflective of actual environmental risk, while still highlighting the need for appropriate mitigation.

Air Quality

Consultation & Available Information, & Baseline Conditions

Consultation

6.68 Consultation is planned to be issued to MCC Environmental Health Office (EHO) to agree on specific aspects of the methodology following submission of the Scoping report. Consultation with other stakeholders is not anticipated.

Completed Background Studies

6.69 No site-specific air quality survey will be undertaken for air quality on this project.

Baseline Conditions

6.70 The Site is within the Manchester Air Quality Management Area (AQMA), which has been declared due to exceedances of the annual average NO2 and 24-hour average PM10 Air Quality Objectives (AQO).

6.71 Air quality monitoring stations from two monitoring schemes, Local Air Quality Management (LAQM) and Clean Air Plan (CAP), in the vicinity of the Site are presented in Figure 1. Elevated pollution levels are shown by monitoring stations along Oxford Road (260 m west of the Site), in which 2024 annual average concentrations recorded at most stations exceeded the UK AQO for annual average NO2 (40 µg/m3). The highest NO2 level was recorded at monitoring station CAP_MANC_183, with the annual average concentration of 53 µg/m3.

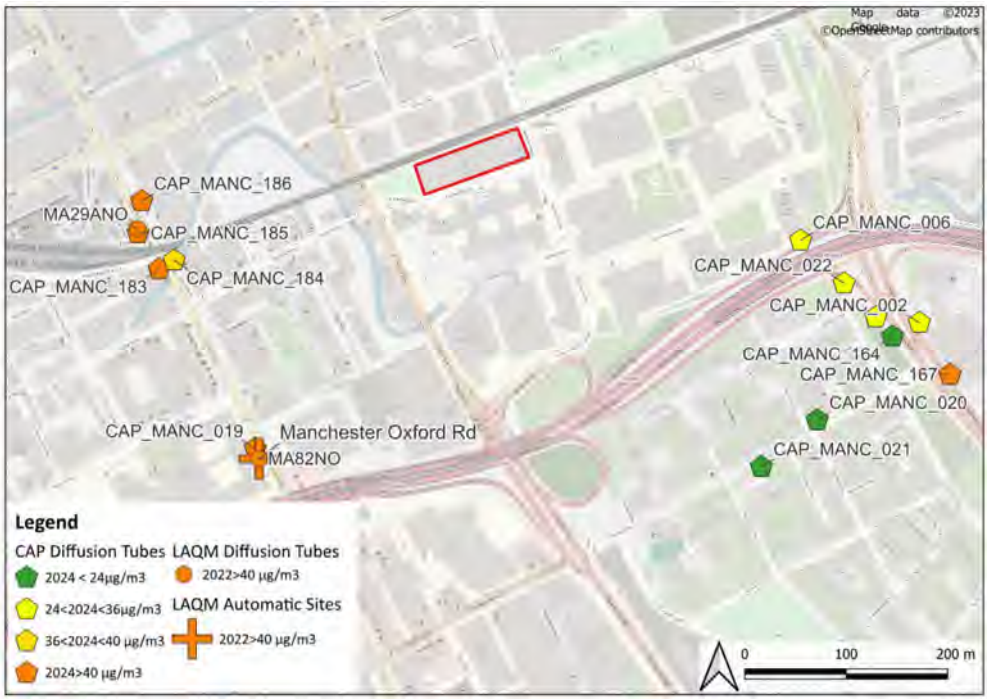
6.72 2024 NO2 concentrations recorded near Downing Street Junction (335m southeast of the Site) indicate pollution levels in compliance with the annual average AQO for all but one monitoring station. Site CAP_MANC_006 (280m to the southeast) monitored 26.5 µg/m3, and site CAP_MANC_022 monitored 31.8 µg/m3, whereas the annual mean NO2 level at monitoring station CAP_MANC_167 is 44.6 µg/m3, exceeding the AQO level of 40 µg/m3.

6.73 For particulate matter, the automatic monitoring station Manchester Oxford Road (827 m southwest of the Site) monitored the annual average PM10 concentrations of 20.5 µg/m3, well below the AQO of 40 µg/m3. In 2024, the 24-hour mean PM10 concentration exceeded the threshold of 50 µg/m³ only once, remaining well below the allowable limit of 35 exceedances per year. This indicates a low risk of both short-term and long-term PM10 exceedances.

6.74 Future NO2 concentrations are anticipated to decline as the share of the vehicle fleet with improved emissions abatement and electric vehicles increases. For other key pollutants, such as PM2.5, anticipated future changes are not as predictable.

6.75 For air quality, the worst-case scenario for assessing the total impacts of the Proposed Development is considered to be the existing baseline, as opposed to the alternative baseline where the current structures have been demolished as the existing baseline generates limited traffic. The assessment of the future baseline scenario in addition to the existing baseline will also include the proposed demolition within the cumulative schemes and therefore ensure this is considered sufficiently.

Figure 6.2 – Air quality monitoring stations from two monitoring schemes in the proximity of the Site. Monitoring stations are colour coded based on the monitored 2024 annual average NO2 concentrations.



Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Loss of amenity from dust soiling, and adverse health effects resulting from dust and PM10 generated by construction activities.	Existing sensitive receptors within 250m from the Site boundary or 50m from the vehicle trackout routes.	Construction	It is anticipated that dust and particulate matter emissions produced during construction activities will be controlled by implementing a CEMP. This CEMP will be informed by the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction1. It would include prevention measures, such as screening stockpiles of materials, deployment of windbreak netting, and dampening exposed soils as appropriate and set out requirements for ongoing monitoring and liaison with the local community, and MCC. These tertiary mitigation measures would be considered an integral part of the Proposed Development and as part of the Schedule of Mitigation. Implementing these tertiary mitigation measures will ensure that residual effects are not significant and will not be considered within the EIA or reported in the ES. The construction dust risk assessment and proposed mitigation

[1] IAQM. (2024). Guidance on the assessment of dust from demolition and construction v2.2. https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.pdf

Effect	*Receptor*	*Construction/Operation*	*Discussion*
			measures will be included as a technical appendix to the air quality ES chapter.
Combustion emissions from Non-Road Mobile Machinery (NRMM) during construction activities	Existing sensitive receptors in the vicinity of the Site	Construction	It is anticipated that combustion emissions from NRMM during construction activities would be controlled through the implementation of a CEMP. In order to manage emissions from NRMM, the appropriate emission standards from EU Regulation 2016/1628 will be incorporated into the CEMP. Therefore, this tertiary mitigation is considered an integral part of the Proposed Development. Due to the adoption of the tertiary NRMM mitigation, significant effects are considered unlikely, and therefore, the effects of combustion emissions from NRMM on existing sensitive receptors will not be considered within the EIA or reported in the ES.
Odour emissions from proposed Class E uses	Existing sensitive receptors in the vicinity of the Site and future users of the Proposed Development	Operation	Odour emissions from any proposed Class E use included as part of the Proposed Development will be mitigated through the implementation of an odour management system. This would be enforced through a planning condition, linked to the detailed design of the kitchens proposed, when this is available. For this, assessment of odour will be completed in line with EMAQ 2018 Addendum to the 2005 Defra Guidance on the 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. The assessment will ensure that the odour from kitchen extracts does not cause a significant impact. Therefore, the effects of odour emissions on nearby sensitive receptors are unlikely to be considered significant and will not be considered within the ES.
Combustion plant introduced as part of the energy strategy of the Proposed Development	Nearby existing sensitive uses (Residential properties, schools, care homes, etc.)	Operation	Combustion plant, such as gas-fired boilers and CHP units, can release NOx and NO2 emissions that can have an adverse impact on local sensitive receptors. The Proposed Development will utilise an all-electric energy strategy with ASHPS or similar technology. The only proposed energy combustion sources on-site will be for life safety purposes only (such as firefighting/emergency lighting, etc.). Therefore, emissions released from energy combustion plants to nearby sensitive receptors are unlikely to be considered

Effect	*Receptor*	*Construction/Operation*	*Discussion*
			significant and will not be considered within the EIA or reported in the ES.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Effects associated with emissions of NO_2 and PM_{10} /$PM_{2.5}$ generated by construction vehicle traffic.	Nearby existing proposed cumulative sensitive uses (Residential properties, schools, care homes, etc.) that are close to roads along which there will be an increase in traffic due to construction.	Construction	The increase in vehicle traffic on the surrounding road network due to the construction of the Proposed Development shall be considered in line with the IAQM screening criteria for detailed assessment. If construction traffic exceeds the screening thresholds, then the impact on air quality will be assessed using dispersion modelling. Traffic generated by cumulative developments will be considered inherently in the assessment as part of the future baseline. Sensitive uses introduced by cumulative developments will be considered as receptors within the impact assessments.
Effects associated with emissions of NO_2 and PM_{10} /$PM_{2.5}$ generated by operational traffic.	Existing and proposed cumulative sensitive uses that are close to roads along which there will be an increase in traffic due to operation.	Operation	The increase in vehicle traffic on the surrounding road network due to the operation of the Proposed Development shall be considered in line with the IAQM screening criteria for detailed assessment. If operational traffic exceeds the screening thresholds, then the impact on air quality will be assessed using dispersion modelling.
Effects associated with sources of air pollutant emissions on future receptors that would be introduced to	Sensitive uses (e.g. residential) introduced by the Proposed Development	Operation	The exposure of future site users shall be considered qualitatively based on air quality monitoring in the area and relevant aspects of the Proposed Development, such as set-back from roads, rail, location of sensitive uses and mitigation measures. If the results of this qualitative assessment indicate likely risks of exceeding the relevant air quality objectives, a detailed dispersion model

the area through the Proposed Development.			will be completed. Dispersion modelling will quantify the pollutant concentrations at the façade of the Proposed Development and inform mitigation requirements.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.76 Baseline data for the assessment will be gathered from the following sources:

- Greater Manchester Combined Authority air quality monitoring data, presented in the annual status report for the baseline year (2024 or future year, depending on data availability).
- Diffusion tube monitoring undertaken for the Manchester Clean Air Plan (results are presented on the Clean Air Greater Manchester website).
- Department for Environment Food & Rural Affairs (Defra) national air quality background maps.
- Data presented on the automatic urban rural network (AURN) website.

Method of Assessment

6.77 The need to conduct detailed dispersion modelling of construction and operational traffic for each scenario will be determined using the criteria set out in the IAQM/EPUK guidance on land-use planning and development control2

6.78 Initial discussions with the transport consultants indicate that, given the Proposed Development is to be car-free, there is a predicted AADT trip generation of 78 LGVs and 2HDV movements during operation. This is to fall below the IAQM/EPUK criteria of 100 LGVs and/or 25 HDV for a detailed assessment (dispersion modelling). Information on trip generation for the construction phase is currently unknown. In line with the EPUK/IAQM guidance should this criterion be exceeded, a detailed assessment will be undertaken where relevant.

6.79 Where detailed modelling is required to assess the impacts of the Proposed Development on air quality, the following scenarios will be considered within Air Quality ES chapter:

- Scenario 1: Existing Baseline (existing EIA Site, as of September 2025): For the air quality assessment and model verification only, Scenario 1 will be factored to a baseline year of 2024, to establish baseline conditions against monitored concentrations undertaken by GMCA within Manchester.

- Scenario 3: Existing Baseline + Proposed Development + Cumulative: For the purpose of air quality, a Future 'Do nothing' scenario with cumulative development but without proposed development and the Future Baseline 'Do Something' scenario with cumulative development and with proposed development, will be considered.

- Scenario 4: Existing Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative. This scenario is to be considered qualitatively as details of the traffic generated by other Plots within the IDM

[2] IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality v1.2. https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf

masterplan are currently unknown, however commentary on the air quality impact in regard to the wider ID Masterplan development will also be undertaken within a qualitative assessment.

6.80 Where detailed modelling is required, the assessment will consider the following:

- Predict changes in concentrations of NO_2, PM_{10}, and $PM_{2.5}$ at selected existing worst-case receptor locations as a result of changes in traffic flows on the surrounding road network using dispersion modelling software ADMS-Roads. The scope, extent and detailed methodology of any dispersion modelling study carried out will be agreed with the Environmental Health Officer at MCC as part of the consultant process.

- Modelling will be carried out following Local Air Quality Management technical guidance (TG22)[3] and will be verified using data from nearby roadside monitoring stations operated by GMCA; monitoring sites are proposed to be used for verification, and this will be confirmed with MCC once traffic distribution is understood.

- The concentrations predicted by dispersion modelling will be compared against the relevant air quality objectives, and any exceedances will be highlighted. Significance levels will be reported using the criteria set out in the IAQM/EPUK guidance on land-use planning and development control[Error! Bookmark not defined.]. This defines the magnitude of impact with respect to the change in pollutant concentration at a sensitive receptor, in relation to the relevant AQO for a pollutant. The magnitude of impact with regard to the exposure of future site users to air pollution is determined by comparing the air pollutant concentrations the site user will experience to the AQO levels.

6.81 An assessment of the likely cumulative effects associated with committed developments will also be undertaken for the construction and operational phases (Scenario 3&4). Where detailed modelling assessment is required, each scenario will consider traffic flows associated with cumulative schemes as part of the future baseline and thus is inherent within the assessment. The cumulative assessment will consider all cumulative developments assessed in the Transport ES chapter.

6.82 The impact of the Proposed Development is to be assessed by comparing scenarios for future years (Scenario 3&4) with the Proposed Development in operation against and existing scenario where the Proposed Development is not progressed (Scenario 1). This considers the change in concentrations as a result of the traffic generation associated with the Proposed Development.

6.83 The Proposed Development is not to be considered in isolation (without consideration to cumulative schemes), as this has the potential to lead to an underprediction of pollutant concentrations at nearby existing and future sensitive receptors during the construction and operational phases. As such, accounting for cumulative traffic generation within Scenarios 3 and 4 accounts for a worst case assessment of air quality impact as a result of the Proposed Development.

[3] DEFRA. (2022) Local Air Quality Management Technical Guidance (TG22). https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf

Discipline Specific Methodology

6.84 Impact significance at each individual sensitive receptor shall be determined in accordance with the EPUK/IAQM guidance on land-use planning and development control significance criteria, as detailed in the below table. These criteria are recommended by the professional body for air quality practitioners, the IAQM. Significance criteria for air quality assessment deviate from the standard methodology criteria outlined in Section 2, and interchangeable descriptors are noted in the below table.

6.85 The overall significance of the effects of the Proposed Development on air quality will be determined using professional judgement, considering the impacts at individual receptors, whilst taking other relevant factors into account. This is in line with IAQM / EPUK guidance on land-use planning and development control.

6.86 IAQM Air quality impact significance descriptors, interchangeable descriptors used in the rest of the ES are labelled in brackets:

Long-term average concentration at receptor in assessment year	Change in concentration relative to AQO				
	0%	1%	2-5%	6-10%	>10%
75% or less of AQO	Negligible	Negligible	Negligible	Slight (Minor)	Moderate
76-94% of AQO	Negligible	Negligible	Slight (Minor)	Moderate	Moderate
95-102% of AQO	Negligible	Slight (Minor)	Moderate	Moderate	Substantial (Major)
103-109% of AQO	Negligible	Moderate	Moderate	Substantial (Major)	Substantial (Major)
110% or more of AQO	Negligible	Moderate	Substantial (Major)	Substantial (Major)	Substantial (Major)

Traffic and Transport

Consultation & Available Information, & Baseline Conditions

Consultation

6.87 Civic Engineers held a Transport Assessment scoping meeting with MCC highway officers on 05/09/2025. Required traffic survey data has previously been obtained from TfGM.

Completed Background Studies

6.88 Completed background studies 4 August 2025 – 9 September 2025: review of pedestrian and cycle network in the area, GMAL, available vehicle routes, public transport connectivity, review of available traffic data from Department for Transport and traffic survey data, estimation of vehicle trips generated by Plot H.

Baseline Conditions

6.89 The Site is currently well located to encourage users of the site to travel by sustainable travel. Charles Street and Sackville Street are designated as Beeways, with a mixture of in-carriageway and segregated routes for cycling. Several bus stops are located within 150m of the site, together providing up to 10 buses per hour in both directions. The Oxford Road Corridor is located 300m walk from the site, with over 30 buses per hour in both directions. The site has a GMAL (measure of public transport accessibility) of 8, which is the highest possible score.

6.90 Princess Street immediately to the west of the site is currently a source of severance to pedestrian and cycle movements. Additionally, there is currently no footway on the northern side of Charles Street adjacent to the Site. Options for addressing these issues are currently being explored as part of the development design process.

6.91 For traffic generation, the worst-case scenario for assessing the total impacts of the Proposed Development is considered to be the existing baseline, as opposed to the alternative baseline where the current structures have been demolished as the existing baseline generates limited traffic. The assessment of the future baseline scenario in addition to the existing baseline will also include the proposed demolition within the cumulative schemes and therefore ensure this is considered sufficiently.

Scope of Assessment

Identification of Effect/s which are Not Significant.

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Hazardous loads/ large loads	All road users	Construction and Operation	Hazardous or large loads are not generally associated with the construction of this type of development, as movements are primarily by HGV and Light Good Vehicles (LGVs) / Medium Good Vehicles (MGVs). The requirements for any such loads requiring access during construction will therefore be limited. A methodology statement will be included within the Construction Environmental Management Plan (CEMP) to be presented and agreed with the Local Highway Authority and HSE, where appropriate. Such a statement would include the details of trained operators, provision of appropriate audio / visual aids and / or proximity devices where operator visibility is restricted and the designation of dedicated loading / unloading areas. For operation of the Proposed Scheme, due to the uses proposed, the Proposed Scheme would not require the transportation of hazardous or large loads.

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
			Therefore, effects related to hazardous or large loads are not considered significant and will not be considered further within the EIA or reported in the ES.
Road Vehicle Driver and Passenger Delay	Vehicle drivers/ occupants	Construction and Operation	The change in vehicle flows arising from the development will be low, as this is a car-free scheme. The Proposed Development will only directly generate LGV, OGV and taxi movements, which at their busiest will only amount to around 5 vehicles during the highway peak hours. IEMA Guidelines indicate that the effect of Road Vehicle Driver and Passenger Delay is only likely to be significant at junctions which are at or close to their operational capacity. However, with an increase in traffic flows of just 5 vehicles at the times that the nearby junctions will be at their busiest, the change will be imperceptible and therefore will not be assessed in more detail.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Severance of Communities	Pedestrians and cyclists	Construction and Operation	Severance of communities increases where there is an increase in vehicle trips on roads within the study area and/or when opportunities to reduce severance (e.g. improved crossings) are implemented.
Non-motorised User Delay	Pedestrians and cyclists	Construction and Operation	Non-motorised User Delay is related to ability of a person to cross the road, which is affected by volume, composition and/or speed of traffic in the study area.
Non-motorised User Amenity	Pedestrians and cyclists	Construction and operation	This is related to relative pleasantness of a journey, and is affected by traffic flow, traffic composition, footway width and separation from the carriageway.
Fear and Intimidation on and by Road Users	Vehicle drivers / occupants, pedestrians and cyclists	Construction and Operation	The extent of fear and intimidation is dependent on heavy vehicle composition, the speed vehicles are passing and proximity of traffic to people.
Road User and Pedestrian Safety	Vehicle drivers / occupants, pedestrians and cyclists	Construction and Operation	Where collision clusters are identified, an increase in traffic flow can lead to an increase in collisions.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.92 The following data will be obtained and studied:

- Department for Transport annual daily traffic flow (AADF) data
- Transport for Greater Manchester traffic data (e.g. on Sackville Street)
- GFA and use type of Plot H (for Scenarios 2,3 and 4)
- GFA and use type of IDM masterplan (for Scenario 4)
- TRICS database used to estimate trip generation of the Proposed Development and the IDM Masterplan Development.
- Road collision information taken from CrashMap website to identify collision clusters.

Method of Assessment

6.93 For the effect of 'reduction in safety and increase in accident risk' collision clusters will be identified using available data from Crashmap.

6.94 For all other effects of likely significance, the change in Annual Average Daily Traffic Flow (AADT) will be used to define impacts. This will use the peak hour development flows presented in the Transport Assessment which will be converted to AADT. The peak hour flows (PHF in the image below) will be converted to Annual Average Daily Traffic flows (AADF in the image below) for the purposes of this assessment using the following factors taken from the DfT's Traffic Appraisal Manual (1991):

Figure 6.2 – DfT Traffic Appraisal Manual – Peak-hour factors by road type classification

Conversion of Hourly Flow	Types of Road					
	Main Urban		Inter Urban		Recreational Inter-Urban	
	Factor	Coeff* (%)	Factor	Coeff* (%)	Factor	Coeff* (%)
AAHF to PHF	2.630	(11)	2.825	(15)	3.890	(23)
AAHF to 10th highest hour	2.83	(14)	3.231	(20)	4.400	(23)
AAHF to 30th highest hour	2.703	(11)	3.017	(17)	4.974	(21)
AAHF to 50th highest hour	2.649	(10)	2.891	(15)	3.742	(19)
AAHF to 100th highest hour	2.549	(9)	2.711	(12)	3.381	(15)
AAHF to 200th highest hour	2.424	(9)	2.501	(9)	3.042	(13)
AAWF to AADF	0.943	(3)	0.979	(4)	1.015	(4)

Notes: AAHF is assumed to be AADF ÷ 24
AAWF is the Average Annual Weekday Flow (Monday–Friday)
*Coefficient of Variation
Source: Traffic Appraisal Manual (TAM) DOT (1991).

Table 7.2 Peak–hour factors by road type classification.

6.95 To understand which of the IEMA rules are triggered, the sensitivity of receptors on each link in the study area will need to be defined. The criteria used is set out in the below table:

Sensitivity	Factors to Consider
High	Highway links and junctions (two sensitive users present): Schools, playgrounds; Retirement/care homes; Lack of adequate footways, lack of crossings; Network congested and over capacity; Collision cluster zones.
Medium	Highway Links and Junctions (at least one of the following): Hospitals, surgeries, clinics; Shopping areas; Parks/recreation grounds; Narrow footways.

Low	Highway Links and Junctions (at least one of the following): Few residential properties with direct frontage to the highway link being used as a construction traffic route; Workplaces with direct frontage to highway link being used as construction route.
Negligible	Receptors with no material sensitivity

6.96 If a link is identified as having receptors which are of high sensitivity, the impacts are assessed in more detail where there is a change in AADT of 10% or more (Rule 2 of the IEMA Guidelines).

6.97 All other links in the study area will have impacts assessed in more detail if there is a change in AADT of 30% of more (Rule 1 of the IEMA Guidelines).

6.98 The IEMA Guidelines will be used to define the magnitude of change and resultant impact for each effect of likely significance.

Daylight, Sunlight and Overshadowing

Consultation & Available Information, & Baseline Conditions

Consultation

6.99 There are no specialists within Manchester City Council or other statutory consultees relevant to the area of daylight, sunlight & overshadowing. As such, no consultation has been undertaken.

6.100 Discussions on daylight, sunlight & overshadowing may, however, form part of any pre-application process with Manchester City Council.

Completed Background Studies

6.101 Identification of residential/student sensitive receptors surrounding the Site.

6.102 Location of floor plans for the residential/student sensitive receptors.

6.103 Identification of external amenity space sensitive receptors surrounding the Site.

Baseline Conditions

6.104 The scope of residential/student properties (the daylight and sunlight sensitive receptors) and the areas of outdoor amenity space (the overshadowing sensitive receptors) that will be assessed has been determined through professional judgement, considering their orientation and proximity to the Site.

6.105 The baseline conditions are the levels of daylight, sunlight and overshadowing that are experienced by the sensitive receptors with the Site developed as it is currently (September 2025).

6.106 The proposed assessment will also consider the alternative baseline, which assumes the demolition of the existing building on the site has commenced prior to this redevelopment application. In this instance, the demolished building will be removed from the modelling to determine the alternative baseline conditions which are the levels of daylight, sunlight and overshadowing that are experienced by the sensitive receptors with the existing building no longer in place.

6.107 Baseline daylight, sunlight and overshadowing assessments of the daylight, sunlight and overshadowing sensitive receptors are currently being undertaken. The baseline assessments will review the daylight, sunlight and overshadowing conditions within each of the sensitive receptors based on the Site area's present form (i.e. the current baseline). This will also include modelling of the alternative baseline conditions.

6.1 If the Proposed Development did not come forward, the baseline daylight, sunlight and overshadowing levels within the daylight, sunlight and overshadowing sensitive receptors would remain as per the baseline assessments. Conditions would not change unless other developments were demolished/constructed in the proximate area.

Scope of Assessment

Identification of Effect/s which are Not Significant.

Effect	*Receptor*	*Construction / Operation*	*Discussion*
Reduced daylight and sunlight amenity within commercial properties or within distant residential/student properties and upon areas of amenity space	All commercial properties. Residential/student properties and areas of amenity space which are insufficiently proximate to be affected by the Proposed Development	Construction and Operation	The scope of works will focus on the nearest sensitive receptors which are the residential/student properties and public amenity spaces in the immediate vicinity of the Site. These have been determined in line with the reasonable expectation of daylight and sunlight as per the BRE guidelines. The BRE guidelines consider that residential properties have the highest requirement for daylight and sunlight. As such, daylight and sunlight effects to commercial buildings surrounding the Site, or residential/student buildings and areas of amenity space which are not in sufficient proximity to the Site, are not considered to be significant and will not be considered further in the EIA or reported in the ES.
Reduced daylight and sunlight amenity within surrounding residential/student sensitive receptors and upon surrounding areas of amenity space	All	Construction	Owing to the evolving and changing nature of construction activities, the assessment of potential daylight, sunlight & overshadowing effects during construction of the Proposed Development on daylight and sunlight to surrounding properties and sunlight upon surrounding areas of amenity space will not be modelled.

Effect	*Receptor*	*Construction / Operation*	*Discussion*
during demolition and construction			Since the potential daylight, sunlight & overshadowing effects relating to construction works will vary throughout the construction programme and gradually increase to the potential effects identified for the completed Proposed Development, the interim construction effects will not be assessed quantitatively as it is considered that the completed Proposed Development represents the worst-case assessment in terms of likely daylight and sunlight. Therefore, reduced daylight and sunlight amenity within the surrounding residential receptors and areas of amenity space during the demolition and construction phases is not considered to be significant (or if it is, only on parity with the completed Proposed Development) and will not be considered further in the EIA or reported in the ES.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction / Operation*	*Discussion*
Reduction in daylight amenity	Residential receptors within the following buildings, facing the site: Salisbury House Orient House Granby House Weston Hall JB's Public House Princess House Stanlo House Bombay & Velvet Court Sackville Place	Operation	Reduction in daylight amenity within the daylight sensitive receptors
Reduction in sunlight amenity	Residential receptors in the following buildings, facing the site: Salisbury House Orient House Granby House Weston Hall JB's Public House Princess House Stanlo House Bombay & Velvet Court Sackville Place	Operation	Reduction in sunlight amenity within the sunlight sensitive receptors
Increased shadow	Vimto Park	Operation	Increase in shadow upon the overshadowing sensitive receptors

Assessment Methodology for Likely Significant Effects

Baseline Data

6.2 The baseline assessments will be carried out in accordance with the BRE Guidelines.

6.3 The analysis will be calculated from a 3D computer model using specialist software based on detailed architectural models, Ordnance Survey (OS) mapping and photogrammetry.

6.4 The baseline daylight amenity to the identified sensitive receptors will be considered by reference to the BRE recommended Vertical Sky Component (VSC) and No Sky Line (NSL) methods of assessment.

6.5 The baseline sunlight amenity to the identified sensitive receptors will be considered by reference to the BRE recommended Annual Probable Sunlight Hours (APSH) method of assessment. Due to the southerly location of the sun in the sky, this assessment will consider those windows which face the Site and are located within 90 degrees of due south.

6.6 The baseline overshadowing levels to the identified sensitive receptors will be considered by reference to the BRE recommended Sun Hours on Ground (SHOG) method of assessment.

Method of Assessment

6.7 In accordance with the BRE guidelines, the same assessments used to establish the baseline levels of daylight, sunlight and overshadowing will be used to assess the daylight, sunlight and overshadowing levels with the Proposed Development in place. The baseline and proposed levels will then be compared in order to determine the magnitude of change and the significance of any daylight, sunlight and overshadowing effects.

6.8 The following table provides a summary of the criteria set out within the BRE guidelines for daylight, sunlight and overshadowing.

Method	BRE Criteria
VSC	A window may be adversely affected if its VSC measured at the centre of the window is less than 27% and less than 0.8 times is former value.
NSL	A room may be adversely affected if the daylight distribution (NSL) is reduced beyond 0.8 times its existing area.
APSH	A window may be adversely affected if a point at the centre of the window received for the whole year, less than 25% of the APSH including at least 5% of the APSH during the winter months (21 September to 21 March) and less than 0.8 times its former sunlight hours during either period, and for existing neighbouring buildings, if there is a reduction in total APSH which is greater than 4%.
SHOG	An amenity area may be adversely affected if less than 50% of its area receives less than 2 hours of direct sunlight on 21 March and less than 0.8 times its former value.

Solar Glare

Consultation & Available Information, & Baseline Conditions

Consultation

6.9 There are no specialists within Manchester City Council or other statutory consultees relevant to the area of solar glare. As such, no consultation has been undertaken.

6.10 Discussions on solar glare may, however, form part of any pre-application process with Manchester City Council.

Completed Background Studies

6.11 No background studies have been undertaken for solar glare.

Baseline Conditions

6.12 The solar glare assessment is undertaken on the worst-case scenario. Solar Glare is not a comparative assessment; the fact it may occur in the baseline does not necessarily justify its occurrence as a result of the Proposed Development. Therefore, the assessment considers the effect of the Proposed Development in absolute terms.

6.13 However, it should be noted that the Proposed Development will be located on a Site where its existing state is two low-rise brick buildings with punched windows, thus there is limited opportunity for instances of solar glare from the Site to be experienced. Solar glare from surrounding buildings is not assessed.

Scope of Assessment

Identification of Effect/s which are Not Significant.

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Solar Glare causing visual discomfort to occupiers of adjoining buildings	Solar Glare impacting occupants of adjoining buildings	Operational	BRE states that reflected sunlight can affect occupants of adjoining buildings. There are two types of glare: disability glare, which is a safety issue; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point, it can generally be managed where glare is an issue by using blinds of curtains for the periods of time where such glare occurs. It is therefore considered that any impact on residential amenity is not expected to be significant and an assessment of discomfort glare is not considered necessary. Therefore, solar glare effects to occupants of neighbouring buildings is scoped out.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Solar Glare safety issues concerning transit through critical intersections and junctions	Solar Glare impacting visibility of road users at selected viewpoints within 500m of the Site where the Proposed Development is visible	Operational	Solar glare reflections to road drivers may cause disability glare, which would represent a hazard and so this would be technically assessed.

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Solar Glare safety issues concerning visibility of train drivers along nearby railway tracks	Solar Glare impacting visibility of train drivers at selected viewpoints within 500m of the Site where the Proposed Development is visible	Operational	Solar glare reflections to train drivers may cause disability glare, which would represent a hazard and so this would be technically assessed.

Assessment Methodology for Likely Significant Effects

6.14 The assessment will consider potentially sensitive viewpoints for road and train drivers surrounding the site. The viewpoints will generally be located at the minimum stopping distance for road users and at the driver's eye level with the focal point being a relevant traffic element, such as signals or incoming traffic. For train drivers, viewpoints will be assessed where signals are visible or at representative intervals where the Proposed Development would be visible close to the direct line of sight for a substantial stretch of track.

6.15 Viewpoints within 500m of the Site, where the Proposed Development is visible within the driver's field of view will be assessed. At distances greater than 500m from the Proposed Development, instances of solar glare would be unlikely to occur. A review of the surrounding area has identified the following road junctions that are likely to be receptors sensitive to solar glare, this will be kept under review as the design evolves:

- Mancunian Way
- Princess St
- Upper Brook St
- Sackville St

6.16 For train drivers, the following receptors would be considered:

- Railway line between Manchester Piccadilly Station and Manchester Oxford Road Station

6.17 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible. Significant effects will be determined following this through professional judgment.

Baseline Data

6.18 Baseline information would be acquired from:

- Photogrammetry

- Aerial and street Images (Google Maps, Bing Maps)
- Site visit and survey
- Planning portal
- Valuation Office Agency
- Land Registry
- Railway Signalling Diagrams where available

Method of Assessment

6.19 The assessment of solar glare identifies the time of the day and year that solar reflections will be visible from the assessed viewpoints, as well as their relationship to a driver's line of sight. The assessment does not however, measure the intensity of the reflection but merely the occurrence and duration.

6.20 Drivers at each of the relevant road junctions are considered the sensitive receptors, where there are multiple directions of travel potentially affected, each direction of travel at the junction is considered a separate receptor as their effect significance may differ. For train tracks, the train drivers on the stretch of track are considered to be the sensitive receptor. The effect significance will be determined using professional judgement taking into consideration the duration of solar reflections, location of these in relation to a driver's line of sight, type of junction control and the probability of reflections occurring. The effect significance is given on a per junction basis considering all viewpoints assessed for that junction as well as any viewpoints that would not be affected by the Proposed Development.

6.21 There are no quantitative criteria within the BRE Guidelines or elsewhere regarding acceptable levels of solar glare. When assessing the overall significance of effect, the following factors could influence the nature, scale and resultant significance of effect:

- Sunlight availability probability;
- Area of façade off which reflections are visible;
- Period of time when reflections are visible;
- Angle at which reflections are visible from line of sight;
- Views of the Proposed Development being obscured for example by trees; and/or
- The time of day at which the solar reflection will occur for example during peak traffic times.

Discipline Specific Methodology

6.22 The factors in the table below will be used to ascertain the possible significance for each view and the factors listed above will then be taken into consideration to determine the overall significance for the designated viewpoint.

Scale of Effect	Possible factors
Negligible	No reflections are visible or if visible all occur at angles greater than 30° from the driver's line of sight and so, as stated by the CIE, will be of "little significance".
Minor	Solar reflections are visible within 30° to 10° or between 10° to 5° of the driver's line of sight for a short period of time.
Moderate	Solar reflections are visible within 10° and 5° of the driver's line of sight occurring for a long period of time.
Major	Solar reflections are visible within 5° of a driver's line of sight.

6.23 Effects classified as Moderate or Major in scale are considered to be 'significant'. Effects classified as Minor or Negligible in scale are considered to be 'not significant'.

6.24 All viewpoints assessed for solar glare are considered to be of high sensitivity.

Wind

Consultation & Available Information, & Baseline Conditions

Consultation

6.25 No consultation was undertaken.

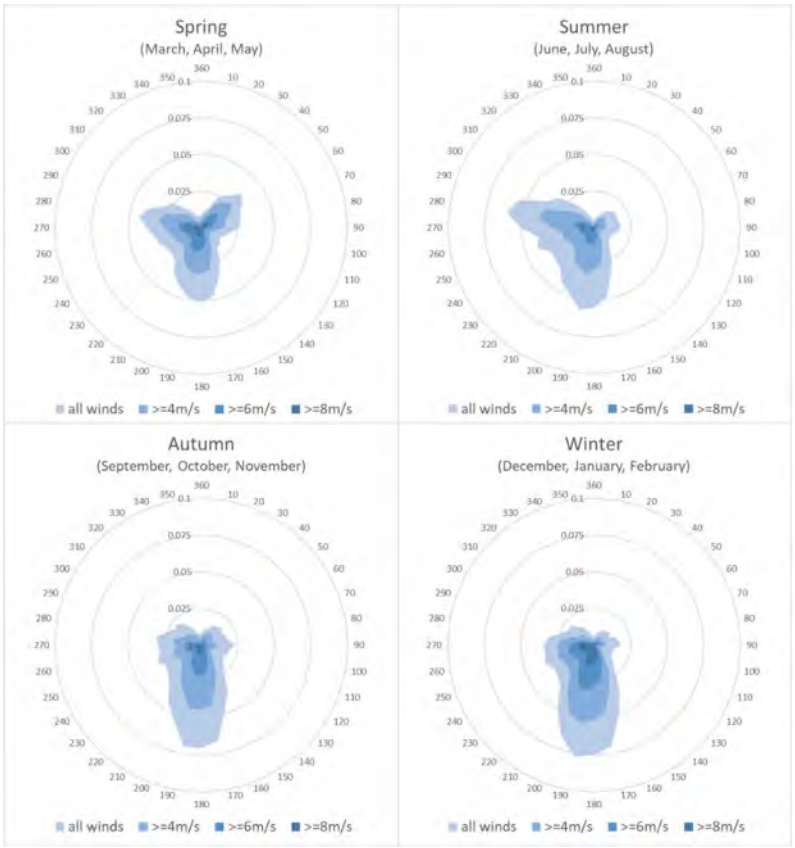
Completed Background Studies

6.26 No available baseline wind microclimate data is available for the site. This will be created as part of this assessment as laid out in the methodology section.

Baseline Conditions

6.27 Winds for the Manchester area are predominantly from the south, with a secondary peak from the north-west west during spring and summer. Winds are typically stronger in the winter season, and lighter throughout the summer. Wind roses per season for the Manchester area are shown in Figure 6.3, from data attained from Manchester airports over a period of 30 years. These wind roses provide the frequency of occurrence and magnitude of winds from all directions within the 30-year period.

Figure 6.3 – Wind roses, Manchester Airport



6.28 To understand and quantify the baseline conditions at the site, a full-scale digital model will be constructed reflecting the existing built form of the site and the surrounding area (400m radius from the centre of the site). This full-scale digital model will be tested in high resolution Computational Fluid Dynamics (CFD) to allow the baseline wind microclimate conditions to be quantified.

6.29 The baseline results from CFD will be combined with long-term meteorological climate data for the Manchester area, corrected to understand the baseline conditions specific to the site, having regard to its location within Manchester. Testing in CFD will be conducted in the absence of any existing hard or soft landscaping, in order to provide a conservative result.

Scope of Assessment

Identification of Effect/s which are Not Significant

6.30 There are no non-significant effects anticipated for the wind microclimate assessment.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction / Operation*
Wind safety risk due to strong winds	All locations which are accessible to pedestrians or cyclists either on site or in the immediate surrounding area	C & O
Changes to suitability of pedestrian wind comfort levels	Existing thoroughfares and roadways	C & O
Changes to suitability of pedestrian wind comfort levels	Existing transit stops (bus stops on Charles Street and Sackville Street)	C & O
Changes to suitability of pedestrian wind comfort levels	Existing off-site entrances	C & O
Suitability of pedestrian wind comfort levels	Entrances to the Proposed Development	O
Suitability of pedestrian wind comfort levels	External Amenity Spaces (ground floor spill out seating or public realm, roof terraces, balconies) which are introduced by the Proposed Development.	O

Assessment Methodology for Likely Significant Effects

6.31 The assessment of the wind microclimate will be based on the results from a series of tests on full-scale digital models using CFD to provide a detailed assessment. The wind microclimate will be benchmarked against the Lawson Comfort Criteria, in order to assess the pedestrian comfort for users of the Proposed Development.

6.32 During design development, CFD testing of the developing massing will be carried out for selected wind angles of concern to examine the anticipated flows and to assist in refining the design.

6.33 Given the Proposed Development contains tall buildings, in addition to the site's location in relation to surrounding buildings, it is important to avoid undesirable wind speeds being generated at ground and accessible elevated levels.

6.34 The wind microclimate assessment will therefore quantify the potential changes to the local wind environment (both on-site and within the surrounding area) in terms of pedestrian amenity and public open space and quantify these in relation to their 'usability' for a range of pedestrian and amenity activities (i.e., thoroughfares, entrances, sitting, etc), as defined by the well-known and established Lawson Comfort Criteria.

6.35 The scope of the wind microclimate assessment will include:

- A summary of all relevant national, regional, and local policy guidance on wind microclimate. Any specific local policies (e.g., Supplementary Planning Guidance (SPG)) that may be applicable to wind microclimate will also be included;
- CFD testing of the baseline conditions in and around the site as well as CFD testing of the Proposed Development in the context of both the existing and cumulative surrounds;
- Assessment of the measured wind conditions against the Lawson Comfort and Safety Criteria; and
- Where required, development and testing of measures to mitigate against strong winds and to achieve desired wind conditions.

Baseline Data

6.36 3D models of the Proposed Development, existing surroundings and nearby cumulative schemes, as appropriate, will be created and tested in high resolution CFD, to allow the future wind microclimate conditions to be quantified.

6.37 The model will cover a radius of 400m. Mean wind speeds and turbulence levels will be measured at 1.5m above ground level and any raised areas which are accessible to pedestrians.

Method of Assessment

6.38 Based on the results of the CFD testing assessed against the Lawson Comfort Thresholds, shown in Appendix 14, Table iii, the suitability of the conditions and the likely effect at particular locations, both within and off-site, will be determined. If the measured wind conditions exceed the threshold wind speed for more than 5% of the time (whether that is seasonally or annually), then they are unacceptable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose.

6.39 Strong winds are reported for exceedances of 15m/s (to account for less able-bodied people or vulnerable users such as cyclists) and 20 m/s (for able bodied people) for more an 0.025% of the year (or above approximately 2 hours).

6.40 The suitability of the conditions both within and surrounding the site, both in terms of comfort and strong winds, will be presented and discussed within the report, and a supporting technical appendix.

6.41 Should mitigation measures be required to provide wind conditions within a particular area / space to be suitable for their intended use, or are required to mitigate against predicted strong winds, the areas identified requiring suitable mitigation measures will be developed in consultation with the Applicant and the Design Team. Where necessary, mitigation measures

will be tested through additional rounds of CFD studies. Following mitigation, the scale of any residual effects will be identified.

Discipline Specific Methodology

6.42 The assessment methodology is to differ from that laid out in Section 2 of this scoping report. Please refer to tables in Appendix 14 of this document ((i) Standard Methodologies for Determining Impact Magnitude and Receptor Sensitivity, (ii) Standard Impact Significance Matrix), which outline the intended approach.

Climate Change

Consultation & Available Information, & Baseline Conditions

Consultation

6.43 No consultation has been undertaken to date or is proposed to be carried out for the purposes of the assessment, beyond that carried out through EIA scoping.

Completed Background Studies

6.44 Historic average climatic conditions and projected climate conditions data relevant to the Site has been obtained from online sources.

Baseline Conditions

Current and Projected Climatic Conditions

6.45 Table 6.1 provides a summary of the current baseline climatic conditions, taken from the closest weather station, Woodford weather station, located circa 10 km south-east of the Site. The data provides historic average climatic conditions for 1991-2020, which is assumed to be representative of the baseline year of the assessment (i.e. 2025). The monthly mean minimum/maximum temperatures are calculated from the average of the daily maximum and daily minimum temperatures for each month.

6.46 On average, the warmest month was July and the coolest month was January; the wettest month was December and the driest month was March; and the sunniest month was June and the least sunny month was January.

Table 6.1 Summary of historic average climatic conditions for 1991-2020 taken from the Woodford Met Office monitoring station.

Month	*Mean daily maximum temperature (degrees C)*	*Mean daily minimum temperature (degrees C)*	*Days of air frost (days)*	*Sunshine (hours)*	*Rainfall (mm)*
January	7.71	1.07	8.82	45.09	77.00
February	7.92	1.40	8.44	76.06	60.48
March	10.13	2.42	5.53	103.86	52.53
April	13.01	4.13	2.40	151.19	55.81

May	16.25	7.05	0.28	179.27	56.21
June	18.93	9.55	0.00	179.53	64.61
July	20.66	11.81	0.00	157.07	80.19
August	20.24	11.64	0.00	144.97	79.73
September	17.56	9.51	0.07	137.66	76.09
October	13.84	6.78	1.01	94.70	91.69
November	9.96	3.35	4.11	62.62	77.08
December	7.47	1.15	9.29	53.08	96.98

6.47 The UK Climate Projections 2018 (UKCP18) (Met Office, 2018) provide the most up-to-date assessment of how the climate of the UK may change over the 21st century. UKCP18 uses Representative Concentration Pathways (RCPs), named according to the concentration of greenhouse gas modelled to occur in the atmosphere in 2100 under each pathway. There are four RCPs available in the UKCP18 climate projections: RCP 2.6, RCP 4.5, RCP 6.0 and RCP 8.5. In line with the IEMA EIA Guide to Climate Change Resilience and Adaptation (IEMA, 2020), RCP 8.5 has been used, which represents the most conservative, highest-impact scenario. Table 6.2 summarises the projected summer and winter mean temperature and precipitation changes up to the 2090s for RCP 8.5.

Table 6.2 UKCP18 data for north west England RCP 8.5

Season	Variable	Time Period	Projected Change At		
			10th percentile	50th percentile	90th percentile
Winter	Mean temperature (ºC)	2020 - 2039	0 to 1	0 to 1	1 to 2
		2040 - 2059	0 to 1	1 to 2	2 to 3
		2060 - 2079	0 to 1	2 to 3	3 to 4
		2080 – 2099	1 to 2	3 to 4	5 to 6
	Mean precipitation change (%)	2020 – 2039	-10 to 0	0 to 10	10 to 20
		2040 - 2059	-10 to 0	0 to 10	10 to 20
		2060 - 2079	-10 to 0	10 to 20	20 to 30
		2080 – 2099	-10 to 0	10 to 20	30 to 40
	Mean daily maximum temp change compared to 1981-2000	2020 - 2039	0 to 1	0 to 1	1 to 2
		2040 - 2059	0 to 1	1 to 2	2 to 3
		2060 - 2079	0 to 1	2 to 3	3 to 4
		2080 – 2099	1 to 2	3 to 4	5 to 6
	Mean daily minimum temp	2020 - 2039	-1 to 0	0 to 1	1 to 2
		2040 - 2059	0 to 1	1 to 2	2 to 3

	change compared to 1981-2000	2060 - 2079	0 to 1	2 to 3	4 to 5
		2080 – 2099	1 to 2	3 to 4	5 to 6
Summer	Mean temperature (ºC)	2020 - 2039	0 to 1	1 to 2	1 to 2
		2040 - 2059	0 to 1	1 to 2	3 to 4
		2060 - 2079	1 to 2	3 to 4	5 to 6
		2080 – 2099	2 to 3	4 to 5	7 to 8
	Mean precipitation change (%)	2020 - 2039	-30 to -20	-10 to 0	10 to 20
		2040 - 2059	-40 to -30	-20 to -10	0 to 10
		2060 – 2079	-50 to -40	-30 to -20	0 to 10
		2080 – 2099	-60 to -50	-40 to -30	-10 to 0
	Mean daily maximum temp change compared to 1981-2000	2020 - 2039	-1 to 0	1 to 2	2 to 3
		2040 - 2059	0 to 1	2 to 3	3 to 4
		2060 - 2079	1 to 2	3 to 4	5 to 6
		2080 – 2099	2 to 3	5 to 6	8+
	Mean daily minimum temp change compared to 1981-2000	2020 - 2039	0 to 1	0 to 1	1 to 2
		2040 - 2059	0 to 1	1 to 2	2 to 3
		2060 - 2079	1 to 2	2 to 3	4 to 5
		2080 – 2099	2 to 3	4 to 5	6 to 7

Greenhouse Gas Emissions

6.48 The IEMA Greenhouse Gas (GHG) Guidance (2022) states that "the ultimate goal of establishing a baseline is being able to assess and report the net GHG impact of the proposed project." The building on Site is currently not in use and therefore, it is assumed that currently there are no GHG emissions from the Site. Whilst existing vegetation would in practice provide some carbon sequestration, the assumption of a no GHG emissions baseline is considered a conservative scenario.

Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	*Receptor*	*Construction/Operation*	*Discussion*
GHG emissions associated with waste generated by the Proposed Development during the	The global atmosphere	Operation	The opportunities for design and construction decisions to significantly influence the reduction of GHG emissions associated with operational waste are low, as it is highly dependent on occupant behaviour and waste processing at the city scale by the Local Authority. The emissions associated with operational waste are also not expected to be material in scale, such that they

Effect	*Receptor*	*Construction/Operation*	*Discussion*
operational phase.			could influence the overall significance of effects, and are therefore proposed to be scoped out. A Waste Management Strategy is expected to be submitted alongside the planning application in due course. This will set out how physical and operational interventions will be adopted that follow the waste hierarchy.
GHG emissions associated with carbon sequestration of green infrastructure	The global atmosphere	Operation	GHG emissions associated with carbon sequestration from any proposed green infrastructure would be low relative to the total GHG emissions over the life of the Proposed Development. Any new planting would also reduce the overall emissions from the Proposed Development, rather than increase them, and a 10% biodiversity net gain is targeted. On this basis, excluding carbon sequestration from the assessment is considered conservative and robust.
GHG emissions associated with the 'beyond building lifecycle' stage	The global atmosphere	N/A	This stage encompasses emissions associated with activities beyond the Site boundary and life cycle of the Proposed Development. This relates to the repurposing of discarded building elements or any energy recovered from beyond a project's lifecycle. The IEMA guidance states that "*Certain life cycle modules (or stages) can be excluded if these exclusions are clearly highlighted and justified by the practitioner using professional judgement and in accordance with the materiality and cut-off guidance."* Reliable information about how the components of the Proposed Development could potentially be repurposed following its demolition at the end of its life is not currently available. Given that this module (Module D) lies outside the Proposed Development's lifecycle and only covers GHG emissions that could potentially be avoided as a result of repurposing of discarded materials, it is considered that the proposed assessment of the project's lifecycle emissions (Modules A to C) (only) comprises a conservative assessment. On this basis, consideration of Module D is proposed to be excluded from the scope of the assessment.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction / Operation*	*Discussion*
Embodied carbon associated with the product stage (lifecycle stages A1 (raw material supply), A2 (Transport) and A3 (Manufacturing))	The global atmosphere	Construction	GHG emissions associated with extraction & manufacturing of building materials and installation of products on site.
Embodied carbon associated with the construction process stage (lifecycle stages A4 (transport) and A5 (construction and installation))	The global atmosphere	Construction	GHG emissions associated with construction waste removal, installation and construction transport.
Embodied carbon associated with the in-use stage (lifecycle stage B1 (use), B2 (maintenance), B3 (repair), B4 (replacement) and B5 (refurbishment))	The global atmosphere	Operation	GHG emissions associated with maintenance, repair, replacement and refurbishment within the proposed buildings (i.e., the embodied carbon).
GHG emissions associated with operational energy (lifecycle stage B6)	The global atmosphere	Operation	GHG emissions associated with the operational energy use for the day to day running of the building (i.e. heating, cooling, lighting etc.).
GHG emissions associated with operational water (lifecycle stage B7)	The global atmosphere	Operation	GHG emissions associated with operational water consumption.
GHG emissions associated with the end-of-life stage (lifecycle stage C1-C4)	The global atmosphere	Operation	GHG emissions associated with demolition of the Proposed Development at the end of its life.
GHG emissions associated with operational transport	The global atmosphere	Operation	GHG emissions associated with operational transport (e.g. deliveries and staff/occupant journeys), where appropriate transport figures are available for the proposed development

Assessment Methodology for Likely Significant Effects

Baseline Data

Greenhouse Gas Emissions

6.49 As previously noted, the building on Site is currently not in use and therefore it is assumed that currently there are no GHG emissions from the Site. Whilst existing vegetation would in practice provide some carbon sequestration, the assumption of a no GHG emissions baseline is considered a conservative assumption.

6.50 The future baseline scenario considers how the GHG emissions associated with the Site are likely to change in the future, should the Proposed Development not come forward, based on a time period comparable to the design life of the Proposed Development (i.e. a 60 year Reference Study Period (RSP)). Should the Proposed Development not come forward, the future baseline GHG emissions from the Site are also considered to be zero.

6.51 The receptor of greenhouse gas emissions is the global atmosphere.

Climate Change Resilience & Adaptation

6.52 Historic average climatic conditions and projected climate conditions data relevant to the Site has been obtained from online sources to inform the assessment (Part 1).

Method of Assessment

GHG Emissions ES Chapter

6.53 The GHG emissions impact assessment will be reported in the main body of the Climate Change & Greenhouse Gas Emissions ES chapter (Part 2).

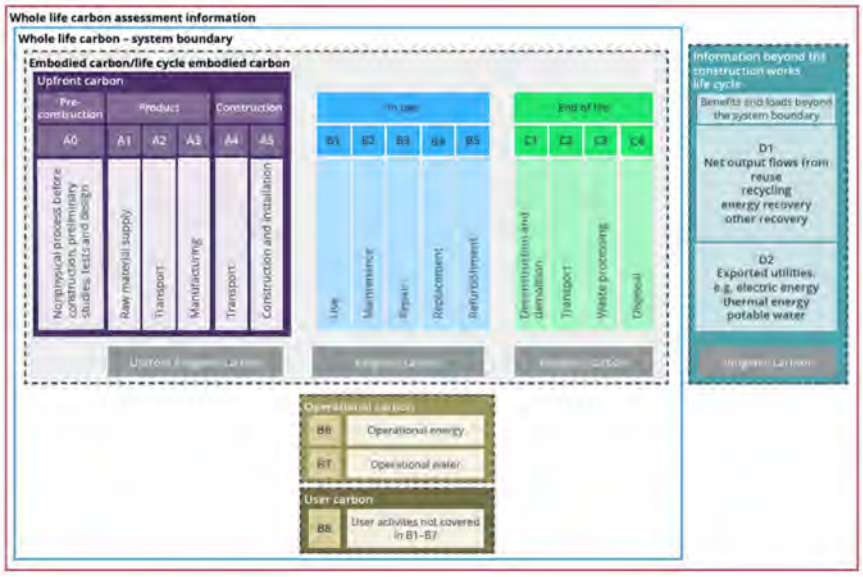
6.54 There is currently no standard methodology for quantifying GHG emissions within EIA. However, best practice will be drawn from guidance documents, including:

- EIA Guide to Assessing GHG Emissions and Evaluating their Significance (IEMA, 2022);
- Royal Institute of Chartered Surveyors (RICS) Whole Life Carbon Assessment for the Built Environment (2023) (effective from 2024); and
- BS EN 15978:2011 Sustainability of construction works. Assessment of environmental performance of buildings. Calculation method.

6.55 A reference study period (RSP) of 60 years is proposed, as per the principles outlined in BS EN 15978. This is based on the typical expected service life of a building. The total estimated GHG emissions will be estimated over a period of 60 years from the start of the in-use stage.

6.56 The GHG emissions sources that will be assessed will align with the lifecycle stages / modules within BS EN 15978, with building elements included as per the guidance within the RICS Whole Life Carbon Assessment for the Built Environment (2023) guidance ('the RICS Guidance 2023'). Figure 6.4 shows the stages of a lifecycle GHG emissions assessment, taken from the RICS Guidance 2023, based on the lifecycle stages set out in EN 15643:2021, EN 15978.

Figure 6.4. Whole life Carbon Assessment information (Source: RICS 2023)



6.57 The following lifecycle stages would be assessed in the ES chapter:

- Demolition of existing buildings;
- A1-A3 Product stage;
- A4-A5 Construction process stage;
- B1-B5 In-use stage;
- B6 Operational energy;
- B7 Operational water;
- Operational transport; and
- C1-C4 End of Life Stage.

6.58 A Whole Life Carbon (WLC) Assessment Report will be prepared and submitted separately alongside the planning application. GHG emissions associated with the enabling works and construction phase, and the in-use and end of life embodied carbon will be sourced from this Report where available. Where this information is not provided in the WLC assessment, appropriate published industry benchmarks will be used in combination with the proposed floorspace quanta and other proposed scheme information, to estimate the GHG emissions.

6.59 Where information is available from the project sustainability and energy consultants on likely operational energy, and utilities engineers on likely operational water, Department for Energy Security & Net Zero (DESNZ) carbon emissions factors will be applied to this data to determine GHG emissions from these sources. Where this information is not available, appropriate published benchmarks will be used in combination with the proposed floorspace quanta and other proposed scheme information, to estimate the GHG emissions.

6.60 GHG emissions associated with vehicles travelling to and from the Proposed Development during the operational will be estimated by applying a DESNZ emissions factor for average vehicle use, anticipated trip data provided by the project transport consultant, and indicative trip distance figures. These emissions factors include wheel to tank emissions as well as tail pipe emissions.

6.61 The ES chapter will provide a summary of the GHG emissions from each stage across the 60-year RSP.

Climate Change Resilience and Adaptation Risk Assessment

6.62 The effects of climate change on the Proposed Development and its users will be reported in a Climate Change Resilience & Adaption Risk Assessment, will be summarised within the main chapter (Part 1), with full details provided as an appendix to the GHG ES Chapter. This will be completed in line with the Institute of Environmental Management and Assessment (IEMA) EIA Guide to Climate Change Resilience and Adaptation (IEMA, 2020). The assessment would be reported in the form of a risk assessment, rather than an assessment of effect significance, in line with advice provided in the IEMA guidance.

6.63 The Report will include the following:

- Review of relevant legislation and policy;
- Review and interpretation of Met Office UK Climate Projections 2018 (UKCP18) data;
- Identification of hazards and associated risks to the Proposed Development due to climate change;
- Proposed mitigation measures; and
- Assessment of residual risks to the Proposed Development.

6.64 The variables that will be assessed in the UKCP climate data include changes in temperature and precipitation. Qualitative changes in other variables, such as snow and wind will also be considered. The future projections will be assessed based on timescales equivalent to the anticipated design life of the Proposed Development and based on Relative Concentration Pathway 8.5 (RCP 8.5). RCP8.5 assumes more than 4°C warming above pre-industrial levels and is the most severe pathway. This approach is therefore considered conservative.

6.65 To ensure the assessment is comprehensive, the list of hazards set out in the C40 Cities Climate Change Risk Assessment Guidance (C40 Cities, 2017) will be considered. Hazards that are not relevant to the Site will be scoped out with justification provided.

Discipline Specific Methodology

6.66 Specific criteria for assessing the significance of GHG emissions effects are provided in the IEMA (2022) Guidance on Assessing GHG Emissions, shown in the below table. The assessment of significance will be undertaken in line with these criteria.

Significant of Effect	Criteria for assessing effect significance
Major	The Proposed Development's GHG impacts are not mitigated or are only compliant with do-minimum standards set through regulation, and do not provide further reductions required by existing local and national policy for projects of this type. A project with major adverse effects is locking in emissions and does not make a meaningful contribution to the UK's trajectory towards net zero
Moderate	The Proposed Development's GHG impacts are partially mitigated and may partially meet the applicable existing and emerging policy requirements but would not fully contribute to decarbonisation in line with local and national policy goals for projects of this type. A project with moderate adverse effects falls short of fully contributing to the UK's trajectory towards net zero
Minor	The Proposed Development's GHG impacts would be fully consistent with applicable existing and emerging policy requirements and good practice design standards for projects of this type. A project with neutral effects is fully in line

	with or exceeds measures necessary to achieve the UK's trajectory towards net zero.
Negligible	The Proposed Development's GHG impacts would be reduced through measures that go well beyond existing and emerging policy and design standards for projects of this type, such that radical decarbonisation or net zero is achieved well before 2050. A project with negligible effects provides GHG performance that is well 'ahead of the curve' for the trajectory towards net zero and has minimal residual emissions.
Beneficial	The Proposed Development's net GHG impacts are below zero and it causes a reduction in atmospheric GHG concentration, whether directly or indirectly, compared to the without-project baseline. A project with major beneficial effects substantially exceeds net zero requirements with a positive climate impact

6.67 The guidance also recommends that the context of the project's carbon footprint is determined to establish whether the project supports or undermines a trajectory towards net zero. This can help decision makers in their evaluation of the effects of the proposals. The estimated net GHG emissions will be considered in the context of both the UK National Carbon Budgets and the Tyndall Centre recommended energy only carbon budgets for Manchester City. GHG emission impacts and resulting effects are global.

6.68 In line with the IEMA (2022) guidance, the sensitivity of the receptor (i.e., the global atmosphere) in relation to GHG emissions is always considered to be 'high'. The magnitude of the impact would be linked to the volume of GHG emissions produced. However, in accordance with the IEMA Guidance, it is not considered necessary to determine the sensitivity of the receptor or the magnitude of the impact in order to assess the significance of the effects of GHG emissions.

6.69 Therefore, as is standard practice, the Standard Methodology for Assessing Magnitude of Change (Chapter 4, Table 4.2), for Determining Sensitivity (Chapter 4, Table 4.3) and Effect Significance Matrix (Chapter 4, Table 4.4), are not applicable.

Socio-Economics

Consultation & Available Information, & Baseline Conditions

Consultation

6.70 No consultation has been undertaken to inform this chapter.

Completed Background Studies

6.71 No prior studies have been completed to date.

Baseline Conditions

6.72 The baseline conditions focus on the socio-economic conditions in the area surrounding the Site in order to provide a demographic context of the existing community locally.

6.73 The Site has access to a range of community facilities and social infrastructure, including several primary schools and secondary schools, four GP surgeries within 1km of the Site, all of which are accepting new patients, and several outdoor spaces, including Mayfield Park, Sackville Gardens, and Vimto Park.

6.74 If the Proposed Development does not come forward, the Site would remain as it is, pending the determination of planning application 143741/FO/2025 for the demolition of the existing car park and retail units on site. There will unlikely be any socio-economic impacts if the Proposed Development does not come forward

Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	*Receptor*	*Construction / Operation*	*Discussion*
Increased demand for educational facilities	Local residents	Operation	The Proposed Development comprises Purpose Built Student Accommodation (PBSA), which will introduce additional higher education students to the area. As these residents will be university-level students, the development is not anticipated to generate additional demand for primary or secondary education facilities.

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Temporary employment opportunities, direct and indirect	The local economy and labour market	Construction	Temporary construction employment opportunities will be created during the construction phase of the Proposed Development.
Employment generation through the increased population and new commercial space	The local economy and labour market	Operation	Permanent employment opportunities will be created during the operational phase of the Proposed Development in the ground floor flexible commercial space.
Increase in student accommodation	Local student housing market	Operation	The Proposed Development comprises PBSA, providing additional student accommodation housing units in Manchester. Provision of affordable student accommodation will be considered qualitatively under this effect.
Increased spending in the local economy as a result of the increased population	Local economy and local businesses	Operation	The increase in students arising from the additional student accommodation units provided within the Proposed Development will lead to an increase in local spending.
Gross Value Added (GVA) impacts through	Local economy	Construction & Operation	Employment opportunities during the construction and operation phases will lead to an increase in economic output in

Effect	*Receptor*	*Construction/Operation*	*Discussion*
increased temporary and permanent employment			Manchester and the wider region, measured by GVA.
Increased demand for healthcare facilities	Local residents	Operation	The increase in students arising from the additional student accommodation units will lead to an increased demand for social infrastructure associated with the residents of the student accommodation, including primary healthcare.
Increase demand for open space	Local residents	Operation	The increase in students arising from the additional student accommodation units will lead to an increased demand for social infrastructure associated with the residents of the student accommodation, including open space.

Assessment Methodology for Likely Significant Effects

Baseline Data

6.75 A baseline assessment will be undertaken to establish the socio-economic conditions which currently surround the Site, both at the local and regional level. The ES chapter will utilise data from a variety of sources including:

- 2021 Census data to provide insights into the demographic and economic makeup of the area;
- Data from the Office for National Statistics (ONS) to offer a comprehensive understanding of key local socio-economic indicators;
- National Health Service (NHS) data to comprehend healthcare and related socio-economic facets within the vicinity of the Site; and
- Relevant local and regional studies and assessments will be referenced to enrich the baseline assessment.

Method of Assessment

6.76 The assessment of potential socio-economic effects will be undertaken using several methodologies, data sources and assumptions. These are set out below:

- Construction related employment effects will be assessed using established ratios of construction output to employment, considering the distinctive characteristics of the project;
- Regional GVA by industry data will be used to calculate the estimated GVA impacts from the construction and operational employment arising from the Proposed Development;
- Additionality effects such as deadweight (effects that would occur regardless of the Proposed Development), leakage (the proportion of an effect that will occur outside the target area or group), displacement (the proportion of an impact accounted for by the reduction of existing outputs), and substitution effects (those which replace existing outputs) using HCA Additionality Guidance (2015);

- Population yield projections based on the number of student rooms available in the PBSA of the Proposed Development;
- Availability of primary healthcare facilities in the local area will be assessed using public NHS data. This information will be compared with the projected new population in the Proposed Development to estimate the likely effect of the development on primary healthcare facilities;
- Open space provision will be assessed against relevant local standards and compared to the estimated additional student yield arising from the Proposed Development; and
- An estimate of spending generated as a result of the completed Proposed Development will be calculated using local data on the average expenditure for undergraduate students in Manchester. To ensure a conservative estimate of increased local spending, additionality effects will be applied.

Human Health

Consultation & Available Information, & Baseline Conditions

Consultation

6.77 No consultation has been undertaken to inform this chapter.

Completed Background Studies

6.78 No prior studies have been completed to date.

Baseline Conditions

6.79 The baseline conditions will focus on the health determinants in the area surrounding the site in order to provide a demographic context of the existing community locally. It then considers the baseline in terms of access to infrastructure and conditions relevant to the health of the potential occupants of the Proposed Development.

6.80 There are four GP surgeries within 1km of the Site, all of which are accepting new patients. The site is close to several outdoor spaces, including Mayfield Park, Sackville Gardens, and the Vimto Park. A larger park and garden, Pin Mill Brow, is located just over 1km from the Site, which has the River Medlock running through it.

6.81 If the Proposed Development does not come forward, the Site would remain as it is, pending the determination of planning application 143741/FO/2025 for the demolition of the existing car park and retail units on site. There will unlikely be any human health impacts if the Proposed Development does not come forward.

Scope of Assessment

Identification of Effect/s which are Not Significant.

6.82 The HUDU Rapid HIA Toolkit identifies eleven health determinants to assess potential impacts. All eleven health determinants have been scoped in for this assessment.

Identification of Effect/s which are Likely to be Significant

6.83 All eleven determinants are relevant to the Proposed Development and have therefore been scoped in to this assessment and are listed below

Health determinant	*Potential health impact*	*Relevance to the Proposed Development*
Housing quality and design	Access to adequate housing is important for health and wellbeing, and environmental factors such as overcrowding and sanitation in buildings have been identified as causing illness.	The Proposed Development will introduce new student accommodation to the local area.
Access to healthcare services and other social infrastructure	Accessibility is important in terms of transport and access into a building, and the range and quality of service offers. Access to good quality health and social care, education, and community facilities has a direct positive effect on human health.	The Proposed Development may alter access to healthcare services or other social infrastructure as it may impact on demand, physical access or land take for such facilities.
Access to open space and nature	Providing secure, convenient and attractive open/green space can lead to more physical activity and reduce levels of heart disease, strokes and other ill-health problems that are associated with both sedentary occupations and stressful lifestyles. There is growing evidence that access to parks and open spaces and nature can help to maintain or improve mental health.	The Proposed Development will introduce new student accommodation to the local area. As such, the Proposed Development is expected to have an impact on the parks, gardens, and open spaces close to the site.
Air quality, noise and neighbourhood amenity	The quality of the local environment can have a significant impact on physical and mental health. Pollution from construction can lead to poor air quality which can lead to health conditions. Noise pollution can have a detrimental impact on health resulting in sleep disturbance and other effects.	Findings from other topics – air quality, noise and vibration, and climate change will be reviewed to assess the potential impacts on human health resulting from construction and operation of the Proposed Development.
Accessibility and active travel	Convenient access to services and facilities encourages greater opportunities for social interaction. Accessible buildings encourage all groups, including older people and people with a disability, to use them. Discouraging car use and providing opportunities for walking and cycling can increase physical activity and provide health benefits.	The Proposed Development will introduce new student accommodation to the area. As such, the Proposed Development may have an impact on accessibility and active travel in the area.

Crime reduction and community safety	Thoughtful planning and urban design that promotes natural surveillance and social interaction can help to reduce crime and the 'fear of crime', both of which impact on the mental wellbeing of residents.	The Proposed Development will introduce new student accommodation to the local area. As such, the Proposed Development is expected to have an impact on crime and community safety.
Access to healthy food	Access to healthy and nutritious food can improve diet and prevent chronic diseases related to obesity. Opportunities to grow and purchase local healthy food and limiting concentrations of hot food takeaways can change eating behaviour and improve physical and mental health.	The Proposed Development includes Flexible Use Class E commercial space which may include food and beverage establishments. This may therefore have an impact on demand and physical access to healthy food services.
Access to work and training	Employment and income is a key determinant of health and wellbeing. Unemployment generally leads to poverty, illness and a reduction in personal and social esteem. Work aids recovery from physical and mental illnesses.	The Proposed Development may support local employment opportunities, providing access to jobs and training for the local workforce during the construction phase and employment opportunities in the commercial space once operational
Social cohesion and neighbourhoods	Friendship and supportive networks in a community can help to reduce depression and levels of chronic illness as well as speed recovery after illness and improve wellbeing. Fragmentation of social structures can lead to communities demarcated by socio-economic status, age and/or ethnicity, which can lead to isolation, insecurity and a lack of cohesion.	The Proposed Development may affect social cohesion and neighbourhoods as it may impact accessibility of facilities and composition of communities.
Minimising the use of resources	Reducing or minimising waste including disposal, processes for construction as well as encouraging recycling at all levels can improve human health directly and indirectly by minimising environmental impact, such as air pollution.	Construction activities as well as creation of waste during operation of the Proposed Development may have an impact on resources.
Climate change	There is a clear link between climate change and health. Planning is at the forefront of both trying to reduce carbon emissions and to adapt urban environmental to cope with higher temperatures, more uncertain rainfall, and more extreme weather events and their impacts such as flooding. Poorly designed	The Proposed Development may result in changes to the climate and environment of the Site. Findings from other topics – air quality, noise and vibration and climate change will be assessed to determine the impact on health.

	homes can lead to fuel poverty in the winter and overheating in summer contributing to excess winter and summer deaths.	

Assessment Methodology for Likely Significant Effects

Baseline Data

6.84 A baseline assessment will be undertaken to establish the health conditions of the current residents surround the Site, both at the local and regional level. This chapter will utilise data from a variety of sources including:

- 2021 Census data to provide insights into the demographic makeup of the area;
- Data from the Office for National Statistics (ONS) to provide further insight into the demographic makeup of the area;
- National Health Service (NHS) data to comprehend facets within the vicinity of the site;
- Index of Multiple Deprivation (IMD) 2019 to examine the deprivation levels of the proposed site and the surrounding area;
- Department of Health and Social Care (DHSC) data to analyse key health indicators including life expectancy; and
- Relevant local and regional studies and assessments will be referenced to enrich the baseline assessment.

Method of Assessment

6.85 The human health assessment will consider the effects on the physical and mental health of local residents, new residents and workers that may arise from the construction and operation of the Proposed Development.

6.86 There is no recognised or consolidate methodology for the assessment of effects on human health, and there is no definitive guidance on how to assess human health within an ES. Best practice principles are provided in NHS England's Healthy Urban Development Unit's (HUDU) Rapid Health Impact Assessment (HIA) Toolkit (Fourth Edition) 2019 and will form the basis of the approach adopted to assess impacts on health and wellbeing in the ES chapter.

6.87 The Rapid HIA Tool suggests the evaluation of potential health impacts under the eleven topics or broad determinants listed previously, which include:

- Housing design and affordability;
- Access to health and social care services and other social infrastructure;
- Access to open space and nature;
- Air quality, noise and neighbourhood amenity;
- Accessibility and active travel;
- Crime reduction and community safety;
- Access to healthy food;
- Social cohesion and inclusive design;
- Access to work and training;
- Minimising the use of resources; and
- Climate change

6.88 The assessment of potential health impacts will be undertaken using the assessment matrix set out within the Rapid HIA Tool, taking account of published data from a variety of sources including those listed above, and applying professional judgement by relevant guidance to evaluate the health impacts of the scheme.

Discipline Specific Methodology

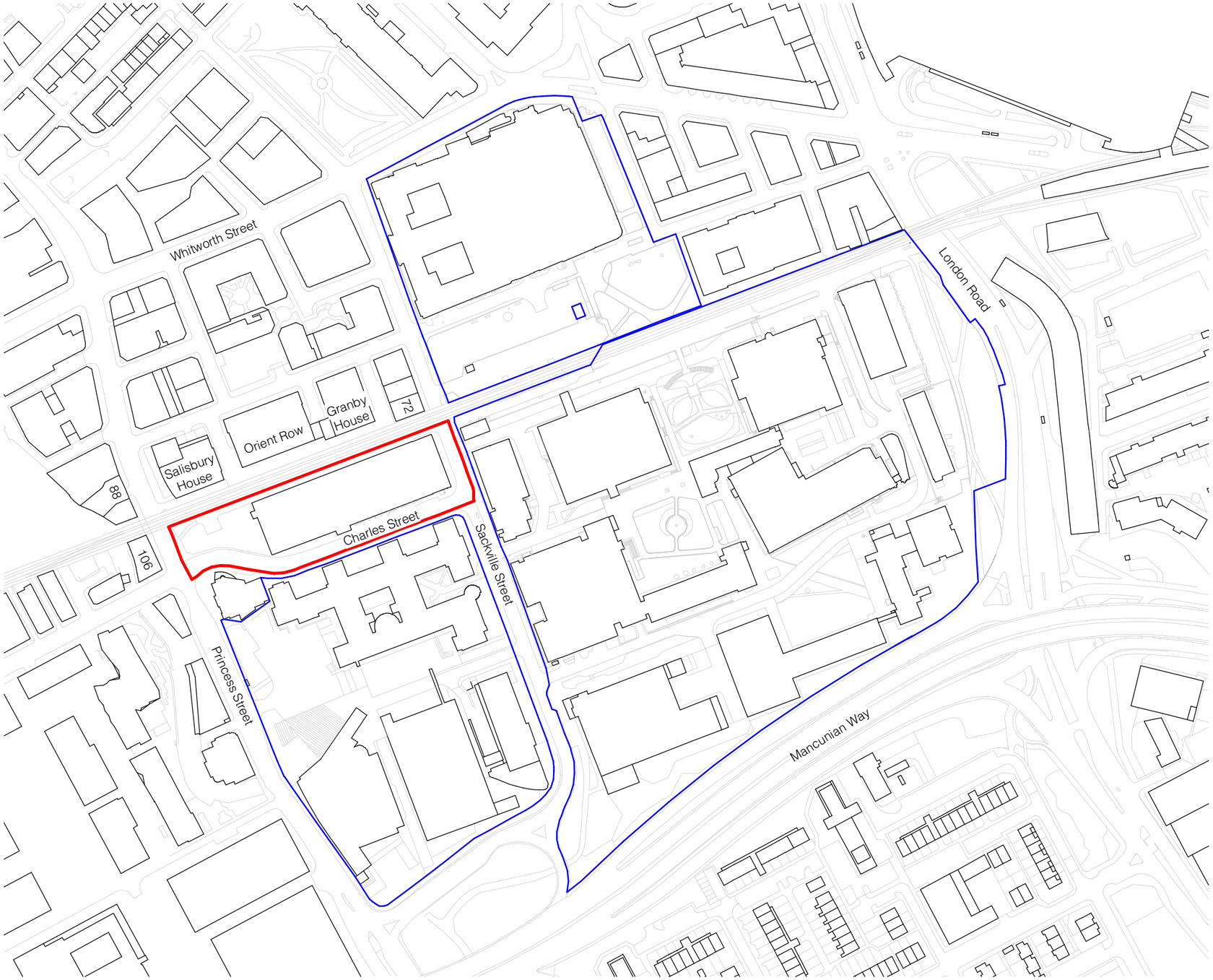
6.89 The human health assessment will not use the standard methodology set out in Chapter 2 of the Scoping Report.

6.90 Whilst the overall approach to the methodology aligns with the assessment methodology set out in Chapter 2, the assessment will be qualitative, rather than quantitative, due to the diverse nature of health determinants and health outcomes which are assessed. Although the ES chapter will describe the likely qualitative health impacts, it is not possible to quantify the severity or extent of the effects. The methodology set out in the HUDU Toolkit does not include a temporal scale of considerations of the effects. It does not provide a methodology for assessing the significance of outcomes or effects and as such none is proposed here. Instead, the potential health effects during construction and operation will be described using the criteria provided in the HUDU Toolkit, which are outlined below.

Impact Category	Impact Symbol	Description
Positive	+	A beneficial impact is identified
Neutral	0	No discernible health impact is identified
Negative	-	An adverse impact is identified
Uncertain	?	Where uncertainty exists as to the overall impact

Appendices

Appendix 1 - Site Location Plan



Key

- Site Boundary Line
- Other Land in Applicants Ownership

DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.

Rev:	Details:	Date:
03	Red Line Boundary updated to include Charles and Sackville St for EIA	23/09/25
02	Red Line Boundary updated to show Planning Boundary Line as requested for EIA	21/08/25
01	First issue for review and comment	06/08/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
Location Plan - ID Manchester

scale:
1 : 2500
@ A3

drawn by:
RM

drawing number:
(--)101

current revision date:
23/09/25

revision:
03

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23/09/2025 12:23:08

Appendix 2 - Committed and Cumulative Schemes, including reasonably foreseeable schemes

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Sister, Plot H – Committed Developments

Date: 28 November 2025

Search updated w/c 28 November 2025, based on a 1km radius

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		Baseline		
1	IQ Echo Street 136874/FO/2023	Erection of 3 interlinked towers ranging from 27, 21 and 16-storeys together with intermediary link buildings (15 and 11-storeys) to form Purpose Built Student Accommodation (Sui Generis) with associated amenity space, external landscaping and other associated works	12/09/23 Planning Application Approved Under Construction 05/08/2023 Construction Commenced Expected Completion Q3 2026	280m
2	Princess House 131733/LO/2021 and 131732/FO/2021	Listed Building Consent Listed Building Consent partial change of use and building alterations to accommodate retention of existing nightclub use (sui generis) on basement and ground floors; and proposed office (E(g)(i) use) on 1st, 2nd, 3rd and 4th floors; with new office reception, bin store and cycle store on ground floor. Planning Permission Partial change of use and building alterations to accommodate retention of existing nightclub use (sui generis) on basement and ground floors; and proposed office (E(g)(i) use) on 1st, 2nd, 3rd and	28/01/2022 Planning Application and Listed Building Consent Approved Construction commenced	308m

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Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		4th floors; with new office reception, bin store and cycle store on ground floor.		
3	London Road 125712/FO/2019 (Refreshed scheme of 116099/FO/2017)	Refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and leisure (Use Class D2), together with access and highways works, servicing, rooftop plant, landscaping and associated works.	116099/FO/2017 approved on 31/07/2017 Under Construction on 05/08/2018 125712/FO/2019 approved on 17/04/2019 Construction Commenced. It is understood that while the scheme has consent, construction has stalled.	350m
4	Barclay House 118033/P3OPA/2017 New Application 128804/FO/2020 S73 133770/JO/2022	118033/P3OPA/2017 Notification for Prior Approval for a Proposed Change of Use of building (excluding basement) from Office Use (Class B1 (a)) to a provide 90 no. residential apartments (Use Class C3) 128804/FO/2020 Erection of a 2-storey rooftop extension to form 9 duplex apartments and the conversion of the existing redundant internal car park to create a further 4 duplex apartments at Barclay House, Whitworth Street West, Manchester 133770/JO/2022 Variation of condition number 2 (specified plans) from planning permission reference 128804/FO/2020 for an amendment to the approved site plan to include the updated site plan and additional information in connection with the construction of the sub-station.	31/01/2018 Planning Application Approved Under Construction 04/02/2019 Construction Commenced New Application Approved: 08/10/2021 S73. Approved: 20/10/2022 It is understood that while the scheme has consent, construction has stalled. It was announced that funding had been secured for the redevelopment in July 2025.	550m
5	The Republic, Baring Street 125248/FO/2019	125248/FO/2019: Erection of 13-storey building (including ground and mezzanine) comprising office space (Use Class B1) above flexible uses at ground	14/02/2020 Original Planning Application Approved	638m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
	137349/JO/2023 141645/JO/2024	and mezzanine levels (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) with rooftop amenity spaces and external terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant, back of house functions and associated landscaping works. 137349/JO/2023: Variation of condition 2 (approved Dwgs) attached to planning permission 125248/FO/2019 with amendments to include alterations to massing on southern elevation terrace areas, changes to external facade design and changes in entrance and internal layout and to amend the wording of conditions 3 (Materials), 4 (Contaminated Land), 5 (CMP), 6 (Archaeology), 7 (EA contamination), 8 (Piling), 10 (SUDS 1), 13 (Circular Economy Statement), 14 (Local Labour Agreement), 17 (Noise commercial), 23 (Surface Water Drainage), 30 (Landscaping), 34 (Noise External Areas), 36 (Management of Commercial units) and 38 (UXB Mitigation) to align with condition discharges for application ref no 125248/FO/2019 as amended by 134907/NMC/2022 and 135956/NMC/2023 141645/JO/2024 Variation of conditions 2 (Approved Drawings), 5 (CMP), 14 (Labour Agreement) and 17 (Noise and Ventilation) of planning permission 137349/JO/2023 to allow for alterations to the massing of the approved building and update wording of discharged conditions.	15/09/2023 Amendment Application Approved 141645/JO/2024 Amendment application approved 25/04/2025. Construction commenced 15/07/2025 Expected completion Q2 2027	
6	Town Hall Refurbishment 119106/LO/2018	LISTED BUILDING CONSENT for Internal and external intrusive surveys to the Grade I Listed Old Town Hall in order to inform the Our Town Hall Project to include intrusive survey works within Albert Square adjacent to the Grade II Listed Frasers Statue, the Grade II Listed Jubilee Fountain, the Grade II Listed Brights Statue, the Grade I Listed Albert Memorial, the Grade II Listed Heywoods Statue and the Grade II Listed Gladstones statue.	Construction commenced Expected completion Q2 2027	780m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
7	Niven Street 135857/FO/2022	Erection of 16 x 3-storey townhouses (Class C3) with associated parking, landscaping and boundary treatment and new vehicular access from Cotter Street and associated works	27/03/2024 Planning Application Approved Under Construction Construction Commenced Q4 2024	815m
8	The Fairfax 121099/FO/2018 (S73. 141176/JO/2024 approved 09/07/2025)	Construction of two residential buildings (Use Class C3) comprising Block 1 (29-storeys) (224 apartments (4 x 1 bed 1 person, 52 x 1 bed 2 person, 64 x 2 bed 3 person and 104 x 2 bed 4 person) 25% 1 bed and 75 % 2 bed) Block 2 (23-storeys) (264 apartments 44 x1 bed 1 person, 44 x 1 bed 2 person, 92 x 2 bed 3 person and 84 x 2 bed 4 person) (33% 1 bed and 67%% 2 bed) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping (including new public park) , lighting, highways and associated works following demolition of existing buildings and structures. S73 Variation to Planning Permission 121099/FO/2018 consisting of the re-wording of conditions 12 (Public Realm delivery) and 13 (Landscaping and Highways).	16/01/2019 Planning Application Approved Under Construction 30/08/2023 Construction Commenced S73 approved 09/07/2025 Expected completion Q1 2026	845m
9	One Medlock Street 135419/FO/2022	Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.	Construction Commenced 13/05/2025 Expected completion 2028	860m
10	32-34 Laystall Street 128911/FO/2020	Erection of 9-storey residential building (Use Class C3) comprising 89 residential units (28 x 1 bed and 61 x 2 bed) and conversion of and 3-storey extension to 32-34 Laystall Street for use as offices (Class E) with associated external works following demolition of outrigger and associated structures along with other associated works including access, servicing, landscaping and secure cycle parking	02/02/2022 Planning Application Approved Under Construction 14/10/2022 Construction Started Expected Completion Q2 2026	888m
11	The Joinery 135675/FO/2022	Erection of two residential apartment buildings (Use Class C3) comprising Block 1-part 9, part 10 (plus roof level amenity block) and	01/06/2023 Planning Application Approved	900m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
	S73. 137807/JO/2023 141790/NMC/2024 141504/NMC/2024	Block 2- 12-storey building (comprising of 261 dwellings in total) above basement levels with ground floor commercial units (Use Class E (excluding E (b)), associated residents amenity space, cycle parking, landscaping, access, street loading and other associated works following demolition of the existing building and structures on site S73 Variation of condition 2 attached to application ref no 135675/FO/2022 in relation to Block 1 to include internal layout changes, changes to landscaping and to design of substation and to Block 2 to make internal and elevational alterations associated with introduction of a 2nd staircase comprising alteration of some window positions and sizes, omission of windows, minor increase in building footprint above ground floor, a reduction in height (ground floor level) and minor changes to landscaping. NMA Two NMAs approved to make changes to windows in December 2024 and January 2025.	16/10/2023 S73 Approved Under Construction 13/02/2024 Construction Commenced Expected completion Q1 2026	
12	One Port Street 132489/FO/2021	Erection of a part-33, part-11, part 9 part 7-storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 477 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (481 spaces) landscaping, and other associated works	28/07/2022 Planning Application Approved 135938/NMC/2023 approved 25/01/2023 12/04/2023 Construction Commenced Expected completion Q1 2026	930m
13	No.2 St. Michael's, Jacksons Row 135827/JO/2022 137873/JO/2023 (latest variation)	Ground+43 storey tower including 229 apartments, 30,095 sqm GIA office floorspace, 1,827sqm NIA retail floorspace and a 162-bed hotel.	Latest amendment application approved 07/08/2024. Under construction Completion expected in 2027.	930m
14	Hilton Motto Hotel, Laystall Street 135662/FO/2022	135662/FO/2022 Erection of a 20-storey building to create a 154 bedroom hotel (Class C1) above 2 basement levels with ancillary café / bar / restaurant and gym and other associated works including highway improvements,	01/06/2023 Planning Application Approved. Two NMAs have since been approved.	960m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		cycle parking and creation of accessible parking bay following removal of on site structures. 140984/NMC/2024 Non material amendment to Condition 2 attached to Planning Permission 135662/FO/2022 to enable alterations to internal layouts, minor increase in floor to ceiling heights as well as rationalisation of building structure. 141309/NMC/2024 Non material amendment to planning permission 135662/FO/2022 (as amended by 140984/NMC/2024) to alter the time trigger for conditions 33 (Landscape and Highways) and 34 (Noise Hotel Use)	Construction anticipated to start this year (funding secured May 2025), with completion by the end of 2026.	
15	Larard's Still 134953/FO/2022	Partial demolition of existing buildings (68-70 Oldham Street) (retention of facades to both 68 & 70 Oldham Street and internal floors of 68 Oldham Street), and erection of new 10-storey building (plus plant room) to incorporate retained elements, removal of roof and conversion of existing warehouse building (61 Spear Street) with 3-storey rooftop extension to create aparthotel (sui generis) and ground floor commercial uses (use class E)((a), (b), (c), (e) and (g) only.	19/01/2022 Planning Application Approved Under Construction 08/09/2023 Construction Commenced 143316/NMC/2025 approved 24/07/2025 Expected completion Q3 2033.	1.03km
		Cumulative		
14	Faraday Building, Sackville Street 143769/FO/2025	Demolition of Faraday Tower to ground floor slab level and works to remediate/make safe the retained structure (including the erection of a perimeter hoarding) to prepare site for future development.	Application approved 21/11/2025. Not on site.	150m
15	Energy Centre 141496/FO/2024	Construction of a new above ground Energy Centre and associated below ground plant, landscaping, revised access road, boundary treatments and building illumination	Application approved 20/01/2025. Not on site.	215m
16	Sister Plot C 143024/FO/2025	Proposed demolition of existing buildings and development of two connected blocks rising to 12 and 20 storeys, comprising 585,000sqft office floorspace; alongside new public realm and repurposed railway arches to provide commercial space. Phased development comprising: Phase A- demolition of existing buildings and structures, erection of a basement (C1 Building and C2	Resolution to grant secured at Planning Committee 20/11/2025, subject to s106.	270m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		Building) and a podium across lower ground and upper ground floors comprising flexible commercial space (Class E and/or Sui Generis drinking establishment), erection of a building (C1 Building) to form offices (Class E), landscaping works, highways, access, servicing, infrastructure and other associated works; , Phase B: erection of a podium across lower ground and upper ground floors and a new building (C2 Building) to form offices (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment), alterations to the existing Sculptural Wall (Hollaway Wall), relocation of existing art work, landscaping works, highways, access, servicing, infrastructure and other associated works; , Phase C- change of use and associated works to railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis- drinking establishment) including highways, access and servicing arrangements, and other associated works.		
17	8 Minshull Street and 42 Bloom Street 143562/FO/2025 143563/LO/2025	Change of use of 8 Minshull Street and 42 Bloom Street with alterations to accommodate 39 apartments (Use Class C3).	Application validated 08/08/2025. Awaiting determination.	340m
18	Student Castle Hulme Street 121252/FO/2018 139489/NMC/2024	Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Great Marlborough Street, construction of 5-storey external ramps, closure of vehicular access to top level; and construction of new facade; and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11-storey, part 4-storey mixed-use building comprising 853 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 786sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements and other associated work. NMA to vary the wording of condition 12 (materials).	01/07/2018 Planning Application Approved. NMA approved March 2024. Implemented but not on site.	390m
19	Piccadilly Warehouse, 10 Minshull Street 119374/FO/2018 133975/JO/2022 140382/JO/2024	119374/FO/2018: Change of use and alterations to Mindel House and 11 Bloom Street to accommodate 80 apartments (Use class C3) including 1-storey roof top extension to 11 Bloom Street 133975/JO/2022:	19/11/2020 Original Planning Application Approved 31/10/2022 Amendment Application Approved 03/12/24 Amendment Application approved	420m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		Variation of Conditions 3 (Materials) and 11 (Heritage) of application referenced 119374/FO/2018 to amend the wording of these conditions 140382/JO/2024 Variation of application 119374/FO/2018, as varied by 133975/JO/2022, to amend conditions 2 (Specified Plans), 10 (Construction Management Plan), 11 (Heritage), and 13 (Environmental Standards)	Not on site. Estimated completion 2027.	
20	Boulton House, Chorlton Street 143253/FO/2025	Refurbishment and reuse of Boulton House (including new build extensions up to 6 storeys to Bloom Street and 1 storey to Major Street) to provide 261 serviced apartments and associated amenity space (Class C1) plus flexible ground floor commercial uses (Use Class E and/or Sui Generis (p) and (q) along with associated landscaping and public realm works, external plant, and amended servicing and access arrangements (including new secure cycle parking)	Application approved 18/09/2025. Not on site.	435m
21	Metropolitan University Library 138424/FO/2023 143943/FO/2025 EIASCO/25/008	(138424/FO/2023) Part demolition and redevelopment of existing library building to form new library (Use Class F1) including a new 13-storey building, external amenity spaces, public realm, access and servicing arrangements and other associated works. (143943/FO/2025) Partial demolition, temporary waterproofing and associated works to library building. (EIASCO/25/008) EIA scoping sets out revised proposals, including a maximum height of ground+8 storeys and 12,000sqm floorspace.	15/02/2024 Planning Application Approved Not on site. It was announced in February 2025 that due to increased construction costs, a refreshed vision and design brief is being worked on, with a likely new planning application to come forward with revised designs. Standalone partial demolition application validated 10/09/2025, awaiting decision. EIA Scoping validated 12/09/2025. As the approved consent is for a larger building, this consent should be used in cumulative development assessments as a worst case scenario.	475m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
22	Land Between Upper Brook Street, Kincardine Road And Grosvenor Street Manchester 137401/FO/2023 NMA 141897/NMC/2025	Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/29-storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (café/commercial and convenience store- Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9-storeys for Science and Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafés and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works 141897/NMC/2025 Non Material Change to planning permission 137399/FO/2023 to make alterations building height, elevational alterations and alterations to landscaping	29/11/2024 Planning Application Approved. Above ground works are expected to commence Q4 2025.	486m
23	The Poulton, Baring Street 137263/FO/2023	Erection of 9-storey office development with mezzanine and plant level (Class E) with ground and basement floor retail, cafe and / or restaurant and / or gym (Use Class E) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway and associated works.	18/09/2023 Planning Application Approved Not on site.	580m
24	Union Building, 12 Piccadilly 137794/FO/2023	Erection of a 32-storey building (land at no. 14-16 Piccadilly) and conversion of adjacent building (no.12 Piccadilly) (basement to fourth floor) to create an aparthotel, including a ground floor cafe (Use Class E (b), first floor exhibition hall (Use Class F1) and a rooftop bar and restaurant (Use Class E (b)), and associated works	30/08/2024 Planning Application Approved Not on site.	595m
25	Hotspur House 138805/FO/2023	Partial demolition of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the Site to provide 619 Purpose Built Student Accommodation (Sui Generis Use Class) rooms above ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)),within a part 4/5-storey and part 37-storey building plus roof parapet level above basement level, associated ancillary internal and external amenity space, public realm (including a new 10,000sqft public square), hard and soft landscaping and associated highway works	Application approved at committee, subject to s106 agreement. 13/12/2023 Planning Application Validated. Resolution to grant secured at Planning Committee in May 2024. Following the committee approval, an application to list the existing building was made which was dismissed in January 2025.	600m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
			Updated designs were submitted in April 2025 which include revised façade designs. In June 2025, a fire destroyed most of the existing Hotspur Press building and it remains in a dangerous condition. It is unlikely that development will now come forward as proposed currently. The latest update anticipates the submission of a new application in Q1 2026.	
26	Mayfield Baring Street Car Park 124972/FO/2019 S73. 137350/JO/2023	124972/FO/2019: Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9-storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11-storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east 137350/JO/2023:	13/02/2020 Original Application Approved 03/07/2023 Amendment Application Approved Implemented but not on site. Construction expected to commence in 2026.	630m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		Variation to condition 2 (approved drawings) to make amendments to Multi-Storey Car Park to include; an increase in the basement area to provide a full basement comprising circa 450 cycle parking spaces, lockers, shower facilities, introduction of commercial uses (Class E) at ground floor and basement; amendments to location of parking spaces and reduction in overall spaces from 581 spaces to 488 spaces; the provision of additional EV spaces and capacity; amendments to the external appearance (revised façade treatment to facilitate active and basement uses and alteration to the proposed structural grid and structural construction to allow for demountable modular build sitting above a concrete plinth to improve future adaptability); inclusion of Plant, PV array at roof level; inclusion of additional plant for powering, heating, cooling, and ventilating the building and EV charging spaces and revisions to the location of the security room, storage areas, servicing areas and back of house facilities and to amend conditions 43(Plant noise) , 44 (Noise uses), 45 (Refuse), 46 (hours), 47 (Fumes), 51(Deliveries), 61 (Amplified Music) 62 (Uses) and 63 (Management) to include these requirements for Phase C (MSCP) as a result of the new ground floor and basement uses proposed included attached to on planning permission		
27	Cambridge Halls 142888/FO/2025	Demolition of existing halls of residence (770 beds) and erection of two buildings of 30 and 24 storeys above ground, plus basement and rooftop plant levels, comprising up to 2,302 PBSA beds, up to 1,277sqm ground floor commercial and community space, hard and soft landscaping and associated highway works.	Validated 05/06/2025. Resolution to Grant secured at Planning Committee in August 2025. Pending s106 agreement.	650m
28	Sparkle Street 139986/FO/2024	Demolition of existing part vacant buildings and erection of a part 10 storey, part 27, part 28 storey residential development comprising 359 homes (Use Class C3) with supporting amenity spaces, and associated highways works, landscaping, plant areas, and other associated works	Resolution to Grant secured at Planning Committee in November 2024. Formally approved 29 October 2025. Not on site.	670m
29	M1 Piccadilly, 47 Store Street 132626/FO/2022 1st NMA: 142675/NMC/2025 2nd NMA: 143338/NMC/2025	132626/FO/2022 Erection of 15-storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development.	30/06/2022 Planning Application Approved. Latest NMA approved 29/07/2025. Not on site.	715m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		142675/NMC/2025 Non Material Amendment to planning permission ref 132626/FO/2022 to enable the introduction of a second staircase and associated internal alterations. 143338/NMC/2025 Non Material Amendment to planning permission ref 132626/FO/2022(as amended by 142675/NMC/2025) to amend the wording of conditions 3 (External Materials), 7 (CMP), 8 (Landscaping) and 34 (Wind Mitigation).		
30	First Street Plot 10a 136043/FO/2023	Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (floors 11 and 12) and other associated works including external amenity spaces (Plot 10A)	12/05/2023 Planning Application Approved. Not on site.	750m
31	50 Fountain Street 131859/FO/2021	Full Planning Permission for the demolition of modern extension to Grade II Listed building, retention and refurbishment original Victorian facade, erection of commercial building (Use Class E) with landscaping, and other associated works. 142725/NMC/2025 Non-material amendment to revise the wording of conditions 3, 4, 5, 6, 7, 9, 10 and 16a to amend the trigger points.	30/06/2022 Planning Application Approved. NMA approved 09/05/2025 Not on site.	760m
32	Apex Tower 133172/FO/2022	Erection of a 26-storey residential tower for 72 apartments (Use Class C3) with associated car parking, cycle parking, servicing, and associated landscaping works	Application submitted – awaiting determination. 09/03/2022 Planning Application Validated. No updates since 2022.	775m
33	50-56 Great Bridgewater Street 133176/FO/2022 In parallel with apex tower scheme.	Erection of a 7-storey building with commercial floorspace (Use Class E/Sui Generis) to first and second floors and residential use to floors three to six containing 4 no. apartments (Use Class C3) with associated parking and servicing	Application submitted awaiting determination. 09/03/2022 Planning Application Validated. No updates since 2022.	775m
34	Plot 11 Block C First Street South 138831/FO/2023	Erection of a ground plus 28-storey building plus plant level, comprising purpose-built student accommodation (PBSA-Sui Generis) and other associated works including public realm, secure cycle parking and servicing arrangements	18/12/2023 Planning Application Validated. Resolution to Grant secured.	775m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
			No formal decision notice.	
35	First Street Plot 9b 141786/FO/2024	Erection of part 12, part 34 storey building comprising 861 purpose-built student accommodation (PBSA) rooms, alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound (Plot 9B)	Planning Application Approved 18/07/2025. Construction expected to commence in Q4 2025. Completion expected in August 2028.	790m
36	Mayfield Plots J and K, Hoyle Street 141788/FO/2024	Phased development comprising (a) site remediation and reprofiling; and (b) erection of two residential plots of development comprising 879 no. new homes (Use Class C3) contained within four buildings ranging from 7 storeys to 23 storeys in height (Plot J) and 9 to 28 storeys in height (Plot K), with upper and lower ground floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, associated public realm and other associated works for each relevant phase.	Application submitted on 19 December 2024. Resolution to Grant secured at Planning Committee 31/07/2025. No formal decision notice.	790m
37	Land Bounded By Upper Brook Street, Cottenham Street & Kincardine Road 137399/FO/2023 NMA 143469/JO/2025 approved November 2025.	Erection of a 6 to 9-storey building for Sci-Tech use (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23-storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings. NMA to amend Condition 30 to allow non term time use of the PBSA.	18/01/2024 Planning Application Approved. Construction anticipated to commence Q4 2025. Completion anticipated for Q1 2028.	800m
38	Uno (Formerly One City Road) 128002/FO/2020	128002/FO/2020 Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works. 139088/NMC/2024 Non-Material Amendment to planning permission 128002/FO/2020 to amend the wording of Condition 4 to alter triggers associated with submission of details.	Planning Application Approved 26/01/21 Demolition has taken place; however, construction is currently on hold.	855m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
39	Viadux Phase 2 139715/FO/2024	Phased construction of 3 buildings to include: Plot 2a: residential building (Use Class C3a) with flexible commercial units (Use Class E) and basement, Plot 2b: residential building (Use Class C3a) with flexible commercial units (Use Class E); and Plot 2c: commercial building (Use Class E) (Plot 2c), landscaping and public realm, servicing and access arrangements, with associated highways alterations, and other associated works.	Resolution to Grant secured at Planning Committee in May 2025. No formal decision notice.	895m
40	Ferrous, Chapeltown Street 132214/FO/2021	Erection of a 15-storey building to form 107 apartments (Use Class C3) at floors 1 to 15, residential amenity facilities including a roof terrace (level 14), associated ground floor cycle storage (68 spaces), two ground floor commercial units (Use Class E/ Sui Generis (Drinking Establishment), multipurpose events Pavilion (Use Class E/ Sui Generis (Drinking Establishment), associated landscaping to site perimeter and rooftop PV panels.	17/03/2022 Planning Application Approved Some pre-commencement conditions discharged August 2025. Not on site.	920m
41	Curlew Student Hulme, Boundary Lane 130387/FO/2021	Erection of a 6 to 9-storey building for Sci-Tech use (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23-storey building for Purpose Built Student Accommodation (PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings	Application approved 13/06/2024 Not on site.	920m
42	Great Northern Warehouse 135565/FO/2022	Demolition of the central atrium, car park ramps, and other elements, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside to allow refurbishment, restoration and re-use of the Great Northern Car Park to provide office accommodation, retail and/or food and drink uses (Use Class E) and ancillary areas; and Refurbishment, restoration, partial demolition and erection of a 3-storey extension to Deansgate Terrace (northern Chapter) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, highways works, access and servicing facilities, rooftop plant and	Resolution to Grant secured at Planning Committee on 16/02/23. No formal decision notice.	945m

Map No.	Site/Location	Description of Development	Status as of November 2025	Distance from Site
		other associated works; and Partial demolition of the existing leisure box to erect three residential buildings (ground plus 16, 27 and 34-storeys) to provide 746 residential apartments (Use Class C3), reconfiguration of existing car parking together with the creation of office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and, External alterations and restoration of Deansgate Terrace (southern Chapter) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works		
43	2-4 Whitworth Street West 141773/FO/2024	Demolition of buildings at 2 and 4 Whitworth Street West and the construction of a residential building (Class C3) with associated servicing arrangements, landscaping, and associated works	Resolution to Grant secured at Planning Committee in March 2025. No formal decision notice.	950m
44	140 Great Ancoats Street 142535/FO/2025	Demolition of existing buildings and erection of 2no. new buildings ground+49 and ground +24 storeys tall, providing up to 758 apartments (Use Class C3), 4,000sqm flexible Class E floorspace and associated hard and soft landscaping.	Resolution to Grant secured at Planning Committee on 20 November 2025, subject to s106. No formal decision notice.	960m
45	Manchester Digital Campus 141607/FO/2024	Creation of a new office campus comprising two office buildings (Use Class E), including: North Building comprising ground plus seven storeys (Use Class E) plus up to a total of two storeys of enclosed and exposed rooftop plant; and South Building comprising ground plus six storeys (Use Class E), plus up to a total of two storeys of enclosed and exposed rooftop plant, and also including flexible commercial uses (Use Class E and / or Use Class Sui Generis (p) and (q)) at ground floor and cycle parking; together with basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations and other associated works (including the establishment of new site levels for the proposed new park)	Application approved 21 February 2025. Not on site.	1km

Plot H Site – Planning History (Included for info / reference):

Charles Street Car Park 143741/FO/2025	Full Planning Permission for demolition of existing multi-storey car park and associated commercial units (retail and sui generis bar uses), to facilitate future redevelopment.	Validated 27 August 2025. Awaiting determination – target determination date 4 December 2025.



Figure 1 - Committed Developments Map

Appendix 3(a) – Limitations and Assumptions

Discipline	Limitations and Assumptions
Townscape and Visual Impact	• Photographs are taken from publicly accessible locations and so viewpoints are at ground level. • The impact of seasonal change on the effectiveness of vegetation is accounted for through descriptive commentary.
Built Heritage	• Survey of the identified heritage assets within the study area was undertaken from publicly accessible areas. As such the study is limited to assessment from ground level. • An assessment of below ground archaeology does not form part of this assessment.
Noise and Vibration	• The assessment will be based on the best available data at the time of reporting, with a number of reasonable assumptions made where final details are not yet fixed. Key assumptions and limitations are as follows: • Baseline conditions – Noise surveys undertaken between 4–8 July 2025 are assumed to be representative of typical conditions in the area. Clearly atypical events (for example, emergency sirens or unusual local activity) will be excluded to avoid skewing results. • Building services plant – Information on plant type, servicing patterns, hours of operation, and end-use is still in development. The assessment will therefore use a reasonable worst-case basis, assuming equipment operates in the loudest credible mode and during sensitive times, to ensure impacts are not underestimated. • Retail / gym activity noise – Information on activity types, operational patterns, hours of use, and management measures is still in development. The assessment will therefore adopt a reasonable worst-case basis, assuming activity occurs at the highest credible noise level and during sensitive times, to ensure that impacts to adjoining and offsite receptors are not under-estimated. • Construction programme and methods – Details of demolition and construction phasing, methods, and plant selection will ultimately be determined by the appointed contractor. For assessment purposes, however, a reasonable worst-case demolition/construction scenario will be adopted, drawing on typical programmes and plant lists for schemes of this scale and type, as set out in BS 5228-1 and BS 5228-2. This ensures that predicted noise and vibration impacts represent the upper end of what could realistically occur. Should the contractor's actual methods be quieter or less intensive, the real-world effects would be expected to fall within or below the levels reported in this assessment.

Discipline	Limitations and Assumptions
	• Traffic data and cumulative schemes – Predictions of construction traffic noise will be based on traffic flows, routing, and peak movement profiles provided by the project's transport team. Where data vary between forecast scenarios, a reasonable worst-case dataset will be adopted to ensure effects are not underestimated. • Cumulative schemes – Consented and committed developments within the study area will be reviewed using local authority planning records. Where detailed traffic or construction data are not available, conservative allowances will be applied to capture the potential for overlapping activity. This ensures that cumulative effects are accounted for even where third-party information is incomplete or subject to change. • Noise mapping assumptions – Standard assumptions will be made for ground absorption and building façades, and simplified representations will be used for terrain and screening where detailed modelling inputs are not available. These assumptions will be set conservatively to avoid under-predicting effects. • Rail operations and vibration – Rail noise will be assessed using current timetables and on-site observations. To establish potential ground-borne vibration risks, site-specific measurements will be taken, as this effect is highly dependent on local ground conditions and building types. • Monitoring access – During works, access restrictions may limit the ability to carry out attended checks within the construction site. In such cases, monitoring will focus on the nearest sensitive façades (e.g. homes and community uses), ensuring the receptors most at risk are prioritised.
Air Quality	• There are a number of factors that will contribute to uncertainty in the modelling predictions, including the traffic and emissions data model inputs, which will have inherent uncertainty associated with them. There is also additional uncertainty owing to the model simplifying real-world conditions into a series of algorithms. • To reduce this uncertainty, model verification will be carried out for any assessment of traffic emissions by comparing modelled and monitored concentrations, which will ensure a good degree of confidence in modelled results for the existing baseline year. Furthermore, the professional judgement and experience of the consultants preparing this Air Quality ES Chapter will be used to ensure a robust assessment. • It will be assumed that the latest version (at the time of the assessment) of Defra's NOx to NO2 calculator accurately predicts NO2 concentrations. • Sensitive receptor locations identified will be considered at worst-case locations regarding sensitivity to poor air quality and potential for impacts. However, this will not be an exhaustive list, and there may be other locations within the vicinity of the Site that may

Discipline	Limitations and Assumptions
	experience air quality impacts due to emissions generated by the Proposed Development that will not have been individually assessed. These locations will be considered when determining the overall effect significance.
Traffic and Transport	• For cumulative sites, data will be taken from available Transport Assessments on the planning file. Only developments which are considered to interact with the proposed development will be included in the assessment. • For Scenario 4 which include the IDM masterplan area, GFA and land use mix will be taken from documents produced for the IDM Strategic Regeneration Framework.
Daylight, Sunlight and Overshadowing	• Best estimates were made in determining building uses (residential or commercial). Generally, these were made from external observations and recourse to the Valuation Office Agency's (VOA) council tax records. • Where publicly available, room layouts will be included within the modelling of the sensitive receptors. Reasonable assumptions as to the floor levels within these modelled rooms, which dictate the level of the working plane relevant for the NSL assessments, will be based on external observations.
Solar Glare	• Façade details are not yet known however the façade design of the Proposed Scheme is anticipated at this stage (worst case) to comprise large areas of glazing which have the potential for solar glare effects. • Although great care will be taken to identify typical viewpoints, this does not guarantee that there will be no additional sensitive locations where reflected solar glare could present a particular risk. For practical reasons, the area of the assessment has been limited to the area surrounding the Proposed Scheme This area extends to a distance of approximately 500m around the site in all directions. At greater distances, the likelihood of solar reflections causing significant glare is reduced as the time that buildings will reflect is reduced and the area of façade visible constitutes a reduced angle and so reduces the possibility of the whole sun disk being reflected. • The assessment methodology for solar glare is not aimed at addressing the intensity of an instance of reflected solar glare, but rather its occurrence, duration throughout the year, and the location of this occurrence in respect of an individual's line of sight. It must also be noted that the hours presented reflect solar time and therefore do not take Daylight Saving Hours into account. This approach to solar glare assessment within EIA has been adopted using professional judgement and by reference to Commission Internationale L'Eclairage (CIE) guidance.
Wind	• The accuracy of the results is dependent upon the accuracy of the architectural CAD used to construct the model.

Discipline	Limitations and Assumptions
	• There is an inherent assumption that on-site wind speeds will scale linearly with the measured wind speeds at the airport (Manchester International). • It is assumed that, during the construction process, wind conditions will gradually change from the Baseline Conditions to the conditions for the Completed Proposed Development. • It is assumed that on-site activity during construction will be able to withstand a higher category of pedestrian comfort level that for the Completed Proposed Development.
Climate Change	• In instances where full scheme information is unavailable, to calculate the GHG emissions associated with the construction and operation of the Proposed Development, appropriate carbon benchmarks, based on floor area and building use, will be sourced from relevant industry publications. These benchmarks will be conservative and are considered the best available methods of estimating GHG emissions given the information available.
Socio-Economic	Limitations include: • The baseline conditions used for the socio-economic assessment may change over time and this could influence the findings of the assessment, and could lead to the findings suffering from statistical time lag; and • The latest Use Class Order, published in 2021, does not include employment density guidance for calculations allowing additional flexibility to the new use classes it proposes. For the purposes of calculating employment generated during operation of the Proposed Development, the assessment will apply the 2015 HCA Employment Densities Guide to use classes pre-2021. If facilities are used differently, then there may be variations in employment generation. Assumptions include: • Employment density from the 2015 HCA employment density guidance will be used to calculate the potential employment generated during operation of the Proposed Development. • The existing retail units on site are currently vacant. The assessment will therefore assume that no employment is associated with the site.
Human Health	Limitations include:

Discipline	Limitations and Assumptions
	• The baseline conditions may change over time and this could influence the findings of the assessment, and could lead to the findings suffering from statistical time lag. • Given the lack of clear industry recognised methodology in the assessment of health effects in EIA, particularly in respect of significance, the assessment presented in the Human Health ES chapter will be qualitative and will be based on the framework provided by the HUDU/NHS Planning for Health Rapid HIA Toolkit. Assumptions include: • The existing retail units on site are currently vacant. The assessment will therefore assume that no employment is associated with the site.

Appendix 3(b) – Scenarios Tested

For the purpose of the EIA scenarios, 'Proposed Development' is defined as follows:

- Construction – demolition of existing structures on site (multi-storey car park and retail units), and construction/ erection of new build.
- Operational – occupation/ operational running of new build/ scheme

The alternative baseline assumes the demolition has commenced prior to this redevelopment application.

Scenario 1	Existing Baseline (existing EIA Site, as of September 2025)
Scenario 2	Existing Baseline + Proposed Development
Scenario 3	Existing Baseline + Proposed Development + Cumulative
Scenario 4	Existing Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative
Alternative baseline scenarios	
Scenario 1a	Alternative Baseline (existing EIA Site, but with multi-storey car park and retail units demolished)
Scenario 2a	Alternative Baseline + Proposed Development
Scenario 3a	Alternative Baseline + Proposed Development + Cumulative
Scenario 4a	Alternative Baseline + Proposed Development + IDM Masterplan (future surrounds/ future phases) + Cumulative

Discipline/ Scenario	1	2	3	4	1a	2a	3a	4a	Supporting Commentary
Townscape and Visual Impact	Y	Y	Y	Y	N	N	N	N	The worst case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of an alternative baseline has been scoped out. On that basis scenarios 1(a), 2(a), 3(a) and 4(a) will not be assessed in relation to TVIA.
Built Heritage	Y	Y	Y	Y	N	N	N	N	Scenarios 1-4 to be tested for Built Heritage on the basis of the existing building being within the Site.
Noise and Vibration	Y	Y	Y	Y	N	N	N	N	Scenarios 1–4 are taken forward as proportionate and representative. The prevailing acoustic climate is transport-led (road and rail) and will persist irrespective of the Proposed Development.

Discipline/ Scenario	1	2	3	4	1a	2a	3a	4a	Supporting Commentary
									Given very limited parking and low-intensity ground-floor commercial uses (café/convenience with typical daytime servicing), operational increments are expected to be negligible relative to the September 2025 baseline. The principal effects are likely to be temporary and demolition/construction-related. A planning application has been submitted for demolition of the existing MSCP and retail units on Plot H (143741/FO/2025). Demolition is not expected to commence before submission of the main redevelopment application. For acoustics, the 2025 baseline is considered to represent the likely operational worst case; an Alternative Baseline (demolition without redevelopment) is therefore scoped out. Removing the car park/retail would not materially alter receptor exposure in a transport-dominated context, and any demolition-only noise would mirror the early scheme works. Accordingly, Scenarios 1a–4a are not taken forward. If standalone demolition begins earlier, the scenario set will remain unchanged.
Air Quality	Y	N	Y	Y	N	N	N	N	It is acknowledged that planning application has been submitted in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Siter (under planning permission 143741/FO/2025). It is anticipated that demolition is unlikely to have commenced prior to the submission the main redevelopment application (which this EIA Screening and Scoping request has been submitted in relation to). For Air Quality, the worst-case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of an alternative baseline has been scoped out. On that basis scenarios 1(a), 2(a), 3(a) and 4(a) will not be assessed in relation to Air Quality. The Future Baseline 'Do Something' scenario is equivalent to scenarios 3 and 4, which include the traffic associated with the Proposed Development and cumulative schemes in the future year scenarios. Comparing scenarios 3 and 4 (with cumulative schemes and proposed development) to the existing baseline (scenario 1) will ensure a robust worst-case approach of air quality concentration at the Proposed Development. For completeness, should demolition commence prior to the submission of the Plot H main redevelopment planning application, the proposed EIA scenarios to be tested will not be amended. Whether scenarios 3 and 4 will be considered quantitively depends on if the trip generation of the Proposed Development triggers the requirement for dispersion modelling.

Discipline/ Scenario	1	2	3	4	1a	2a	3a	4a	Supporting Commentary
									Furthermore, the air quality ES chapter will assess the additional scenarios during the peak construction year traffic on air quality, where required.
Traffic and Transport	Y	Y	Y	Y	N	N	N	N	Scenarios 1-4 to be tested as worst case.
Daylight, Sunlight and Overshadowing	Y	Y	Y	N	Y	Y	Y	N	Assessments against the alternative baseline represents the worst case scenario in daylight, sunlight and overshadowing terms. However to ensure a robust assessment both 'baselines' will be assessed - with and without the current buildings in situ, and form part of the ES assessment. As the future phases of the IDM Masterplan have not yet been consented i.e. the extent of the proposed massing confirmed, the in combination effect assessments of them together with the Proposed Development would not represent potentially realistic scenario in daylight, sunlight and overshadowing terms.
Solar Glare	N	Y	N	N	N	N	N	N	For solar glare, the worst-case scenario is portrayed by the complete and operational Proposed Development, where all reflective facade materials have been installed and any covers, films or hoarding used during the construction period have been `. As construction works progress, and the facades of the Proposed Development are installed, the potential solar glare effects would be similar to those once the Proposed Development is complete and operational. It is therefore considered that the completed Proposed Development represents the worst-case assessment in terms of likely solar glare effects. The construction scenario will be assessed qualitatively, based on professional judgement. As the worst-case scenario for solar glare is portrayed by the complete and operational development, a quantitative assessment has been undertaken for the operational phase only. Based on a common practice approach to portray the worst-case scenario, the cumulative effect will not be considered as neighbouring Committed Developments can block sunlight reaching the facades of the Proposed Development and/or obscure the Proposed Development from the viewpoints to be assessed. However, committed development are included within the surrounding context as their completed form where their construction has commenced.
Wind	Y	Y	Y	Y	N	N	N	N	Scenario 4 to be assessed qualitatively. Scenarios 1-4 to be tested as opposed to Scenarios 1a-4a as this represents the worst-case scenario.
Climate Change	Y	Y	N	N	N	N	N	N	The following scenarios will be assessed: • The baseline (including anticipated evolution of the baseline over the RSP) (Scenario 1)

Discipline/ Scenario	1	2	3	4	1a	2a	3a	4a	Supporting Commentary
									• The construction and operational phases (including product stage, construction stage, in use stage and end-of-life stage GHG emissions) (Scenario 2). Given that inclusion of the demolition of the existing building with the scope of the Proposed Development represents the worst case scenario for the Proposed Development's GHG emissions, assessment of Scenarios 1a and 2a is not necessary. The atmospheric concentration of GHGs and the resulting effects on climate change are affected by all sources (anything emitting GHG) and sinks (anything absorbing GHG) globally, anthropogenic and otherwise. As GHG emission impacts and resulting effects are global rather than affecting one localised area, the approach to cumulative effects assessment for GHGs differs from that for many EIA topics where only projects within a geographically bounded study area would be included. As such, as stated in the IEMA Guidance, effects of GHG emissions from specific cumulative schemes should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other. The Guidance goes on to advise that the contextualisation of GHG emissions should incorporate by its nature the cumulative contributions of other GHG sources which make up that context. As part of this assessment, an inter-development cumulative effects assessment will not be undertaken on a specific cumulative scheme basis; however, the Proposed Development's GHG emissions will be considered in the context of both the UK national carbon budgets and the Tyndall Centre recommended energy only carbon budgets for Manchester City. As such, the cumulative contributions of other GHG sources that make up the national and local contexts will be considered within the assessment. On this basis, assessment of Scenarios 3, 3A, 4 & 4a is not necessary.
Socio-Economic	Y	Y	Y	Y	N	N	N	N	It is acknowledged that a planning application has been submitted in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Sister (under planning permission 143741/FO/2025). It is anticipated that demolition is unlikely to have commenced prior to the submission of the main redevelopment application. For socio-economics, the worst case scenario is considered to be represented by the existing baseline (as of September 2025) and so consideration of the alternative baseline has been scoped out. On that basis, scenarios 1a, 2a, 3a, and 4a, will not be assessed in relation to socio-economics.
Human Health	Y	Y	Y	Y	N	N	N	N	It is acknowledged that a planning application has been submitted in relation to the demolition of the existing structures (MSCP and retail units) on the Plot H Sister (under planning permission 143741/FO/2025). It is anticipated that demolition is unlikely to have commenced prior to the submission of the main redevelopment application. For human health, the worst case scenario is

Discipline/ Scenario	1	2	3	4	1a	2a	3a	4a	Supporting Commentary
									considered to be represented by the existing baseline (as of September 2025) and so consideration of the alternative baseline has been scoped out. On that basis, scenarios 1a, 2a, 3a, and 4a will not be assessed in relation to human health.

Appendix 4 – Environmental Statement Structure

Each chapter sub-heading is explained in further detail below.

A reference list will also be provided as relevant with each ES chapter.

This is considered to be a robust approach and aligns with the EIA Regulations (2017).

Introduction

This Chapter will introduce the assessment discipline and the purpose for which it is being undertaken.

Legislative and Policy Context

This Chapter will include a summary of national, regional and local policy and guidance of relevance to the environmental discipline and assessment. Relevant legislation will be summarised where applicable.

In addition, preparation of each ES chapter will consider relevant local and regional, social and economic policies. This will include (but may not be limited to):

- Manchester City Council Core Strategy (2012) and 2024 addendum
- ID Manchester Strategic Regeneration Framework (2023)
- Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (2007)
- Places for Everyone – Greater Manchester Combined Authority (2024)
- National Planning Policy Framework (2023)
- Assessment Methodology and Significance Criteria

This Chapter will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.

It will also outline any difficulties encountered in compiling the required information.

Baseline Conditions

This will include a description of the environment as it is currently and as it is expected to change given the project were not to proceed (i.e. 'do-nothing' scenario). The method used to obtain this information will be clearly identified. Baseline data will be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

This Chapter will identify the likely significant effects on the environment resulting from the Proposed Development.

The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. The criteria to be used in carrying out this process are detailed below. It should be noted that these tables provide a standardised set of criteria, which may not be applicable to all technical disciplines considered within the EIA. Where relevant, individual consultants may use a variation of the criteria and this will be clearly explained within the methodology of each chapter.

The Proposed Development will likely be delivered in a single phase. If the building were to come forward in phases scenarios would be reconsidered and amended where appropriate.

As a rule, and to ensure consistency across disciplines, developments that are already under construction are considered to form part of the Existing Baseline and those subject to planning permissions or otherwise identified within the committed developments are considered as part of the cumulative analysis.

The proposed scenarios to be tested are detailed in full within Appendix 3(b).

Prediction of Impact Magnitude

The methodology for determining the scale or magnitude of change caused by the impact is set out in Table 3.1. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise.

Table 3.1: Standard Methodology for Assessing Magnitude of Change

Magnitude of Change	Criteria for assessing magnitude of change caused by an impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

Prediction of Receptor Sensitivity

The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out in Table 3.2. The below table represent a standard methodology which all disciplines shall follow unless stated otherwise.

Table 3.2: Standard Methodology for Determining Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Assessment of Effect Significance

Effect significance will be calculated using the matrix in Table 3.3. This illustrates the interaction between impact magnitude and receptor sensitivity. The duration of the affect will also be considered and whether it is permanent or temporary.

Table 3.3: Effect Significance Matrix

Magnitude	Sensitivity		
	High	Moderate	Low
Major	Major Adverse/Beneficial	Major - Moderate Adverse/Beneficial	Moderate - Minor Adverse/Beneficial
Moderate	Major - Moderate Adverse/Beneficial	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor - Negligible
Negligible	Negligible	Negligible	Negligible

Mitigation Measures

Adverse effects will be considered for mitigation and specific measures will be put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions as well as pollution control. The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.

The approach to mitigation will follow best practice guidance, which suggests a hierarchical approach. The UNEP EIA Training Resource Manual (2002) advises that impacts should ideally be:

- Avoided; if not

- Minimised; and/or compensated.

Three 'types' of mitigation are characterised in IEMA's Special Report – The State of Environmental Impact Assessment Practice in the UK (2011):

- EIA influence at design stage;
- Standard construction practices for minimising effects; and
- Follow-up actions for implementation post-consent.

Clear details of when and how the mitigation measures were carried out, or will be carried out, are to be given within the ES. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.

The opportunity for enhancement measures will also be considered where appropriate.

Cumulative Effects

Two types of cumulative effect will be assessed:

- Type 1 Cumulative effects - are the interactions between effects of the construction and development works on a single receptor.

- Type 2 Cumulative effects - are those that arise from incremental changes caused by other past, present or reasonably foreseeable projects together with the development proposals and associated works.

An assessment of the cumulative effect of the Proposed Development and other committed developments within a defined radius of the Site, including those with recent Planning Permissions and reasonably foreseeable to come forward in the near future, will be undertaken as part of the EIA.

There is no agreed / standard threshold for how far the assessment should go. Therefore, a professional judgement has been taken regarding which schemes to highlight, taking into consideration the surrounding context of the Site, which may differ between disciplines.

Where schemes are under construction, they have been considered part of the baseline. If applications are approved, subject to a live application reasonably considered likely to be approved, or otherwise reasonably considered likely to come forward, these are included as a committed development to be considered as part of the cumulative analysis. The list of committed developments includes schemes where the construction phase has stalled.

The schedule of committed developments has been issued to the LPA to seek their agreement on 29/08/2024 and is currently awaiting a response.

Full details of the committed developments to be included as part of the cumulative effects assessment are set out at Appendix 2.

Residual Effects

The residual effects, i.e. the effects of the Proposed Development assuming implementation of proposed mitigation, will be determined. The residual effects represent the overall likely significant effect of the Proposed Development on the environment having taken account of practicable/available mitigation measures.

Appendix 5 – Ecological Impact Assessment

Ecological Assessment



Plot H, ID Manchester, Manchester

7th August 2025

Tyler Grange

TG Report No. 14667_R06a_NB

Project No:	Report No.	Date	Revision
14667	R06a	10th July 2025	a

Admin QA	Author	Checked	Approved
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Plan 1: Habitat Features and Preliminary Bat Roost Assessment Plan 14667 P17

Summary

S.1. This report has been prepared by Tyler Grange Group Ltd on behalf of ID Manchester Limited and University of Manchester. It sets out the findings of an Ecological Appraisal at Plot H of the wider ID Manchester scheme, centred around OS Grid Reference SJ 84441 97567, hereafter referred to as 'the site'.

S.2. An Extended Phase 1/ UK Habs survey and Preliminary Bat Roost Assessment was conducted 25th August 2022, with an update survey on the 11th July 2024 of the wider ID Manchester site, including Plot H; a specific update survey of Plot H was undertaken on 7th July 2025. The surveys recorded the habitats present on site and included an assessment of the confirmed presence or likely absence of protected and notable fauna. A data search was conducted to establish potential impacts on designated sites within the Zone of Influence.

S.3. In terms of protected sites, one internationally designated site, Rochdale Canal SAC, is located within 10 km of the site (5.4 km) and two SBI's are located within 2 km. All three sites are designated for their canal/ aquatic habitats and given that there are no hydrological linkages from site to/ from the SAC, Rochdale Canal/ Ducie Basin SBI or Ashton Canal (West) SBI, no adverse direct or indirect effects are anticipated as a result of development

S.4. *Habitats*: The development will only affect habitats of negligible ecological importance (composed of hardstanding and building). Due to this, a Biodiversity Net Gain assessment is not required and specific mitigation to compensate for the loss of the hardstanding habitat is not required.

S.5. *Species*: Plot H was subject to a preliminary bat roost assessment. No suitable bat roosting features were recorded. The site offers limited value for foraging and commuting bats due to the heavily urbanised context; the site is therefore considered to be of negligible ecological importance for bats. The site was found to provide limited habitat for common and widespread bird species; however, recommendations have been made to safeguard nesting birds, should they be present and the building at Plot H is due for removal during the nesting bird season; in which case, a pre-works check by a suitable qualified Ecologist would be required to determine whether active birds' nests are present prior to demolition.

S.6. In conclusion, in anticipation of the implementation of any necessary mitigation, the proposed development will be compliant with relevant local planning policies, such as PfE JP-G8, as well as legislation with regard to ecology.

Section 1: Introduction and Context

Introduction

1.1. This report has been prepared by Tyler Grange Group Ltd on behalf of ID Manchester Limited and University of Manchester. It sets out the findings of a Preliminary Ecological Appraisal (PEA) at ID Manchester, Plot H, centred around OS Grid Reference SJ 84441 97567, hereafter referred to as 'the site'. See **Figure 1.1** for the red line boundary.



Figure 1.1: Red line boundary (© Google Aerial Imagery)

1.2. This assessment has been undertaken to inform a planning application for the redevelopment of numerous buildings, as part of Manchester University, for science, technology and work spaces, with associated access, infrastructure and landscaping. However, this report solely relates to the demolition of an existing car park, entitled Plot H.

Site Context

1.3. Plot H comprises an unused car park and is due for demolition, to facilitate the redevelopment of the wider 'ID Manchester' scheme. The site is approximately 0.36 ha and comprises no naturalised habitats.

1.4. The site is set within the heavily urbanised location of central Manchester, with few linking habitats from the site to the wider habitats beyond. Although the newly created Mayfield Park, on the opposite side of the A6 (approximately 500 m to the east) and the River Medlock

(culverted underneath the adjacent plots to the south), offer some habitats for flora and fauna within the wider area.

Purpose

1.5. This report:

- Uses available background data and results of the field surveys to describe and evaluate the ecological features present within the likely "Zone of Influence"[1] (ZoI) of the proposed development;
- Describes the actual or potential ecological issues and opportunities that might arise as a result of the site's development.
- Where appropriate, makes commitments for mitigation measures for adverse effects on ecological features as well as ecological enhancements, to ensure conformity with policy and legislation listed in **Appendix 2**; and
- Can be used to inform a planning application for the site's development.

1.6. This assessment and the terminology used are consistent with the Guidelines for Preliminary Ecological Appraisal[2] and the Guidelines for Ecological Impact Assessment[3]. A full methodology is set out in **Appendix 3**.

Methodology

1.7. Full methods for the data search, 'extended' phase 1/ UK Habs survey and Preliminary Bat Roost Assessment work can be found in **Appendix 3.**

1.8. As there are no naturalised habitats onsite, a Biodiversity Net Gain (BNG) assessment is not required.

Quality Control

1.9. All ecologists at Tyler Grange Group Limited are members of the Chartered Institute of Ecology and Environmental Management (CIEEM) or are working towards membership, and act under the direction of members and abide by the Institute's Code of Professional Conduct[4].

[1] Defined by the CIEEM (2018) Guidelines for Ecological Impact Assessment as the area over which ecological features may be affected by biophysical changes as a result of the proposed project and associated activities. This is likely to extend beyond the project site, for example where there are ecological or hydrological links beyond the site boundaries
[2] CIEEM (2017) Guidelines for Preliminary Ecological Appraisal, 2nd edition. Chartered Institute of Ecology and Environmental Management, Winchester.
[3] CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine. Chartered Institute of Ecology and Environmental Management, Winchester.
[4] CIEEM (2022) Code of Professional Conduct, CIEEM, Winchester

Section 2: Ecological Features and Evaluation

Designated Sites

2.1. The data search was based on records purchased from Greater Manchester Records Centre (GMRC), as well as data from the Multi-Agency Geographic Information for the Countryside (MAGIC). See **Appendix 3** for full methodology.

2.2. The data search returned one internationally designated site within 10 km of the site, no nationally designated site within 2 km and two non-statutory designated sites within 2 km of the site. These are detailed in **Table 2.1** below.

Table 2.1: Designated Sites

Designated site	Distance and direction from site	Citation	Ecological Importance
Rochdale Canal Special Area of Conservation (SAC, SSSI)	5.4 km northeast at nearest point	Designated for it's populations of floating water plantain *L. Natans.*	International
Rochdale Canal: Stott's Lane to Ducie Street Basin Site of Biological Important (SBI)	460 m northeast	Comprises the 'downstream' component of the European statutory Rochdale Canal SAC, SSSI.	Local
Ashton Canal (West) (SBI)	665 m west	Comprises the 'downstream' component of the European statutory Rochdale Canal SAC, SSSI.	Local

2.3. The site does not fall into the SSSI Impact Risk Zone for the Rochdale Canal SAC, SSSI; as such consultation with Natural England is not considered necessary for habitat regulations assessment and associated further work, and this is **not discussed further within this report**.

Habitats and Flora

2.4. The habitats present on site are summarised below in **Table 2.2**, along with an assessment of their ecological importance. The location of habitats are shown on the Habitats Features and Preliminary Bat Roost Assessment Plan **14667 P17**

2.5. As there are no naturalised habitats onsite, a Biodiversity Net Gain (BNG) assessment is not required.

Table 2.2: Habitats and Flora

Habitat	Description and Species	Ecological Importance	Photograph
Primary code: u1 Secondary code(s): Developed land; sealed surface U1b	The site is composed of hardstanding/ building, which is described as 'developed land; sealed surfaces'. This habitat has no intrinsic ecological value.	Negligible ecological importance	

Protected and Notable Species

2.6. The below section sets out the potential for protected species on site. Species which are considered likely absent from the site based on professional judgement, are not discussed.

Bats

2.7. The data search returned 78 bat roost records within 2 km of the site; the closest being a Pipistrelle sp. roost approximately 465 m east of the site from 20/05/2008. The GMLRC also returned 173 other bat records, of these the closest were signs of Pipistrelle sp. 141 m southwest of the site from 03/02/2018; this record related to a sighting only and not a bat roost.

Bat Activity

2.8. The site lies within an urban context, with assumed high levels of light pollution within and adjacent to site, and limited habitats for commuting and foraging bats in the wider landscape. It is assumed that light tolerant species, such as common and soprano pipistrelle, could forage within and adjacent to the site, but only occasionally. The habitats on site provide limited commuting and foraging opportunities for bats.

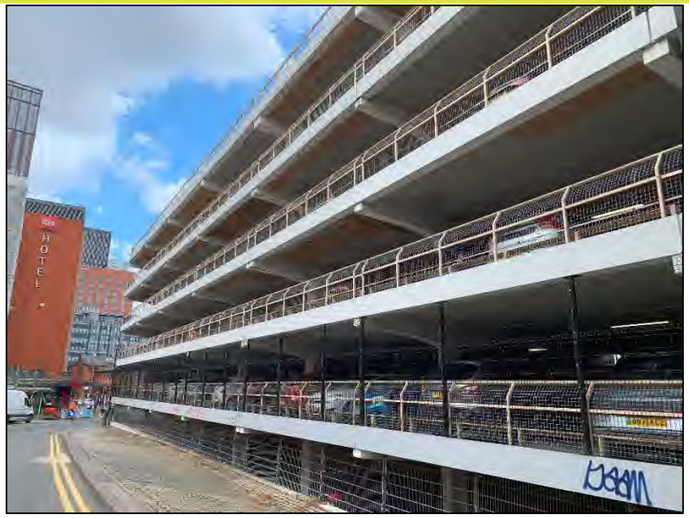
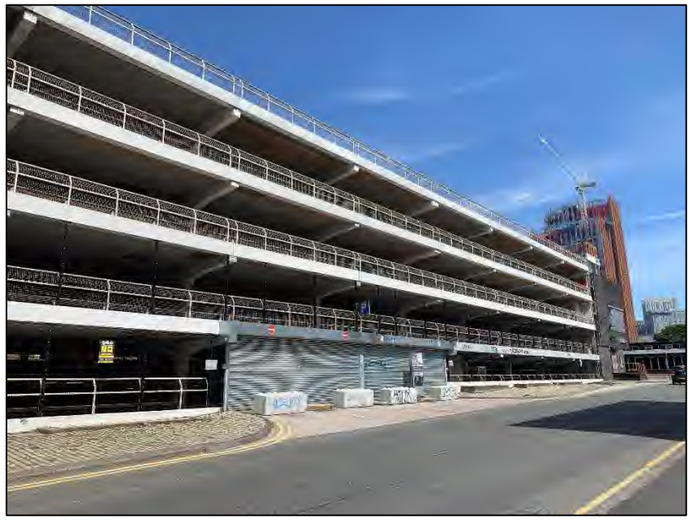
Preliminary Bat Roost Assessment

2.9. A Preliminary Bat Roost Assessment (PBRA) was conducted alongside the 'extended' Phase 1 Habitat survey. This assessment was carried out as part of the wider 'ID Manchester' survey, which included an assessment of all the buildings and trees on and directly adjacent to the wider ID Manchester scheme. Plot H was assessed again on 7th July 2025, to establish whether the habitat and conditions were similar to that recorded in 2022 and 2024.

2.10. See **Appendix 3** for methodology, **Table 2.3** below for results, and the Habitat Features and Preliminary Bat Roost Assessment Plan **14667 P17** for locations.

2.11. As described in **Table 2.3**, Plot H was graded as providing **negligible bat roosting suitability**.

Table 2.3: PBRA Results

Structure/tree and Suitability	Potential Roost Feature (PRF)	Photograph
Plot H – Car Park	Plot H comprises a large concrete built car park with a brick stairwell. Despite the relatively poor appearance of the car park, with evidence of vandalism and mdf/ wooden boarding erected in some locations, the concrete structure itself was found to be in good condition with no discernible cracks and crevices and the temporary boarding did not offer suitable roosting features. It was therefore graded as having **negligible bat roosting suitability**. The first photograph provided was taken on 11th July 2024, with the second photograph taken on 7th July 2025.	 

Birds

2.12. The data search returned a number of records of protected and notable birds species within 2 km of the site. Most notably are the 99 records of Manchester Biodiversity Action Plan (BAP) species black redstart *Phoenicurus ochruros*, with the closest record being 456 m West.

2.13. Other notable bird species (in context to the site) include peregrine falcon *Falco peregrinus* (151 records), bullfinch *Pyrrhula pyrrhula* (20 records) and house sparrow *Passer domesticus* (43 records).

2.14. None of the notable species listed above were observed during visits to the site. The habitats on site are considered to be largely unsuitable for peregrine, black redstart (have preference to more 'brownfield' habitat) and bullfinch. Recommendations have therefore been made in Section 3 to safeguard birds during construction.

2.15. Habitats on site have limited potential to support nesting birds. It is considered the assemblage of birds that may use the site for foraging and breeding is of **negligible ecological importance**, nevertheless, as mentioned above consideration for nesting birds to avoid a breach of legislation is discussed in **Section 3** of this report.

Section 3: Ecological Impacts, Mitigation, and Enhancement

Proposed Development

3.1. The proposals for the wider ID Manchester scheme are for the redevelopment of the whole site, to create an 'innovation district', composed of a series of newly created office and laboratory buildings, following the demolition of existing buildings. However, this report solely relates to the demolition of Plot H.

Designated Sites

Statutory Sites

3.2. Given the nature of the site proposals and the distances involved between the site and Rochdale Canal SAC, with no linking habitats from the proposed development to the designated site, no adverse direct or indirect effects are anticipated, and no specific mitigation is required.

Non-statutory Sites

3.3. Similarly with Rochdale Canal SAC, the two SBI's within 2 km of the site are designated for their canal/ aquatic habitats; there are no hydrological linkages from site to/ from Rochdale Canal/ Ducie Basin SBI or Ashton Canal (West) SBI. It is therefore considered that no adverse direct effects are anticipated. It is possible however that the SBI's could be impacted by airborne particles in the construction/ demolition phase of the development, and therefore best practice pollution prevention measures should be included in the condition discharge.

Habitats and Flora

3.4. All of the habitats onsite to be impacted by the proposals are of negligible ecological importance and as such no specific mitigation is required.

Protected and Notable Species

Bats

3.5. No bat roosting features were recorded at Plot H. The site was also considered to be of negligible importance for foraging and commuting bats due to the heavily urbanised context of the site.

3.6. Although considered to be largely unsuitable for bats, indirect impacts associated with dust and noise during the construction phase should be minimised by the implementation of a Construction and Environmental Management Plan (CEMP). No lighting during construction should be proposed. It is anticipated that lighting levels post-construction will not be greater

than current levels. However, any outside lighting should avoid spilling onto retained habitats include retained and newly planted trees.

Birds

3.7. All birds, their nests and eggs are protected by law and as such it is an offence to intentionally kill, injure, or take any wild bird; intentionally take, damage, or destroy the nest of any wild bird while it is in use or being built; and intentionally take or destroy the egg of any wild bird.

3.8. To avoid triggering the legislation protecting nesting birds, clearance of suitable habitat (the buildings, trees, and hedgerow) should be timed outside the nesting bird season (generally taken as March to September inclusive, though this is not defined in law and birds may nest outside of this time). If any clearance/ demolition works are required during the nesting season, then pre-removal checks for nesting birds must be carried out by a suitably experienced Ecological Clerk of Works (ECoW), no more than 48 hours prior to the works commencing. If any nesting birds are found to be present, an appropriate buffer zone will be implemented, within which works are excluded for the duration of the breeding attempt. Any active nests will need to be left in situ until a suitably experienced ecologist confirms that the chicks have fledge and the nest is no longer active.

Section 4: Conclusions

4.1. **Designated sites**: One internationally designated site, Rochdale Canal SAC, is located within 10 km of the site (5.4 km) and two SBI's are located within 2 km. All three sites are designated for their canal/ aquatic habitats and given that there are no hydrological linkages from site to/ from the SAC, Rochdale Canal/ Ducie Basin SBI or Ashton Canal (West) SBI, no adverse direct or indirect effects are anticipated as a result of development, as long as standard best practice is followed to control impacts via air, run-off, and other pollutants. These are to be incorporated into a CEMP.

4.2. **Habitats**: The development will only affect habitats of negligible ecological importance, therefore no specific mitigation is required to compensate for the loss of the car park building at Plot H.

4.3. **Species**: The car park was subject to preliminary bat roost assessment. No suitable bat roosting features were recorded. The site offers no value for foraging and commuting bats due to the heavily urbanised context; the site is therefore considered to be of negligible ecological importance for bats.

4.4. The car park building should be checked for nesting birds prior to demolished, should it be demolished during the core nesting bird season (March-August, inclusive), a pre-works check by a suitable qualified ECoW would be required to determine whether active birds' nests are present.

4.5. **Conditions**: An appropriately worded planning condition is expected to secure a Construction and Environmental Management Plan (CEMP) to safeguard the potential for protected and notable species within the area.

4.6. In conclusion, it is anticipated that the proposals would not result in adverse impacts on the favourable status of protected and notable species, providing the recommendations made throughout this assessment are implemented. Development will primarily affect habitats of negligible ecological importance and recommendations have been made to enhance the site's biodiversity. The proposed development will therefore be compliant with relevant local planning policies, such as PfE JP-G8, as well as legislation with regard to ecology.

Appendix 1: Legislation and Planning Policy

Legislation

A1.1. Specific habitats and species receive legal protection in the UK under various pieces of legislation, including:

- The Environment Act 2021;
- The Wildlife and Countryside Act (WCA) 1981 (as amended);
- The Conservation of Habitats and Species Regulations 2017 (as amended);
- The Countryside and Rights of Way (CRoW) Act 2000;
- The Natural Environment and Rural Communities Act (NERC) 2006;
- The Hedgerows Regulations 1997; and
- The Protection of Badgers Act 1992.

A1.2. The European Council Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna, 1992, often referred to as the 'Habitats Directive', provides for the protection of key habitats and species considered of European importance. Annexes II and IV of the Directive list all species considered of community interest. The legal framework to protect the species covered by the Habitats Directive has been enacted under UK law through The Conservation of Habitats and Species Regulations 2017 (as amended).

A1.3. In Britain, the WCA 1981 (as amended) is the primary legislation protecting habitats and species. SSSIs, representing the best examples of our natural heritage, are notified under the WCA 1981 (as amended) by reason of their flora, fauna, geology or other features. All breeding birds, their nests, eggs and young are protected under the Act, which makes it illegal to knowingly destroy or disturb the nest site during nesting season. Schedules 1, 5 and 8 afford protection to individual birds, other animals and plants.

A1.4. The CRoW Act 2000 strengthens the species enforcement provisions of the WCA 1981 (as amended) and makes it an offence to 'recklessly' disturb a protected animal whilst it is using a place of rest or shelter or breeding/nest site.

Environment Act 2021: Upcoming Town and Country Planning Act

A1.5. The Environment Act gained Royal Assent in November 2022. Whilst the premise of Biodiversity Net Gain (BNG) has been around prior to this, the Assent of the Act sets the Framework for future legislation to be changed. This will be in the form of the Town and Country Planning Act (TaCPA), specifically Schedule 14 of the TaCPA, which will make Biodiversity Net Gain a condition of planning (not a planning condition). The target 'gain' is currently set at 10% but the Secretary of State has the ability to change this.

A1.6. The timescales for changes to the wording of the TaCPA are that it will be legally mandated and enforceable from January 2024.

National Planning Policy

National Planning Policy Framework (NPPF), December 2024

A1.7. The updated National Planning Policy Framework (NPPF) was published in December 2023 and sets out the Government's planning policies for England and how these should be applied. It replaces the first National Planning Policy Framework published in March 2012.

A1.8. Paragraph 11 states that:

"Plans and decisions should apply a presumption in favour of sustainable development."

Section 11 of the NPPF, paragraph 120, sub-section b states that planning policies and decisions should:

b) "encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains such as developments that would enable new habitat creation or improve public access to the countryside;

c) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production"

A1.9. Section 15 of the NPPF (paragraphs 174 to 188) considers the conservation and enhancement of the natural environment.

A1.10. Paragraph 180 states that planning and decisions should contribute to and enhance the natural and local environment by:

a) "protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate; and

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures"

A1.11. Paragraph 181 states that plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.

Paragraph 185 states that in order to protect and enhance biodiversity and geodiversity, plans should:

a) *"Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity[5]; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation[6]; and*

b) *promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity."*

A1.12. When determining planning applications, Paragraph 186 states that local planning authorities should apply the following principles:

a) *"if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*

b) *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*

c) *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons[7] and a suitable compensation strategy exists; and*

d) *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate."*

A1.13. As stated in paragraph 187 the following should be given the same protection as habitats sites[8]:

a) *"potential Special Protection Areas and possible Special Areas of Conservation;*

[5] Circular 06/2005 provides further guidance in respect of statutory obligations for biodiversity and geological conservation and their impact within the planning system.

[6] Where areas that are part of the Nature Recovery Network are identified in plans, it may be appropriate to specify the types of development that may be suitable within them.

[7] For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.

[8] The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.

b) listed or proposed Ramsar sites[9]; and

c) sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites."

A1.14. Paragraph 182 states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

Local Planning Policy – Manchester City Council Core Strategy

A1.15. Local Policy EN 15 'Biodiversity and Geological Conservation' states:

A1.16. The council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:

- Sites with international or national designations for their biodiversity value and other sites of biodiversity value (SBIs, LNRs);
- Protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- Sites that are recognised for their geological importance;

A1.17. The council's objective to protect and conserve the City's existing trees and woodlands and aim for a net increase in trees across the City.

A1.18. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable habitat areas where appropriate, with reference to the Manchester Biodiversity Strategy and the Green Infrastructure Framework for Manchester'

[9] Potential Special Protection Areas, possible Special Areas of Conservation and proposed Ramsar sites are sites on which Government has initiated public consultation on the scientific case for designation as a Special Protection Area, candidate Special Area of Conservation or Ramsar site.

Places for Everyone (PfE)

A1.19. Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

A1.20. Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by

- Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;
- Improving connections between habitats, to protect and enhance the provisionof corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes;
- Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;
- Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations;
- Facilitating greater access to nature, particularly within urban areas;
- Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and
- Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Biodiversity Action Plans

A1.21. The UK Post-2010 Biodiversity Framework succeeded the UK BAP partnership in 2011 and covers the period 2011 to 2020. However, the lists of Priority Species and Habitats agreed under the UKBAP still form the basis of much biodiversity work in the UK. The current strategy for England is 'Biodiversity 2020: A Strategy for England's wildlife and ecosystem services' published under the UK Post-2010 UK Biodiversity Framework. Although the UK BAP has been succeeded, Species Action Plans (SAPs) developed for the UK BAP remain valuable resources for background information on priority species under the UK Post-2010 Biodiversity Framework.

A1.22. Priority Species and Habitats identified under the UKBAP are also referred to as Species and Habitats of Principal Importance for the conservation of biodiversity in England and Wales within Sections 41 (England) and 42 (Wales) of the Natural Environment and Rural Communities (NERC) Act 2006. The commitment to preserving, restoring or enhancing biodiversity is further emphasised for England and Wales in Section 40 of the NERC Act 2006.

Local Biodiversity Action Plan

A1.23. The Greater Manchester Biodiversity Action Plan lists the following species relevant to the site:

- All UK bat species;
- Black redstart

Appendix 2: Methodology

Data Search

A2.1. A desk-based study was conducted whereby records of designated sites and records of protected and priority species were purchased and interrogated for the site and the surrounding landscape. The aim of the data search is to collate existing ecological records for the site and adjacent areas. Obtaining existing records is an important part of the assessment process as it provides information on issues that may not be apparent during a single survey, which by its nature provides only a 'snapshot' of the ecology of a given site.

A2.2. The following resources were consulted/contacted:

- Multi-Agency Geographic Information for the countryside (MAGIC) website[10];
- Greater Manchester Ecology Unit (GMEU)[11]; (Received on 11th September 2024);
- Greater Manchester Combined Authority[12];
- Joint Nature Conservation Committee (JNCC) website[13];
- Natural England (NE) designated sites website[14];
- Ordnance Survey mapping; and
- Google Maps, including aerial photography.

A2.3. The following areas of search around the boundary of the site boundary were applied:

- 2 km for protected and priority species, national statutory designated and non-statutory sites; and
- 10 km for European statutory sites.

'Extended' Phase I Habitat Survey and UKHabs

A2.4. An 'extended' Phase 1 survey and Preliminary Bat Roost Assessment was carried out on the wider ID Manchester site (including Plot H) the 25th August 2022 and 11th July 2024, with a specific survey of Plot H undertaken on 7th July 2025, all by Nick Bell, a suitably experienced ecologist and Full Member of CIEEM and Level 1 Natural England Bat Licence holder. The methods used during the walkover survey broadly followed methods used in an 'extended' Phase I habitat survey[15] and

[10] https://magic.defra.gov.uk/ [Accessed 12/10/2024]
[11] https://gmlrc.org/
[12] https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/ [Accessed 12/10/2024]
[13] http://jncc.defra.gov.uk/ProtectedSites/ [Accessed 12/10/2024]
[14] https://designatedsites.naturalengland.org.uk/ [Accessed 12/10/2024]
[15] Joint Nature Conservation Committee (2010). Handbook for Phase 1 habitat survey - a technique for environmental audit. JNCC, Peterborough.

entailed recording the main plant species and classifying and mapping habitat types with reference to the Habitat Definitions provided by the UK Habitat Classification Working Group[16].

A2.5. Additionally, the habitats identified were evaluated for their potential to support legally protected and notable fauna species. Where access allowed, adjacent habitats were also considered in order to assess the site within the wider landscape and to provide information with which to assess possible impacts within the context of the site boundary.

A2.6. All habitats were assessed utilising the relevant condition criteria for the relevant habitat type under the Statutory Metric, which included confirming 'pass' / 'fail' criteria taken from the UK Habitat/Phase 1 methodology where necessary. However, the Biodiversity Net Gain Assessment does not form part of this assessment.

Preliminary Bat Surveys

A2.7. The surveys followed standard methodologies set out in the Bat Mitigation Guidelines[17], the Bat Workers Manual[18] and Bat Surveys for Professional Ecologists- Good Practice Guidelines 4th Edition[19] and comprised:

- Preliminary Roost Assessment (PRA) – External and internal building inspection survey to assess potential of buildings on site to support roosting bats;
- Ground Level Tree Assessment (GLTA) – Ground level inspection of trees to assess potential of trees on site to support roosting bats; and
- Day-time Bat Walkover (DBW) – Walkover of the sites to assess potential bat activity including foraging areas and potential commuting routes.

Preliminary Bat Roost Assessment (PBRA)

A2.8. Preliminary Bat Roost Assessment was carried out on the wider ID Manchester site (including Plot H) the 25th August 2022 and 11th July 2024, with a specific survey of Plot H undertaken on 7th July 2025by Nick Bell MCIEEM (Level 1 Natural England Bat Licence holder: 2018-37985-CLS-CLS), alongside Elliot Grundy. All surveys were daytime inspections and the conditions for all surveys was considered optimal. The location of the buildings and trees at the Site are shown on **Plan 14667 P17**. All buildings were inspected from the ground using binoculars, high powered torch, digital camera. In relation to buildings, such signs may include bat droppings, urine splashes, staining and features suitable for allowing bats access to roost (e.g. gaps behind soffits / hanging tiles / ridge tiles, lifted slates / flashing). The internal inspection of the buildings comprised a thorough search for evidence of roosting bats in accessible loft spaces (i.e. droppings, urine stains) and an assessment of the presence of potential roosting features internally.

[16] UKHab Ltd. (2023). UK Habitat Classification Version 2.0 (at https://www.ukhab.org)
[17] Reason, P.F. and Wray, S. (2023). UK Bat Mitigation Guidelines: a guide to impact assessment, mitigation and compensation for developments affecting bats. Chartered Institute of Ecology and Environmental Management, Ampfield.
[18] Mitchell-Jones, A.J, & McLeish, A.P. (eds). (2004) 3rd Edition Bat Workers' Manual., JNCC, Peterborough, ISBN 1 86107 558 8
[19] Collins, J. (ed.) (2023) Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th Edition). The Bat Conservation Trust, London. ISBN-978-1-7395126-0-6

A2.9. The potential of the buildings and trees to support roosting bats was assessed using the criteria shown in **Table A3.1** below.

Table A3.1 Building / Structure Assessment Criteria - adapted from Collins, 2023.

Suitability	Description of Roosting Habitats
None	No habitat features on site likely to be used by any roosting bats at any time of the year (i.e. a complete absence of crevices/suitable shelter at all ground/underground levels).
Negligible	No obvious habitat features on site likely to be used by roosting bats; however, a small element of uncertainty remains as bats can use small and apparently unsuitable features on occasion.
Low	A structure with one or more potential roost sites that could be used by individual bats opportunistically at any time of the year. However, these potential roost sites do not provide enough space, shelter, protection, appropriate conditions[b] and/or suitable surrounding habitat to be used on a regular basis or by larger numbers of bats (i.e. unlikely to be suitable for maternity and not a classic cool/stable hibernation site, but could be used by individual hibernating bats[c]).
Moderate	A structure with one or more potential roost sites that could be used by bats due to their size, shelter, protection, conditions[b] and surrounding habitat but unlikely to support a roost of high conservation status (with respect to roost type only, such as maternity and hibernation – the categorisation described in this table is made irrespective of species conservation status, which is established after presence is confirmed)
High	A structure with one or more potential roost sites that are obviously suitable for use by larger numbers of bats on a more regular basis and potentially for longer periods of time due to their size, shelter, protection, conditions[b] and surrounding habitat. These structures have the potential to support high conservation status roosts, e.g. maternity or classic cool/stable hibernation site.
[a] Negligible is defined as 'so small or unimportant as to be not worth considering, insignificant'. This category may be used where there are places that a bat could roost or forage (due to one attribute) but it is unlikely that	

Suitability	Description of Roosting Habitats
they actually would (due to another attribute). [b] For example, in terms of temperature, humidity, height above ground level, light levels or levels of disturbance. [c] Evidence from the Netherlands shows mass swarming events of common pipistrelle bats in the autumn followed by mass hibernation in a diverse range of building types in urban environments. Common pipistrelle swarming has been observed in the UK and winter hibernation of numbers of this species has been detected at Seaton Delaval Hall in Northumberland. This phenomenon requires some research in the UK, but ecologists should be aware of the potential for larger numbers of this species to be present during the autumn and winter in prominent buildings in the landscape, urban or otherwise.	

Day-time Bat Walkover (DBW)

A2.10. A DBW was undertaken on all habitats within the Site boundary. The assessment was undertaken on 25th August 2022 and again on 11th July 2024 by Nick Bell MCIEEM (Level 1 Natural England Bat Licence holder: 2018-37985-CLS-CLS), alongside Elliot Grundy. All surveys were daytime inspections and the conditions for all surveys were considered optimal. The DBW assessed habitats on-site for the likelihood to be used by foraging and commuting bats as detailed in **Table A3.4** below. This combined with desk study records of local bats and bat roosts, and potential for roosting bats on-site is used to determine suitability of the site for bat activity.

Table A3.4: Flight Path and Foraging Habits Assessment Criteria - adapted from Collins, 2023.

Suitability	Description of Roosting Habitats
None	No habitat features on site likely to be used by any commuting or foraging bats at any time of the year (i.e. no habitats that provide continuous lines of shade/protection for flight-lines, or generate/shelter insect populations available to foraging bats).
Negligible	No obvious habitat features on site likely to be used as flight-paths or by foraging bats; however, a small element of uncertainty remains in order to account for non-standard bat behaviour.
Low	Habitat that could be used by small numbers of bats as flight-paths such as a gappy hedgerow or unvegetated stream, but isolated, i.e. not very well connected to the surrounding landscape by other habitat. Suitable, but isolated habitat that could be used by small numbers of foraging bats such as a lone tree (not in a parkland situation) or a patch of scrub.
Moderate	Continuous habitat connected to the wider landscape that could be used by

Suitability	Description of Roosting Habitats
	bats for flight-paths such as lines of trees and scrub or linked back gardens. Habitat that is connected to the wider landscape that could be used by bats for foraging such as trees, scrub, grassland or water.
High	Continuous, high-quality habitat that is well connected to the wider landscape that is likely to be used regularly by bats for flight-paths such as river valleys, streams, hedgerows, lines of trees and woodland edge. High-quality habitat that is well connected to the wider landscape that is likely to be used regularly by foraging bats such as broadleaved woodland, tree-lined watercourses and grazed parkland. Site is close to and connected to known roosts.

Plans:

Plan 1: Habitat Features and Preliminary Bat Roost Assessment Plan **14667 P17**

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Appendix 6 – Archaeological Desk-based Assessment

Plot H, Sister, Charles Street, Manchester

Archaeological Desk-based Assessment

September 2025

PREPARED FOR

RGRE Ltd, ID Manchester Ltd and The University of Manchester



Archaeological Desk-based Assessment

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Report Reference	61198_Plot H, Sister, Charles Street, Manchester_Archaeological Assessment
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EXECUTIVE SUMMARY

RGRE Ltd, ID Manchester Ltd and The University of Manchester is devising proposals for the redevelopment of Plot H, Sister, Charles Street, Manchester (centred on NGR 384439 397566). In order to facilitate the planning process, Civic Heritage were commissioned to carry out an archaeological desk-based assessment of the proposed development site. The assessment is based on the findings of an initial desk-based assessment that was produced by Salford Archaeology in 2022. This desk-based assessment was intended to establish, as far as possible, the nature and significance of the sub-surface archaeological resource, in order to enable informed recommendations to be made for the future treatment of any surviving archaeological remains.

During the late medieval and post-medieval periods, the site was most likely agricultural land on the fertile banks of the River Medlock. Much of the development area seems to have been within the manor of Chorlton. The site likely lay within parkland associated with the nearby post-medieval Garratt Hall.

Late 18th-century maps annotated the owners of fields within the site, including Roger Aytoun, who had acquired the Chorlton estate by marriage in 1775. Land within the south-east of the site had been partly developed into Garratt Mill by 1783, built by the partnership of Thackeray, Whitehead and Ryder. The mill complex consisted of three blocks of buildings. The buildings that extended within the site included workshops, a packing room, a stable, a hot house and dwelling. The main mill building, dating to *c* 1760, was built by Gartside and Thackeray, and the mill's power systems were beyond the site boundary. Much of the mill had either been destroyed by fire or demolished by 1825, with remnants of the 18th-century mills surviving to the south of the site.

The site had been partly redeveloped by the mid-19th century. The Manchester South Junction and Altrincham Railway viaduct bordered the north site boundary, and the former route of Charles Street ran through the site, aligned north-east to south-west. The north-west part of the site had been developed into commercial properties, with a row of four back-to-back dwellings abutting the viaduct. A sawmill and timber yard and ropework were built along the south side of Charles Street.

By the late 19th century, the entire site had been developed into various factories and works. This included a metal finishers and engineering works that had their own steam power plant. The engineering works had a steam boiler, engine and chimney with the yard, whilst the metal refiners had a steam boiler and furnace.

The 19th-century buildings within the site were demolished during the late 1960s and early 1970s and most of the site was redeveloped into a multi-storey car park that is four storeys high, with rooftop parking and a semi basement. A culvert runs north-east to south-west through the site and is likely associated with the River Medlock. The construction of the multi-storey car park has likely damaged or destroyed much of the archaeology within the site.

Following consultation with GMAAS (Greater Manchester Archaeology Advisory Service), it is anticipated that no further archaeological work will be required.

1. Introduction

1.1. Background

1.1.1. Purpose

RGRE Ltd, ID Manchester Ltd and The University of Manchester are preparing an application for Full Planning Permission for a Purpose Built Student Accommodation (PBSA) with ground floor flexible commercial floorspace across three buildings of 8, 11 and 38 storeys, connected by a five-storey podium (centred on NGR 384439 397566). The proposed development includes the demolition of existing structures on site (multi-storey car park and retail units), which forms a separate planning application (Planning Reference: 143741/FO/2025). In accordance with National, Regional and Local Planning Policies, RGRE Ltd, ID Manchester Ltd and The University of Manchester have commissioned Civic Heritage to carry out an archaeological desk-based assessment for the proposed development site. The assessment will support the planning application for the scheme and has largely reproduced the text from an initial desk-based assessment that was produced by Salford Archaeology in 2022 (Salford Archaeology, 2022).

The desk-based study aimed to identify as far as possible from existing records, the nature, extent and significance of the archaeological remains within the site so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in relation to the proposed development. The archaeological resource may include below-ground remains, earthworks, standing buildings and other structures. A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets. A separate heritage statement is being prepared to consider the impact of the proposed development on built heritage.

1.1.2. Location

RGRE Ltd, ID Manchester Ltd and The University of Manchester are preparing a planning application for the redevelopment of Plot H, Sister, Charles Street, Manchester (centred NGR 383639, 398487; Plate 1; Figs 1-2; referred to herein as the 'Site'). The Site is bounded by the Manchester South Junction and Altrincham Railway Viaduct (a Grade II Listed Building) to the north, Sackville Street to the east, Charles Street to the south and Princess Street to the west. The Site is located within the ID Manchester Strategic Regeneration Framework Area.



Plate 1 Recent satellite image of the Site, showing the red line development boundary

1.1.3. Topography and Landuse

The course of the River Medlock previously ran immediately to the south of the Site however, this section of the river has been built over. A culvert runs through the Site that is likely associated with the river.

1.1.4. Geology and Soils

The solid geology of the area comprises the sandstone of the Chester Formation formed between 250 and 247 years ago, during the Triassic period. The solid geology is overlain by superficial deposits of Devensian – Diamicton till formed between 116 and 11.8 thousand years ago during the Quaternary period (BGS, 2025).

1.2. Designations

The Site does not contain any designated heritage assets, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens. The Site does not fall within a Conservation Area, though the Whitworth Street Conservation Area borders the north Site boundary.

There are 37 statutory Listed Buildings, and a Conservation Areas within a 300m radius of the Site. In total, seven Listed Buildings and one Conservation Area are within 100m of the Site (Table 1). The proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report; however, it may have an indirect impact on the setting of the designated heritage assets. A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets. A separate heritage statement is being prepared to support the scheme and consider the impact on built heritage (Stephen Levrant Heritage Architecture 2025).

Description	Designation	HER Number	National Grid Reference
Manchester South Junction and Altrincham Railway Viaduct (MSJA)	Grade II Listed Building	11681.1.0	Centred SJ 8382 9770 (2031m by 487m)
Orient House	Grade II Listed Building	8408.1.0	SJ 84412 97609
Granby House	Grade II Listed Building	8407.1.0	SJ 84447 97612
Renold Building UMIST	Grade II Listed Building	19118.1.0	SJ 84593 97591
Lass O Gowrie Public House	Grade II Listed Building	11783.1.0	SJ 84313 97523
Manchester House	Grade II Listed Building	12117.1.0	SJ 84296 97579
Asia House	Grade II* Listed Building	8569.1.0	SJ 84288 97624
Whitworth Street	Conservation Area	DGM1553	SJ 8438 9770 (775m by 463m)

Table 1 list of designated heritage assets within 100m of the Site

2. Methodology

2.1. Introduction

The aim of the desk-based assessment is to consider the potential impact of the proposed development upon any buried archaeological remains within the site. The production of the assessment followed the Chartered Institute for Archaeologists (CIfA) standard and guidance for undertaking archaeological desk-based assessments (CiFA, 2020).

2.2. Research sources

The desk-based assessment consists of existing written, cartographic, photographic and electronic information, which have been analysed in order to identify known and unknown heritage assets. These include:

- National Library of Scotland;
- The Historic Environment Record supplied by GMAAS on 29th August 2025;
- The National Heritage List for England (NHLE);
- Reports of archaeological work carried out in the Study Area;
- A History of the County of Lancaster;
- Previous archaeological assessment
- Historic Landscape Characterisation, and;
- Historical trade directories and newspapers.

2.3. Site inspection

The aim of the Site inspection was to relate the findings of the desk-based study to the existing land use of the application area, in order to identify any evidence for surviving below-ground remains.

2.4. Significance and impact assessment methodology

The Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of '*Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979'* (DCMS, 2013) provides a methodology for assessing archaeological significance. These criteria have been utilised in Chapter 7.3) of this assessment.

The International Council on Monuments and Sites (ICOMOS) issued '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties'* in January 2011 (ICOMOS, 2011), which outlines an option on assessing heritage value. In line with the ICOMOS guidance, this document states that an archaeological asset's significance can be assessed as very high, high, medium, low, negligible or unknown (Chapter 7.4).

The impact assessment assesses the potential impact of the proposed development upon the significance of the archaeological resource within the Site. Mitigation strategies may be recommended in order to reduce the level of impact on the significance of the identified assets.

3. Planning Policy

3.1. Introduction

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the National Planning Policy Framework (NPPF 2024).

3.1.1. National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England, which aim to achieve sustainable development (Ministry of Housing, Communities & Local Government, Dec 2024). Sustainable development is defined by three overarching objectives: economic, social and environmental. Section 16 deals specifically with Conserving and enhancing the historic environment (paragraphs 202-221). The section states that heritage assets are an irreplaceable resource that can range from buildings of local historic importance to World Heritage Sites, that should be conserved 'in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.

Paragraph 203 states that: Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 207 states that "local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets, including any contribution made by their setting. 'The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation".

Paragraph 216 states that the effect of a proposal on non-designated heritage assets (designated assets are covered in paragraphs 207-210) should be taken into account in determining a planning application.

Paragraph 218 states that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost, in a manner appropriate to their importance and impact, and to make this evidence publicly accessible.

3.1.2. Local Development Framework

The NPPF outlines the need for local planning policies to create local plans and frameworks to implement the NPPF at a local level. Manchester City Council adopted a Core Strategy in July 2012. *Policy EN 3 – Heritage* sets out the approach to the Historic Environment.

Policy EN 3 states:

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset (Manchester City Council, 2012, p. 172).

An addendum was produced in 2024 to be read in conjunction with the Core Strategy. The addendum states that the second paragraph of Policy EN 3 is to be replaced by Places for Everyone (PfE) policies (see below).

3.1.3. Places for Everyone

Places for Everyone (PfE) was adopted in March 2024 and forms part of the development plan for nine districts in Greater Manchester. Places for Everyone Plan is a strategic plan, and it does not cover everything that a local plan would, therefore Local Plans set out more detailed policies (both strategic and non-strategic).

In relation to the historic environment, Policy JP-P2: Heritage: '*We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:*

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;

2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and

5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage

assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process" (Greater Manchester combined authority, 2024, pp. 192-4).

Manchester City Council is advised on archaeological matters by the Greater Manchester Archaeological Advisory Service (GMAAS).

4. Historical and archaeological background

4.1. Introduction

The historical background provides context for the Site and has been largely reproduced from a Salford Archaeology Report (2020) that covered the entire Site.

4.2. Prehistoric (pre-10,000 BC to AD 43)

The current understanding of human activity in the Manchester region during the prehistoric period is poor, although it is reasonable to suggest that several areas in the centre of the city, such as Castlefield and Ardwick, may have been conducive for late prehistoric settlement on account of the natural topography and the abundance of natural water sources (i.e. rivers) (Gregory, 2007). There is no known evidence for prehistoric activity within the boundary of the Site or the study area, and the potential for any such remains to survive from this period is considered to be very **low**, particularly due to the intensive development since the mid-18th century.

4.3. Roman (AD 43 – AD 410)

Archaeological evidence for Romano-British activity in Manchester is focused on the Roman fort of *Mamucium,* located in Castlefield, and established during the governorship of Agricola (AD 77-84). The fort was initially constructed of wood, but underwent several phases of development, rebuilt in stone around AD 200. The Site lies *c* 1.1km to the west of the Site.

As this military complex developed, a grid of roads was laid out and a substantial extramural settlement, or *vicus*, developed. Based on archaeological excavations and the distribution of Roman finds, the limits of this civilian settlement appear to have extended south-eastwards along Chester Road, terminating somewhere in the vicinity of Great Jackson Street, northwards from the fort to approximately Quay Street, westwards along Liverpool Road for *c* 100m from the north-west corner of the fort, and eastwards across Deansgate to the area now occupied by Viadux, *c* 800m west of the Site. The Roman Road heading south-east from the fort linked Manchester with Buxton. The projected course of the Roman road from Manchester to Buxton (HER 28.3.0) lies *c* 230m to the south-east of the Site.

The potential for any *in-situ* remains of Romano-British activity to survive is considered to be **low** given the distance from Roman-British settlement and the intensive development throughout the post-medieval and industrial periods.

4.4. Medieval (AD 410 – AD 1540)

There is very little archaeological evidence in the region as a whole that represents the period between the end of the Roman occupation and the Norman Conquest of 1066. Edwin took control of Manchester in AD 620, and it is believed that this may have marked the beginning of a settlement near the site of the present-day cathedral (Farrer & Brownbill, 1908). Later, in AD 919, Edward the Elder established a fortified stronghold—known as a burh—in Manchester, which at the time was part of Viking-controlled Northumbria.

After the Norman Conquest, William I granted most of the territory between the Ribble and Mersey rivers to Roger of Poitou, who retained the manor of Salford demesne (Tupling, 1962, p. 116), but divided his other newly acquired land into several fiefdoms (Kidd, 1996, p. 13). The substantial of these was the estate centred on Manchester, created by the grant of extensive lands in the hundreds of Salford, Leyland and West Derby to Albert Grelley (Tupling, 1962, p. 116).

By the 13th century, the Grelley family had established a manor house at the confluence of the rivers Irwell and Irk, where they governed both the manor and the extensive barony (Hartwell, Hyde, & Pevsner, 2004, p.

256). It was from this hall that. In 1222 Manchester was granted an annual fair, and in 1301 Thomas Grelley was granted the Great Charter of Manchester by Edward I, and thus it became a free borough (*ibid*). A survey of the Area of Medieval Manchester (HER 16050.1.0) was undertaken by GMAU in 1980 (Morris, 1983). The Site lies *c* 1km to the southeast of Manchester's medieval core.

At the beginning of the 13th century, the manor of Chorlton was held by thegnage by a local family, who took the name of the area as their surname. The manor was assessed as two plough-lands, and a rent of 20***s***. was the annual service. Gospatrick de Chorlton was tenant in 1202 until 1223, when his son Brun received seisin of one plough-land in Chorlton, having paid the king two marks as relief. Gospatrick had lost four oxgangs of land to Matthew, son of William (de Hathersage), by wager of battle. He had granted a further two oxgangs to his brother, Adam, for fighting with him against William, son of Wulfric de Withington. Gospatrick also granted four oxgangs of land to Henry de Trafford, who held a fifth in 1212 (Farrer & Brownbill, 1911, pp. 251-4).

The land in Chorlton was escheated to the Crown in the late 13th century, as it became part of the possessions of the Grelleys and La Warres, Lords of Manchester, and was held as one ploughland by the old service of 20***s***. The Grelleys appear to have granted the Chorlton estate to Robert Grelley (a relative), who was in possession in 1278 and was succeeded by a son John, who granted his lands in Chorlton to Henry de Trafford in 1334. The Traffords thus acquired practically the whole manor, but part was afterwards held by the Traffords of Garrett (*ibid*).

The Garrett estate was closely connected with Chorlton-upon-Medlock. Sir Henry de Trafford, after purchasing the estate, appears to have granted part at least his younger son, Thomas; the gift of Gatecote field in 1373. Thomas died in 1410 holding lands in Chorlton, probably including Garrett. Henry, as son and heir of Thomas Trafford, held the estate in 1473; it included Eleynfield, Dogfield, and Gatecotefield, held by the ancient rents of 4*s*. and 2*s*. George Trafford of the Garrett held the estate between *c* 1525-1542 (Farrer & Brownbill, 1911, pp. 230-51).

The Site was likely within the Garrett estate during the medieval period. The potential for any such remains to survive from this period is considered to be **low**, particularly due to the intensive development since the mid-18th century.

4.5. Post-medieval period (AD 1540 – *c* AD 1750)

By 1539, John Leland was able to describe Manchester as the 'finest and busiest town in the whole of Lancashire, with the best buildings and the greatest population' (Chandler, 1993, p. 263), at a time when the textile industries in South Lancashire were beginning to flourish. Manchester emerged as a centre for the textile finishing processes, as woollen cloth was brought in from outlying areas for bleaching and dyeing. Most importantly, however, Manchester expanded its role as a market centre for textiles produced in the towns and hamlets of the surrounding district (Frangopulo, 1964, p. 26).

Manchester underwent a rapid expansion during the post-medieval period. The population of Manchester increased from approximately 1800 people in 1563 to just over 3000 people in the year 1642 (Willian, 1980, pp. 38-9). The Hearth Tax Returns of 1664 listed 820 households, which suggests a population of approximately 3690. The population of Manchester roughly doubled between 1563 and 1664, despite an outbreak of plague in 1645 (Phillips & Smith, 1994, p. 7). By the census of 1773, the town's population had dramatically increased even further, with approximately 24,937 people living in the township of Manchester, 23,032 of which were living in the town itself. During the post-medieval period, Manchester changed from what had been a small market centre into the largest town in Lancashire (Nevell, 2003).

The Site lay beyond Manchester's core, likely within the Garrett estate. The nearest known post-medieval building to the Site was Garrett Hall (HER 1414.1.0), the former seat of the Trafford family, located *c* 60m to the north-west of the Site. The earliest reference to the Hall dates to 1595, when Oswald Moseley purchased

the property from a relative of his wife (the daughter of Rev. R. Gerrard), though the hall likely had earlier origins. In the 16th century, the building was a black and white timber mansion with a stone base, enclosed by a courtyard of buildings. The principal façade faced south towards the Medlock, which here flowed in a series of curves through a large meadow, and is described as 'extremely picturesque with numerous gables and tall chimneys' (Farrer & Brownbill, 1911, pp. 230-51). The Hall's location near the River Medlock is believed to have been defensive, though it was later surrounded by parkland through which ran Shooter's Brook on the north side. Records of the hall can be traced up to 1683 when it potentially descended to Daniel Hough of London. The building may have tenanted as an inn at this time.

The Minshulls' acquired the Chorlton estate in the 17th century, this also included the adjacent Garrett estate, and Hough Hall in Moston. The entire Minshull estate was obtained through marriage to Roger Aytoun of Inchdarney in Fife in the 18th century.

Several illustrations of the hall in the late 18th and early 19th centuries show what it may have looked like (Plate 2). The illustration likely looks south from opposite the hall, potentially showing Garratt Mill in the left of the frame and buildings along Brook Street in the right. The Site likely fell within the hall's grounds. The Hall had fallen into decay by the end of the 18th century and was let as tenements. By 1864 only the west wing was still standing, though it was demolished in 1910. A photograph taken in 1910 captured the remains of Garratt Hall during demolition works (Plate 3).

The Site likely comprised undeveloped land close to the hall during the post-medieval period, until Garratt Mill was constructed in the mid-18th century. The potential for remains from this period are considered to be **low**.



Plate 2 Illustration of Garratt Hall in the late 18th or early 19th century, courtesy of Manchester Local Image Collection



Plate 3 Garratt Hall, taken in 1910, courtesy of Manchester Local Image Collection

4.6. Industrial period (*c* 1750 - 1914)

By around 1750, pure cotton fabrics were being produced, and cotton had overtaken wool in importance. Textiles were generally manufactured in domestic-based workshops or weavers' cottages as part of the putting-out system, whereby merchants employed textile workers and supplied them with raw materials, later manufactured in purpose-built factories.

Advances in transportation were vital to the growth of the textile industry in Manchester. The first key development was the opening of the Mersey & Irwell Navigation Company in 1734, which provided a navigable route from the Mersey estuary in Liverpool to Salford and Manchester (George & Brummond, 2002, p. 22). The next development was the construction of the Bridgewater Canal, the first true canal in the world, which was completed between the Duke of Bridgewater's coal mines at Worsley and Castlefield by 1765. The Manchester end of the Bridgewater Canal was fed by the River Medlock, which was navigable as far as India House (HER 8654.1.0) on Whitworth Street.

The success of the Bridgewater Canal stimulated canal construction throughout the country, including the Rochdale Canal. The Rochdale Canal had been planned in 1765 by James Brindley but was not completed until 1804 when it joined the Ashton Canal to the north of the city centre. In 1805, John Rennie engineered its connection to the Bridgewater Canal, to the south of the city centre (DGM1553). The Rochdale Canal is located *c* 200m to the north of the Site (HER 11683.1.0; HER 11726.1.0; HER 11730.1.0).

The River Medlock was utilised for early industry, and several industrial premises associated with the textile production and associated finishing industries had been established along its banks. These included mills,

dye works and printworks, which are shown along its course on late 18th-century mapping.

As the textile industry boomed, the necessity for warehouses to store products manufactured in the nearby mills and textile-finishing factories led to specially designed buildings erected near the city centre. By the middle of the 19th century, Manchester had become the largest textile centre in the world. The demand for larger warehouses grew, and many new warehouses, designed with considerable architectural characteristics, were built in the Whitworth Street area, near the Rochdale Canal and MSJ&AR. Grand warehouses of this period survive within the study area and include Manchester House (HER 12117.1.0), Orient House (HER 8408.1.0), Lancaster House (HER 8653.1.0), Granby House (HER 8407.1.0), Minshull House (HER 8340.1.0), Mindel House (HER 11749.1.0), Asia House (HER 8569.1.0), Regency House (HER 12147.1.0), buildings on Sackville Street (HER 11311.1.0) and buildings on Richmond Street (HER 12120.1.0).

The advent of the railways was another major improvement in transportation during the industrial period. The earliest railway station in the vicinity of the Site was the Store Street Station, which was opened on the 8th May 1842 by the Manchester and Birmingham Railway (HER 1391.1.0). The railway station was built on the site of the current station complex at Piccadilly and was the terminus for the Manchester and Birmingham Railway line. Shortly after the station opened, it became a joint terminus, which also served the Sheffield, Ashton-under-Lyne and Manchester Railway.

Soon after the station was built, it was realised that it would need to be connected to the other railway lines that served Manchester. The Manchester & Birmingham Railway (later the LNWR) and the Sheffield, Ashton-under-Lyne & Manchester (later MSLR) companies proposed an extension of their lines, which would skirt the southern part of Manchester City Centre on a 2.4 km viaduct, and join the Liverpool and Manchester Railway at Ordsall Lane in Salford. A branch line was also proposed, leaving the South Junction line at Castlefield (west of today's Deansgate Station) and following the Bridgewater Canal to Altrincham. The Manchester South Junction and Altrincham Railway (MSJ&AR) Act received royal assent on the 21st July 1845 (HER 11681.1.0). The MSJ&AR viaduct was one of the country's earliest suburban railways constructed by David Bellhouse in 1846-9. The MSJ&AR viaduct is currently designated as a Grade II Listed Building (HER 11681.1.0) bordering the north Site boundary.

4.7. Development of the site

The earliest available maps that capture the Site include Laurent's map of 1793 (Plate 4) and Green's map of 1787-94 (Plate 5; Fig. 3) that provide detailed surveys of the area, showing that some development had taken place within the Site. Both maps captured the River Medlock running a short distance to the south of the Site with Shooter's Brook to the north. A grid of streets had been laid across former fields, notably Granby Row to the north of the Site and Brook Street that bounded the Site to the west. The owners of some of the fields are annotated on Green's map, indicating that land within the Site was owned by Roger Aytoun Esq, implying that the Site had partly fallen within the manor of Chorlton.

Both late 18th-century maps show that Garratt Mill (spelt variously as Garrett, Garrat and Garret) had been established within the south of the Site, annotated as the premises of Messrs Thackeray and Whitehead on Laurent's plan (Plate 5). The mill was originally established by Gartside and Thackery in *c* 1760 as a ribbon weaving mill with swivel-looms powered by a waterwheel (Grace's Guide).

Around *c* 1780 the premises was converted into a cotton mill by John Whitehead. Whitehead used Richard Arkwright's patent machinery for spinning cotton without paying the inventor for a licence. Richard Arkwright attempted to prosecute Whitehead for infringement of his patent, although the trial collapsed in July 1781. The trial proceedings clearly indicate that Whitehead had successfully implemented powered spinning machinery at Garratt Mill at least a year prior to the commencement of operations at Arkwright's Shudehill Mill. Shortly after the trial, in 1783, Joseph Thackery and Joseph Ryder joined in partnership with Whitehead

and the mill was expanded. This is likely when the mill buildings within the Site were constructed.

Farey writes that *"this was the first cotton mill which was established in Manchester. The spinning machinery was on Sir Richard Arkwright's plan and was worked by water wheels on the river Medlock; but the waterpower being found insufficient, two engines on Savery's system were put up by Mr. Joshua Rigley, in 1784, to return the water of the river for the water wheels"* (Farey, 1827, p. 662). This implies that the River Medlock provided insufficient power to the waterwheel to drive the machinery continuously, leading to the investment in the two steam-powered pumping engines. The steam engine borrowed a condenser and air pump from Watt's engine. Farey also notes that "*the proprietors were prosecuted by Messrs Boulton and Watt for an infringement of Mr Watt's patent*" (ibid). This was rectified by the proprietors paying for a licence.

One of the earliest references to the mill was in a newspaper article of 1804, which reported the death of a Mr Bradley, who was reported to have been a '*partner in the house of Messrs Thackeray & Co, Garratt Mill, Manchester'* (Lancaster Gazette, 25th March 1804). Another article described Joseph and John Thackeray as 'cotton spinners, dealers and chapman' (Manchester Mercury, 10th October 1809). The article also notes that the mill had a steam engine. An auction took place at Garratt Mill in 1806, which comprised '*A quantity of burnt and old iron, steel and brass in lots; well worth the attention of machine makers, brass and iron founders, blacksmiths, plumber, dyers &c'* (Manchester Mercury, 2nd September 1806).

The mill complex consisted of the three blocks of buildings situated on the north bank of the River Medlock. Both plans show a similar arrangement of buildings. A building that lay on the west side of a lane that extended south towards the mill complex was partly within the Site. This building had an irregular footprint and was set back from the river frontage, bordering Roger Aytoun's fields to the north. In addition, the northern end of the southernmost mill range was within the Site boundary.

Green's map shows that the main mill building aligned broadly north-west to south-east lay to the east of the Site (Plate 6). This building was likely the original *c* 1760 building. An inlet or head or tail race seems to be depicted to the east of the main mill building, with a weir situated slightly south of the mill and a second weir located in the bend of the river. This may have fed the original waterwheel The northern end of the building returned westwards for a short distance. Further mill buildings lay to the south of the Site boundary, alongside the river. Laurent's plan (Plate 5) seems to depict an 'engine wheel' and 'corn mill' at the third, southernmost mill building that lay beyond the Site boundary.

In the surrounding area, the late 18th-century maps captured Garratt Hall at the junction of Granby Row and Brook Street to the north-west of the Site. The building consisted of an irregular footprint, with small parcels of land to the south.

Several names annotated on Green's and Laurent's map (Plate 5 and Plate 6) appear in Scholes' trade directory, including Joseph Thackeray, a cotton-spinner at no. 5 Granby Row, with a warehouse, no. 8 High Street (Scholes, 1797, p. 127). John Hardman, a merchant and manufacturer at no. 22 Spring Gardens, had a house at no. 1 Granby Row (Scholes, 1797, p. 55). In addition, Richard Mills, a cotton manufacturer, had a house at no. 3 Granby Row, Thomas Satterthwaite, a merchant, resided at no. 4 Granby Row, and Scholes Birch, a dealer in cotton, twist and weft at McDonald's Lane, had a house at no. 2 Granby Row (Scholes, 1797, pp. 14, 87, 109).

The trade directory also suggests that this area of Manchester was known as Garratt (also spelt *Garret*), which was within the Minshull district of Manchester. The line of Brook Street had begun to be developed and was occupied by a Mantua-maker, a potter and cotton manufacturer, a joiner, and a cotton manufacturer (Scholes, 1797, pp. 20, 37).



Plate 4: Laurent's map of 1793, showing approximate Site boundary, map not oriented north

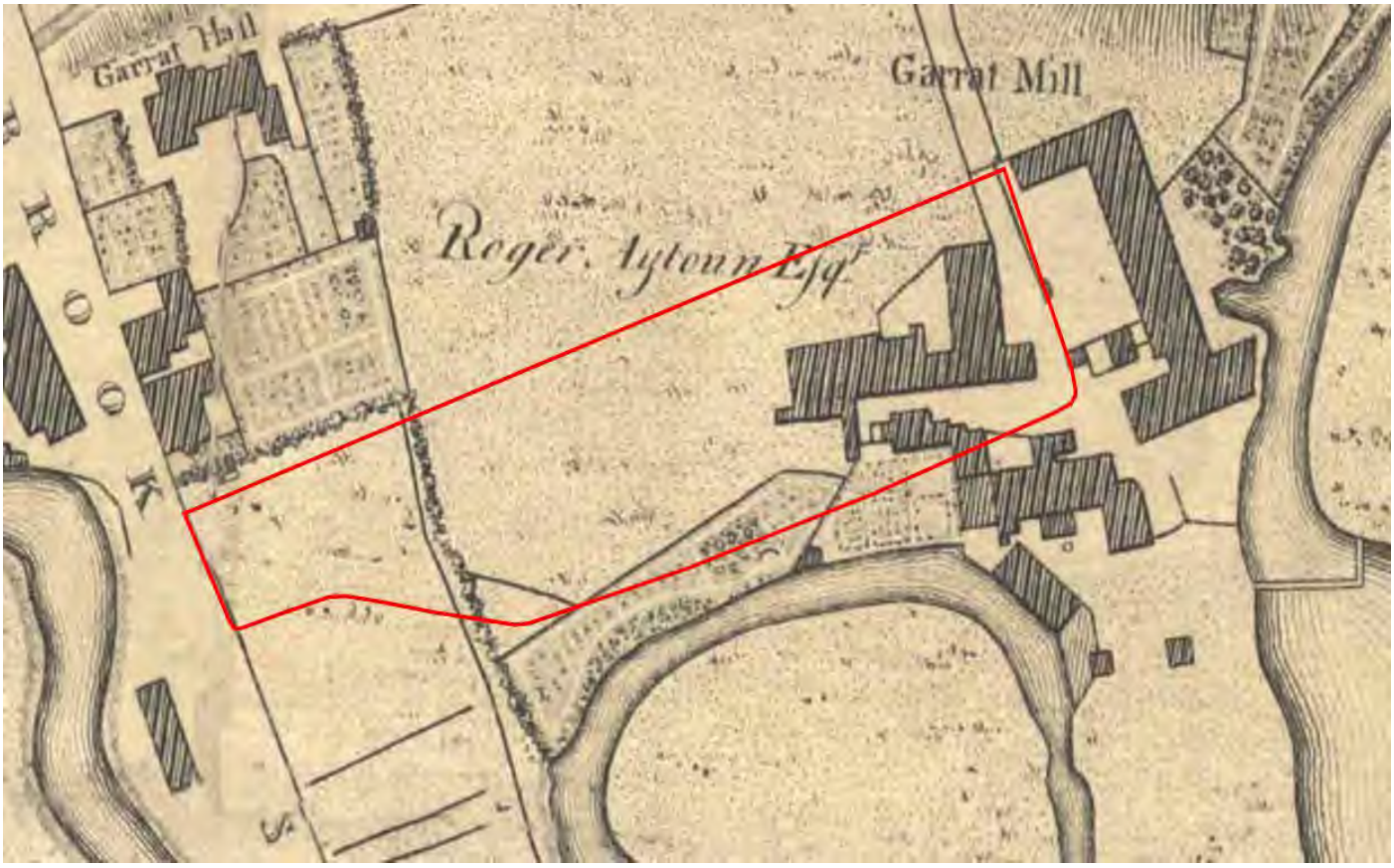


Plate 5 Extract from Green's map of 1787-1794, with Site boundary

The Manchester Book of plans dating to 1822 (Plate 6) provides a detailed insight into the arrangement of

buildings at Garratt Mills. The book states that Roger Aytoun Esq owned the land that the mill was built on. The mill building that partly occupied the south-east of the Site comprised buildings annotated ‘a’, ‘b’ and ‘c’ on the plan (Plate 6). The building aligned broadly north to south, annotated ‘a’ on the plan, was a three-storey warehouse and packing room that covered 199 square yards. Adjoining building ‘b’, aligned east to west, functioned as a workshop, covering 307 square yards and two storeys high. The building, annotated as ‘c’, was a stable of 152 square yards. The complex of buildings to the south of the Site included a hot house, two dwellings, two factories, a waterwheel and workshop. Buildings ‘d’ a hot house and ‘e’ a dwelling also fell within the south Site boundary.

By 1822, most of the factory to the east of the Site had burnt down. The building that flanked the southern end of the former mill, aligned east to west, had survived the fire. This building was annotated ‘k’ on the plan and described as a four-storey factory covering 294 square yards. The engine house, boiler house and a square chimney (‘l’ and ‘m’) were north-west of building ‘k’.



Plate 6 Manchester book of plans, 1822, no. 107, not orientated north

The same configuration of buildings is shown on Swire’s map of 1824 and is not reproduced within this document.

Newspaper articles provided an insight into the machinery and equipment used within Garratt Mill in the first part of the 19th century. In 1825, Thackeray was reportedly bankrupt. An article states ‘*valuable cotton machinery and steam engine to be sold*’, which included ‘*33 carding engines, breakers, 34 carding machines, finishers, a doubler engine, finisher, 32 heads drawing frames, 15 roving machines, 12 water frames with 96 spindles, 2 throstles with 102 spindles, a throstle with 144 spindles and a throstle with 168 spindles, 2 pair of*

mules with 102 spindles, 21 different reel, bobbins and making up presses, 1 willow, spreading machine, blowing, devil, doffer cans, roving skips etc, superior lapping machine, 90 horsepower steam engine, very larger boiler nearly new, large old boiler, cast iron water wheel…' (Manchester Courier and Lancashire General Advertiser 16th July 1825). A month later the sale of '*valuable l…, buildings, stock in trade of a joiner, builder, cabinet makers, brokers, turners and others. By Mr Mills, on Tuesday 23rd instant, at the timber yard and turning shop at Old Garratt Mill, and at the shop situate at Albion-Street, Granby Row*' was advertised at the premises (Manchester Guardian, 20th August 1825).

Almost two years later, a '*superior steam engine and boiler (four horsepower) and other valuable effects and household furniture'* were for sale at auction at Garratt Mill. Items listed included '*turning and slide lathes, upright and horizontal shafting, with bevil drills of various sizes, raggins, spreading frame, rose bits, drills and mandrills, heel tools and gravers, vices, pulling and geering, and a large quantity of iron castings, set of iron patterns for spreading, blowing, lapping, raggins, roller gins, power-loom, screw and rack press machines, a quantity of dry timber, sheet iron and bellows, anvil, complete set of smiths' tools, round and bar iron'* (Manchester Courier and Lancashire General Advertiser, 4th August 1827). The machinery listed implies that the mill may have no longer been operating as a cotton spinning concern and instead functioned as a print works.

Bancks's map of 1831 shows the route of a proposed road running through the centre of the Site. The map also shows that remnants of the former mill buildings survived and are annotated on the plan as part of Old Garratt Print Works (HER 19093.1.0). The footprint of the former buildings was reduced and partly lay within the south of the Site. The lane that provided access to the mill had been widened and named Sackville Street (later known as Zara Street). A newspaper advertised the sale of Garratt Mill in 1837, stating that the building contained '*several valuable printing machines and copper rollers &c. By T. M Fisher at Old Garratt Mill, Zara Street, Granby Row, Manchester'* (Manchester Courier and Lancashire General Advertiser, 7th October 1837).

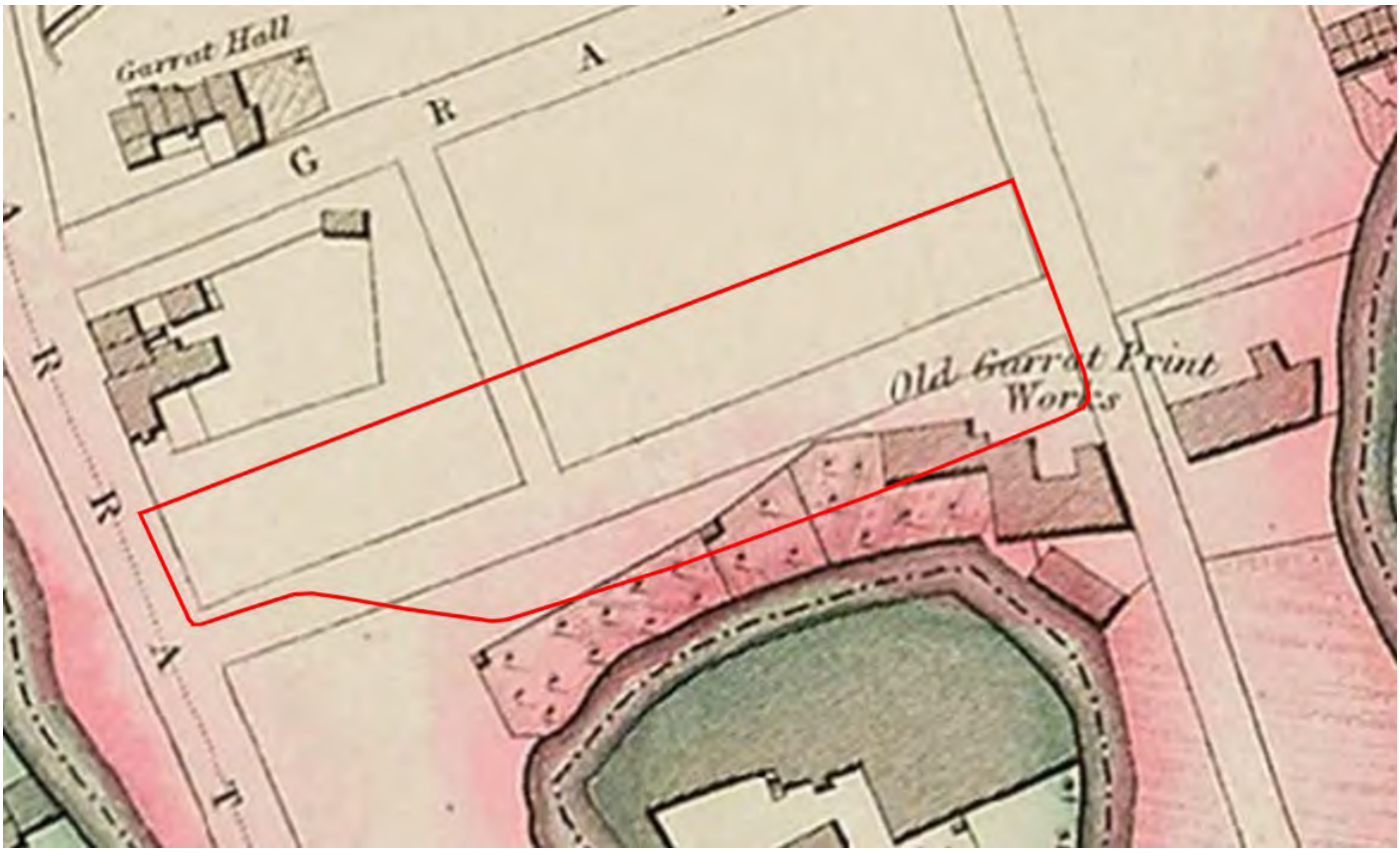


Plate 7 Extract from Bancks & Co.'s map of 1831 with Site boundary

The Ordnance Survey map of 1851 (Plate 8; Fig 6) and Adshead's map of 1851 (Plate 9) are the next maps

to capture development within the Site. One of the most notable changes was the erection of the Manchester South Junction to Altrincham Railway line (MSJ&AR), which ran north-east to south-west immediately to the north of the Site. The MSJ&AR viaduct was constructed in 1846-9 by David Bellhouse junior for the MSJ&AR Company (HER 11681.1.0). Bellhouse was also responsible for laying the track, though several cast-iron bridges situated along the viaduct were built by his son, the engineer and iron-founder, Edward Taylor Bellhouse. Other viaducts were constructed by the line's Chief Engineer, William Baker, and William Cubitt.

Adshead's map (Plate 9) shows the former route of Charles Street running north-east to south-west through the Site. Some development had taken place on either side of the road. Several small buildings that functioned as either warehouses or 'places of business' had been established. Annotated buildings include a timber yard that lay on the south side of the street, whilst a single private dwelling was on the north side of the street. The Ordnance Survey map of 1851 (Plate 8; Fig 6) shows an alternative arrangement of buildings on the north side of the road, capturing a block of four back-to-back workers' housing that weren't shown on Adshead's map.

Slater's trade directory provides an insight into the types of businesses that were operating within the Site. Properties on the north of the street functioned as a woodscrew manufacturer, an engraver, shopkeepers, beer retailers, clog makers, a butcher, a grocer and a blacking maker. The south side of the street included a similar array of business, with the addition of the George VI public house, bobbin turners, engineers and wood turners and iron founders (Slater, 1850, pp. 23-4).

An article written in 1846 states that Messrs Holmes and Roberts had occupied Old Garratt Mill in 1846, however, they received notice that the mill would be '*pulled down to make way for the South Junction Railway'* (Manchester Times, 3rd January 1846). However, both maps show that remnants of the two surviving mill buildings were still extant to the south and south-east of the Site (Plate 6.). The building to the south-east had been extended and was annotated as Zara Street Cabinet Manufactory on the Ordnance Survey map of 1851.



Plate 8 Extract from the Ordnance Survey map of 1851, showing the Site boundary

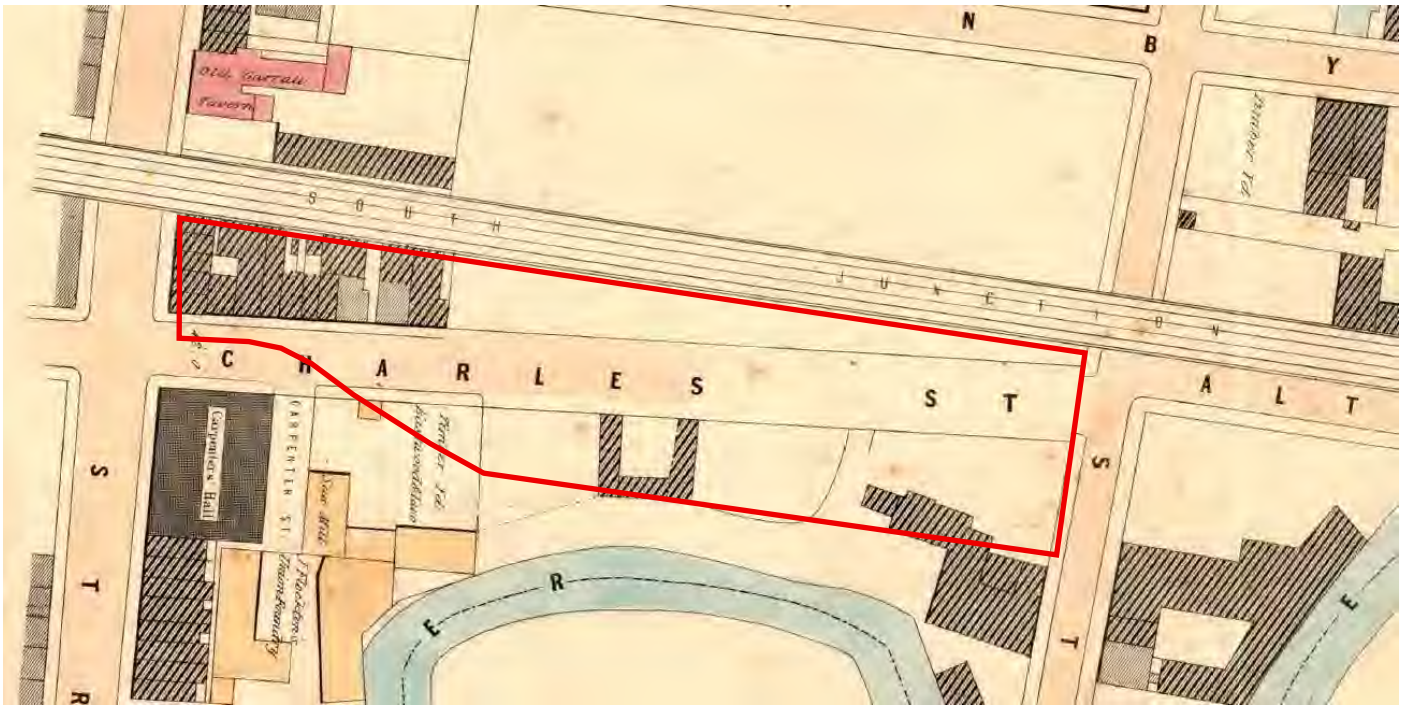


Plate 9 Extract from Adshead's map of 1851 showing the approximate Site boundary, not orientated north

The Ordnance Survey map of 1891 (Plate 10; Fig. 7) shows that the configuration of buildings at Old Garrat Mill had been altered. The original structures may have been demolished and rebuilt. These extended up to the Charles Street frontage

The Ordnance Survey map of 1891 (Plate 10) captures further development along Charles Street. The north side of Charles Street had developed into a series of yards and small workshops, which abutted the MSJ&AR. Charles Street Saw Mills, which extended slightly within the Site boundary, lay on the southern side of Charles Street. A building had also been tagged onto the remains of the Old Garratt Mills warehouse, which extended north, within the west of the Site. Slater's trade directory of 1895 lists the businesses that traded on Charles Street, this included: Henry Brown, a flint glass cutter; Henry Sainter, a wire mattress maker; Emery & Sons, packing case makers; James Neild, a box frame maker; Reavey & Co, stretcher and finishers; Kirk Wheatly, Price and Goulty, auctioneers; Manchester Raising & Finishing Co; Lancashire Sand Blast Works, glass bevellers; John McInerny, a wood turner; Nathaniel & Co, tin packing case makers; and, Eastwood & Sons, packing case makers (Slater, 1895, p. 84). The north side of the street was mostly occupied by householders, shopkeepers, beer retailers, a furniture painter and wood turner. John Montgomery, a packing case maker, and Fuseli and Toulson, engineers also occupied the street (Slater, 1895, p. 84).

Goad's Insurance plan, surveyed in 1886 and 1889, and revised in 1901 shows the buildings on the north side of Charles Street. The buildings ranged from one to three storeys high, none of which contained basements. These functioned as furniture and lamp factories, a public house, stables, an engineering works, polishers and saw mill turnery. The plan shows that the Metal Refiners contained a small steam boiler, furnace and chimney in the same location as that depicted on the Ordnance Survey map. In addition, the engineering works contained a steam boiler, engine and chimney within the yard to the east of the machine shop.

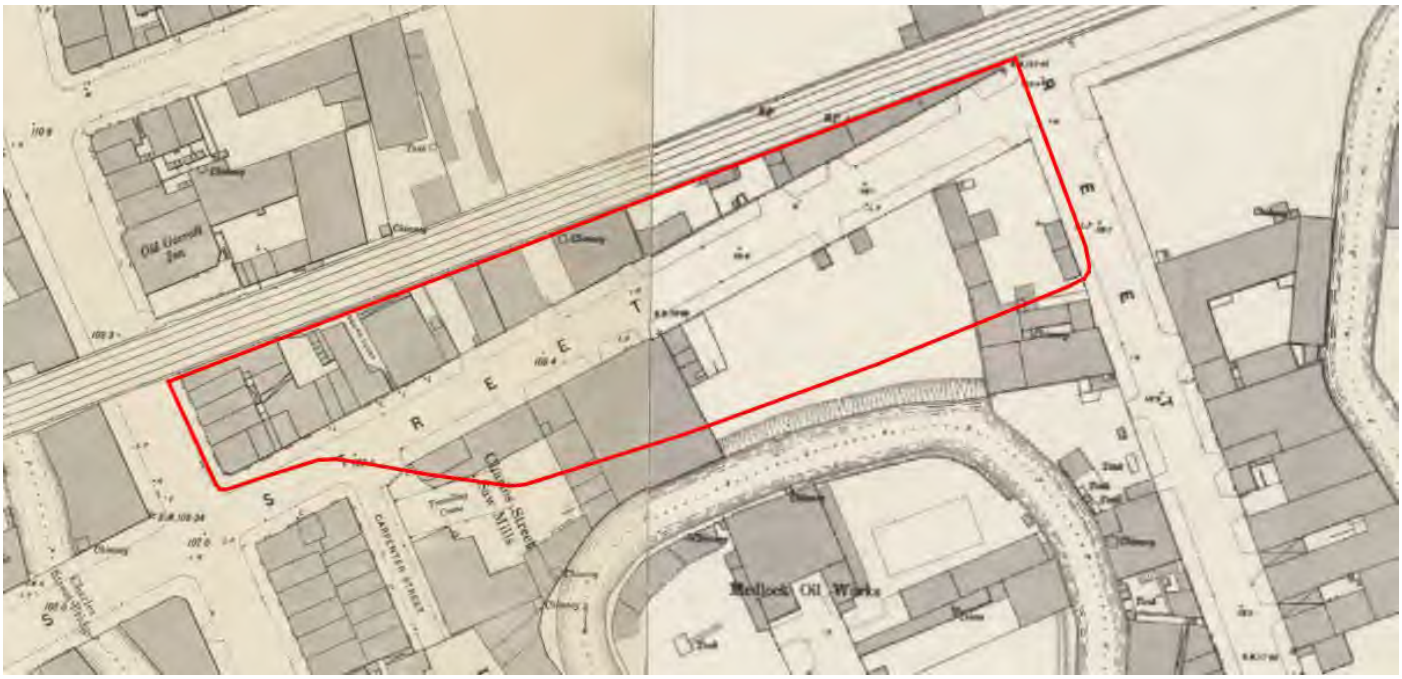


Plate 10 Extract from the Ordnance Survey map of 1891, showing the Site boundary

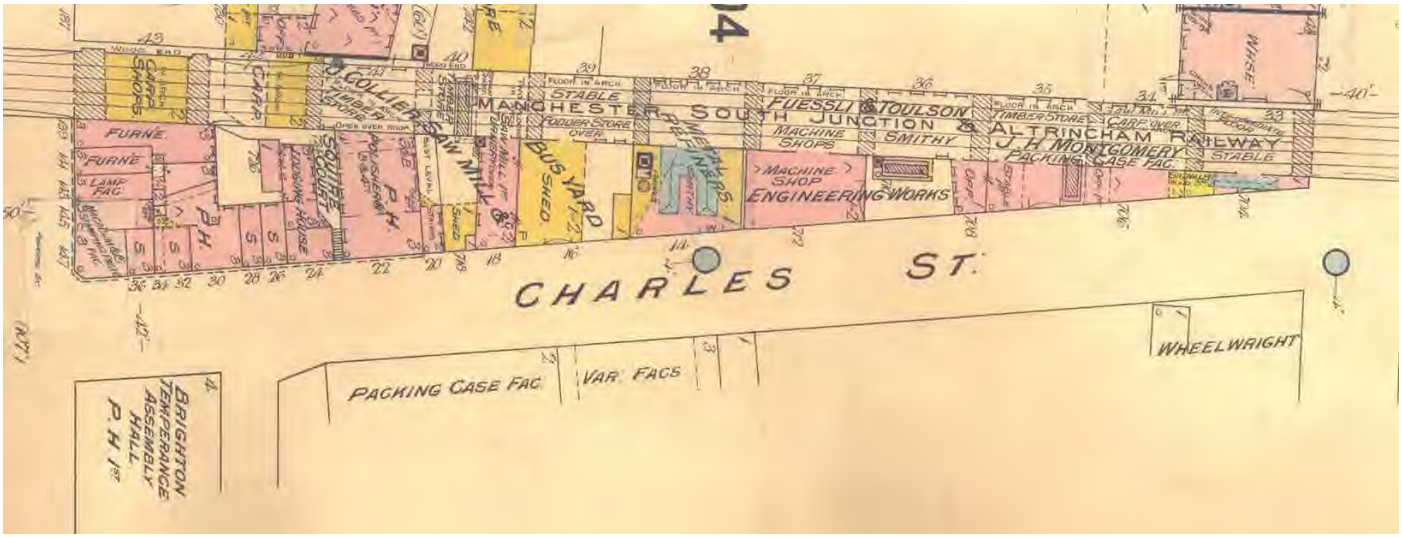


Plate 11 Goad's insurance plan of Manchester, surveyed 1886, 1889 and revised in 1901, with Site boundary

The southern side of Charles Street had been redeveloped into buildings that stretched from the street frontage to the riverbank by 1922 (Fig. 8). An additional saw mill and a box makers had been established in two of these buildings. The same configuration of buildings occupied the north side of Charles Street, captured on early 20th-century photographs. The photograph, taken in 1916, shows that these mainly consisted of single-storey and two-storey brick-built sheds and workshops, with three-storey shops to the west, as indicated on Goad's earlier map (Plate 12).

The same buildings occupied the Site up until the late 1960s, when buildings along the south side of the street were demolished (Fig 10). The River Medlock was culverted to the south of the Site in the 1970s and the multi-storey car park was built over the Site, with Charles Street repositioned to the south of the Site.



Plate 12 Junction of Charles Street and Sackville Street, showing buildings within the Site, taken 1916, courtesy of Manchester Local Image Collection

4.7.1. Previous archaeological works

In total, 48 archaeological events have been recorded within a 300m radius of the Site. Most of these comprise desk-based assessments, heritage statements and historic building surveys. Intrusive archaeological investigations include three watching briefs, four evaluations and two excavations.

Previous archaeological desk-based assessments within the Site

An archaeological desk-based assessment produced by Salford Archaeology in 2022 to support the ID Manchester scheme covered the Site area (Salford Archaeology, 2022). This report highlighted the archaeological potential of 18th- and 19th-century remains across a much larger site.

A second archaeological desk-based assessment was undertaken to support a planning application for proposed improvements to Manchester Oxford Road and Piccadilly railway stations (Parsons Brinckeroff, 2014). The report covered the west part of the Site that is currently a grass verge (EGM4229).

Intrusive archaeological investigations

At the former BBC site, located 50m to the south-west of the Site, two evaluations and a watching brief were undertaken before redevelopment works (EGM4717; EGM4278; EGM4277). The investigations revealed early 19th-century deposits, basal elements of a series of flues associated with a brick-drying chamber and remnants of mid-19th-century workers' houses (Pre-Construct Archaeology Ltd, 2015). A watching brief revealed a brick clamp and workers' housing also dating to the 19th century (Pre-Construct Archaeology Ltd, 2016). Further evaluation works revealed the remains of early 19th-century structures and deposits off Heron Street (Pre-Construct Archaeology Ltd, 2017).

Evaluation trenches at Mayfield targeted various 18th- and 19th-century remains and brought to light significant archaeological remains associated with the Mayfield Dyeworks, Chapelfield Dyeworks, the Ardwick Tannery, and the Mayfield Baths. Following consultation with GMAAS, further excavation was required in four areas - the Mayfield Dyeworks, the Ardwick Tannery, the Mayfield Baths and Chapelfield Dyeworks (EGM4488).

The excavation was undertaken in two phases, the first completed November – December 2020 and the second in February 2021. Both elements of the excavation uncovered significant remains associated with the 18th- and 19th-century development of the site. Area 1 was located across a portion of the mid-19th-century Ardwick Tannery, uncovering a series of walls, floor surfaces, boiler beds, a chimney and flues, which formed a key part of the power-systems within the complex. Area 2 uncovered considerable remains of the mid-19th to mid-20th-century remains of the Mayfield Baths. It uncovered the remains of two swimming pools, two boilers, flues, engine-beds, and a chimney. Area 3 selectively targeted a range of buildings forming a small part of the extensive complex of Mayfield Dyeworks in the north of the site. This complex spanned the 18th to 19th centuries and included a suite of structural remains forming the boiler house, economising house, flues and a chimney, multiple engine- and machine beds, dye-vat bases and subfloor drainage. Area 4 investigated the Chapelfield and Ardwick Dye works, founded in the late 18th century and continuing until late 19th century when converted into an India Rubber factory (Salford Archaeology, 2021).

Significant archaeological remains were also revealed at Piccadilly Place by Oxford Archelogy North in 2006 (EGM3792). The excavation revealed six well-preserved cellar dwellings. Evidence for earlier structures associated with the late 18th-century infilling of Shooter's Brook was also recovered. Survival of remains of this quality within an urban setting is most unusual, and provided the opportunity to distinguish plan types, differences in construction techniques, and even produce a sequence of the development of fireplaces within the cellars. Excavation within the northern part of the study area revealed *in situ* remains of Shepley Street Mill, including a chimney and flue, associated with an expansion of the mill during the mid-19th century. A stair tower, probably of similar date, was also exposed within the excavation trench, providing information about the construction techniques used, and also demonstrating the use of architectural stone embellishments within the mill complex. The results of the excavation were enhanced by a watching brief that was maintained during construction work. This revealed fragmentary archaeological remains pertaining to the former Brook Street Mill on the northern side of Brook Street, which comprised the basal courses of a narrow block, a stair tower, and an associated flagstone yard surface (OAN, 2006).

An excavation undertaken at New Wakefield Street revealed structural elements of a 19th-century machine works that was converted subsequently to a textile finishing works, a block of early 19th-century back-to-back workers' housing, and a 19th-century distillery (Salford Archaeology, 2018).

5. Site Inspection

A site inspection was carried out on 17th September 2025. The Site currently encompasses a vacant multi-storey car park and retail units. The car park has a semi basement level along Charles Street, with lower basement level to the rear. A narrow road is within the north of the Site, bordering the MSJ&AR (Plate 13 and Plate 14).



Plate 13 View of multi-storey car park, looking north-west



Plate 14 View of retail units fronting Charles Street, looking west

6. Gazetteer

The following gazetteer sites (GS) summarise the sites of potential archaeological interest and elements of the historic landscape within the Site and its immediate vicinity. The identification of these heritage assets is drawn primarily from the historic map regression analysis, Historic England, and the HER data, and includes both designated and non-designated heritage assets. The locations of the gazetteer sites are shown on Figures 12 within Appendix 1 - Figures.

Gazetteer Site (GS)	01
Site Name	Old Garratt Mill buildings a, b and c (site of)
Designation	-
HER number	19093.1.0
Period	Late 18th century
NGR	384475 397582
Description	Possibly associated with the expansion of the mill in 1783 by the partnership Thackeray, Whitehead and Ryder. Garratt Mill was first shown on Green's map of 1787-94 (Fig. 3) and Laurent's map of 1793, operated by Messrs Thackeray and Whitehead. The complex consisted of three blocks of buildings. The mill building that partly occupied the south-east of the Site comprised the buildings annotated as 'a', 'b' and 'c' on the Manchester book of plans 1822 (Plate 7). The building 'a' was a three-storey warehouse and packing room that covered 199 square yards. Adjoining building 'b' aligned east to west functioned as a workshop that covered 307 square yards, whilst the west end of the building, annotated as 'c', was a stable of 152 square yards. These buildings had been demolished by 1831. The mill's power systems lay to the south and south-east of the Site boundary. Original phase, to the east of the Site, dates to *c* 1760 and was established by Gartside & Thackery. Buildings 'a', 'b' and 'c' were built over by 19th-century works and the 1970s multi-storey car park.
Assessment	Remains associated with the former mill have likely been damaged or destroyed during the construction of the multi-storey car park that includes a semi-basement level.

Gazetteer Site (GS)	02
Site Name	Old Garratt Mill buildings d and e (site of)
Designation	-
HER number	19093.1.0
Period	Late 18th century
NGR	384475 397582
Description	Possibly associated with the expansion of the mill in 1783 by the partnership Thackeray, Whitehead and Ryder. Garratt Mill was first shown on Green's map of 1787-94 (Fig. 3) and Laurent's map of 1793, operated by Messrs Thackeray and Whitehead. The complex consisted of three blocks of buildings. The mill building that partly occupied the south of the Site comprised the buildings annotated as 'e' and 'd' on the Manchester book of plans 1822 (Plate 7). Buildings 'd', a hot house and 'e' a dwelling house fell partly been within the Site. Both were built over by 19th-century works and the 1970s multi-storey car park.
Assessment	Remains associated with the former mill have likely been damaged or destroyed during the construction of the multi-storey car park that includes a semi-basement level.

Gazetteer Site (GS)	03

Site Name	Back-to-backs (site of)
HER number	-
Period	Early to mid-19th century
NGR	384388 397551
Description	Block of four back-to-back dwellings shown on the 1851 Ordnance Survey map, but not captured on Adshead's map of 1851. The buildings didn't seem to contain cellars. Converted or redeveloped into a larger building by the early 20th century.
Assessment	Remains associated with the former back-to-backs may be affected by the proposed development scheme.

Gazetteer Site (GS)	**04**
Site Name	Commercial properties, Charles Street (site of)
Designation	-
HER number	-
Period	19th century
NGR	384388 397511
Description	Various commercial properties along the north side of Charles Street and fronting Brook Street, included a lodging house, public house, stables and various works buildings. Brick-built buildings abutting the MSJ&AR viaduct, all between one and three-storeys, without basements. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park. Buildings nearer to the junction of Princess Street have a greater chance of survival and might be affected by the proposed development scheme.

Gazetteer Site (GS)	**05**
Site Name	Engineering works (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	38442 397586
Description	An engineering works and machine shop occupied the north side of Charles Street. The yard adjacent to the machine shop included a steam boiler, engine and chimney, shown on Goad's insurance plan 1886-8, revised in 1901. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park. There is good potential for the steam power plant to survive beneath the narrow road to the north of the Site.

Gazetteer Site (GS)	**06**
Site Name	Metal refiners (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	384415 397572

Description	A metal refinery occupied the north side of Charles Street. The works included a furnace, steam boiler and chimney, shown on Goad's insurance plan 1886-8, revised in 1901. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park.

Gazetteer Site (GS)	**07**
Site Name	Rope works (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	384427 397544
Description	Rope works on the south side of Charles Street, partly within the Site. Expanded during the 19th and 20th centuries. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park.

Gazetteer Site (GS)	**08**
Site Name	Saw mill and timber yard (site of)
Designation	-
HER number	-
Period	Mid to late 19th century
NGR	384401 397539
Description	Saw mill and timber yard, shown on mid-19th-century mapping, partly within the Site. Expanded throughout the 19th and 20th centuries. Demolished in the late 1960s or early 1970s and mostly replaced by multi-storey car park.
Assessment	Remains associated with the buildings will have been damaged or destroyed by the construction of the multi-storey car park.

7. Significance

7.1. Policy context for heritage assets

Under both national and local planning policy, both designated and non-designated heritage assets are to be considered within the planning process (as previously stated in Chapter 3). The NPPF emphasises assessing the development proposals in line with an up-to-date local plan. Therefore, Policy JP-P2: Heritage (Places for Everyone 2024) and Policy EN 3 of Manchester's Core Strategy were consulted as the key Development Plan Document in the Local Development Framework (LDF).

7.2. Non-designated and designated heritage assets

The Site is situated within 300m of 38 designated heritage assets, however, the proposed development will not have a physical impact on these designated heritage assets, and so they are not considered further in this report (see Chapter 1.2). A detailed consideration of the above-ground historic environment is not considered within this assessment, which is focused on below-ground heritage assets. A separate heritage statement has been produced that will consider the impact of the proposed development on built heritage.

7.3. Significance of the archaeological resource

The Secretary of State's criteria for the scheduling of ancient monuments, outlined in Annex 1 of '*Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979'* (DCMS, 2013) provides a methodology for assessing archaeological significance. This criterion has been used to assess archaeological significance, below.

7.3.1. Historical and archaeological interest

The development of the site relates to the development of Manchester city centre during the industrial period, which is of historical and archaeological interest.

7.3.2. Baseline Significance conditions

Period

No prehistoric, Roman, or medieval activity is known to have taken place within the Site and the potential for remains is considered to be low. The Site likely remained undeveloped land within the Garratt estate during the post-medieval period. Remains from the post-medieval period are considered to be low given the later development of the Site.

The most likely remains to be encountered within the Site would date to the industrial period, including remains associated with Garratt Mill (GS01-2), back-to-back dwellings (GS03), and commercial and works buildings (GS04-8).

Manchester was at the forefront of the industrial revolution, and as, sites reflecting the city's industrial heritage may be considered significant due to period.

Rarity

Archaeological remains associated with 19th-century houses and works would not be considered significant due to rarity as many examples have been subject to recent investigation.

Documentation

The historical development of the Site can be traced reasonably well from cartographic and other primary sources. Further documentary research would undoubtedly furnish additional evidence, although this is unlikely to alter the outline and conclusions presented in this assessment.

Group value

Buried remains within the Site may hold group value in that they are contemporary features.

Survival / condition

The survival, extent and condition of any below-ground archaeological remains within the Site is presently unknown. The existing multi-storey car park includes a semi-basement level that has likely damaged or destroyed the majority of archaeological remains within the Site. A culvert runs north-east south-west beneath the basement, likely associated with the River Medlock.

Fragility / vulnerability

Any buried archaeological remains, should they be present and survive *in situ*, are vulnerable to damage or destruction during any earth-moving works associated with the development scheme.

Diversity

The heritage assets within the Site are likely associated with development of Manchester during the 18th and 19th centuries and therefore may not be considered significant due to diversity.

Potential

There are no prehistoric, Roman, or medieval sites within the sites or its environs, and the potential for remains from these periods is considered to be low. The Site likely remained undeveloped land within the Garratt estate during the post-medieval period. Remains from the post-medieval period are considered to be low given the later development of the Site.

The Site has some potential for remains associated with the 18th-century Garratt Mill (GS01-2). The survival of remains associated with the mill has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England (*https://researchframeworks.org/nwrf/industrial; Table 2):

Industrial period	
Agenda No	**Agenda Description**
Ind55	What is the evidence for the development of power production?

Table 2 Industrial research agendas

The power systems associated with the mill lay beyond the Site boundary. The buildings within the Site were likely damaged or destroyed during the construction of the multi-storey car park. The Site therefore has limited potential to address the research agendas listed above (Table 2).

The Site has some potential for remains associated with 19th-century houses (GS03). The survival of remains associated with the houses has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England (*https://researchframeworks.org/nwrf/industrial; Table 3):

Industrial period	
Agenda No	**Agenda Description**
Ind22	How can we take forward our understanding of the impact of industrialisation on the working class and their living conditions?

Table 3 Industrial research agendas

The former houses did not contain cellars and were likely impacted by the construction of the multi-storey car park. The Site therefore has limited potential to address the research agendas listed above (Table 3).

The Site has some potential to contain remains of a former 19th-century engineering works, metal refinery,

rope works and saw mills (GS05-8). The survival of remains associated with the various works buildings has the potential to address the research agendas outlined in the current *Archaeological Research Framework for North West England (*https://researchframeworks.org/nwrf/industrial; Table 4):

Industrial period	
Agenda No	**Agenda Description**
Ind52	What Industrial and Modern period type sites need further study?
Ind55	What is the evidence for the development of power production?

Table 4 Industrial research agendas

The engineering works had a steam boiler and engine, whilst the metal refinery had a furnace, steam boiler and chimney. These remains have some potential to survive within the north of the Site beneath a narrow road that borders the MSJ&AR viaduct (Table 4). Therefore, there is limited potential for the Site to address the research aims listed above (Table 4).

The former commercial buildings have no potential to address the research aims listed in the NWRRF.

7.4. Summary of significance

A summary of the potential and significance of the archaeological remains within the site is outlined in the table below (Table 5). These conclusions have been informed by the above criteria, professional judgment, the ICOMOS guide to assessing the value of heritage assets, as well as contributions that could be made towards local and regional research agendas.

Identified Asset	Period	Potential	Significance
Old Garratt Mill (GS01)	Late 18th century	Limited	Negligible
Old Garratt Mill (GS02)	Late 18th century	Limited	Negligible
Back-to-backs (GS03)	Mid-19th century	Limited	Negligible
Commercial properties (GS04)	Mid-19th century	Limited	Negligible
Engineering works (GS05)	Late 19th century	Low	Low
Metal Refiners (GS06)	Late 19th century	Low	Low
Rope works (GS07)	Late 19th century	Limited	Negligible
Saw mill and timber yard (GS08)	Late 19th century	Limited	Negligible

Table 5 Summary of potential archaeological sites and their significance

Archaeological remains of Old Garratt Mill would be of high to medium significance, however, buried remains are likely to have been damaged or destroyed by the construction of the multi-storey car park. Archaeological heritage assets therefore have little or no surviving archaeological interest, therefore this assessment concludes that the Site is of negligible signficance.

8. Impact Assessment

8.1. Site conditions

The Site currently comprises a multi-storey car park with semi basement level, three retail units and a grass verge. The construction of the multi-storey car park has likely damaged or destroyed archaeological remains within this part of the Site.

8.2. Proposed development

The proposed development comprises the following:

'*Full Planning Permission for a Purpose Built Student Accommodation (PBSA) with ground floor flexible commercial floorspace across three buildings of 8, 11 and 38 storeys, connected by a five-storey podium*'.

The scheme includes the demolition of existing structures on site (multi-storey car park and retail units), which form a separate planning application (Planning Reference: 143741/FO/2025).

8.3. Review of impact on the archaeological resource

The construction of the multi-storey car park has likely damaged or destroyed archaeological remains within the Site, as such any remains would be of negligible significance. There is some potential for later power production sites at engineering works and metal finishers to survive beneath Altrincham Street to the north of the Site, however these are likely to be of limited archaeological interest. Therefore, the development proposals will have a limited impact on buried remains.

9. Conclusions

9.1. Planning policy

The NPPF makes clear that where the loss of the whole or a material part of a non-designated heritage asset's significance is justified by a development, the developer should be required to record that asset and advance understanding of its significance, and to make this evidence publicly accessible.

9.2. Recommendation for further work

Following consultation with GMAAS, it is anticipated that no further archaeological work will be required.

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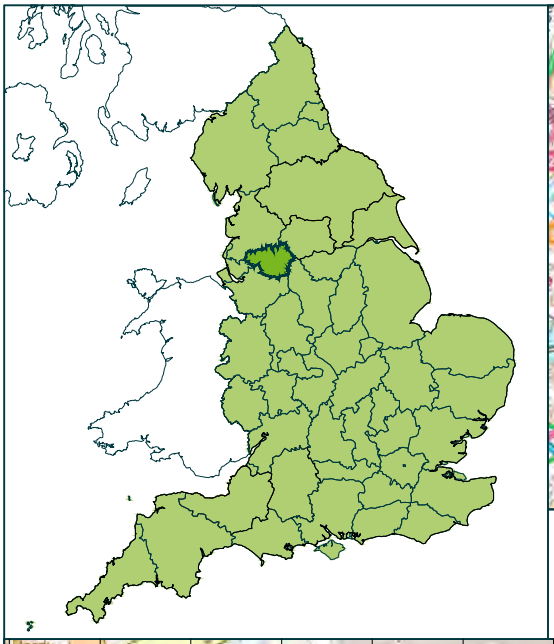
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Figure 1: Site location map
Figure 2: Site boundary superimposed on modern mapping
Figure 3: Site boundary superimposed on Green's map of 1793
Figure 4: Site boundary superimposed on Bancks & Co's map of 1831
Figure 5: Site boundary superimposed on the Ordnance Survey 60": 1 mile map of 1851
Figure 6: Site boundary superimposed on the Ordnance Survey 1: 500 Town Plan of 1891
Figure 8: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1922
Figure 9: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1933
Figure 10: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1955
Figure 11: Site boundary superimposed on the Ordnance Survey 25": 1 mile map of 1970
Figure 12: Gazetteer sites superimposed onto Open Street mapping

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Charles Street, Manchester

Project Code: 61198

Figure 1: site location

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Carver's Warehouse
77 Dale Street, Manchester, M1 2HG



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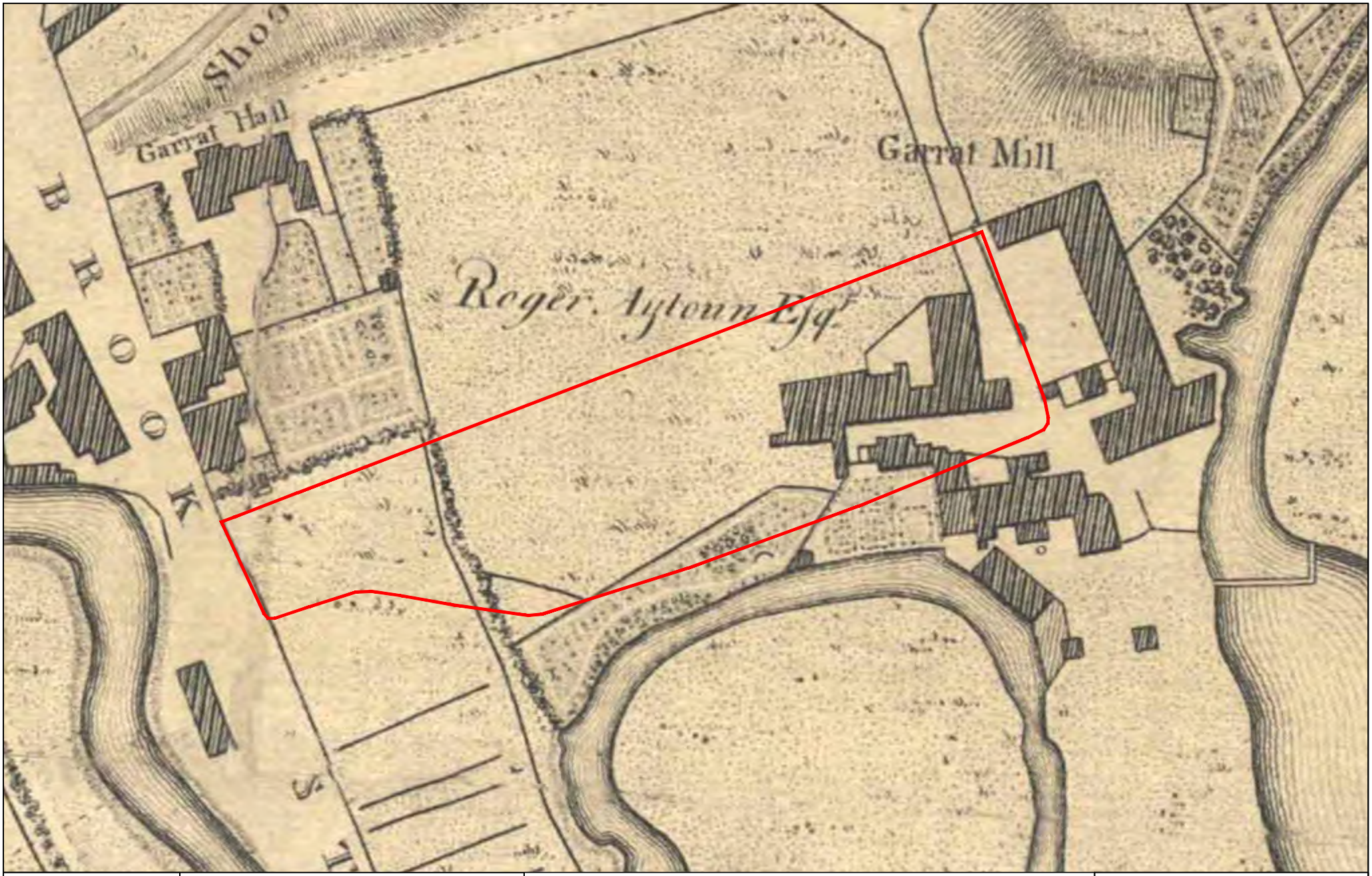
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Charles Street, Manchester
Project Code: 61198
Figure 2: Site boundary superimposed on modern mapping

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Key: Site boundary



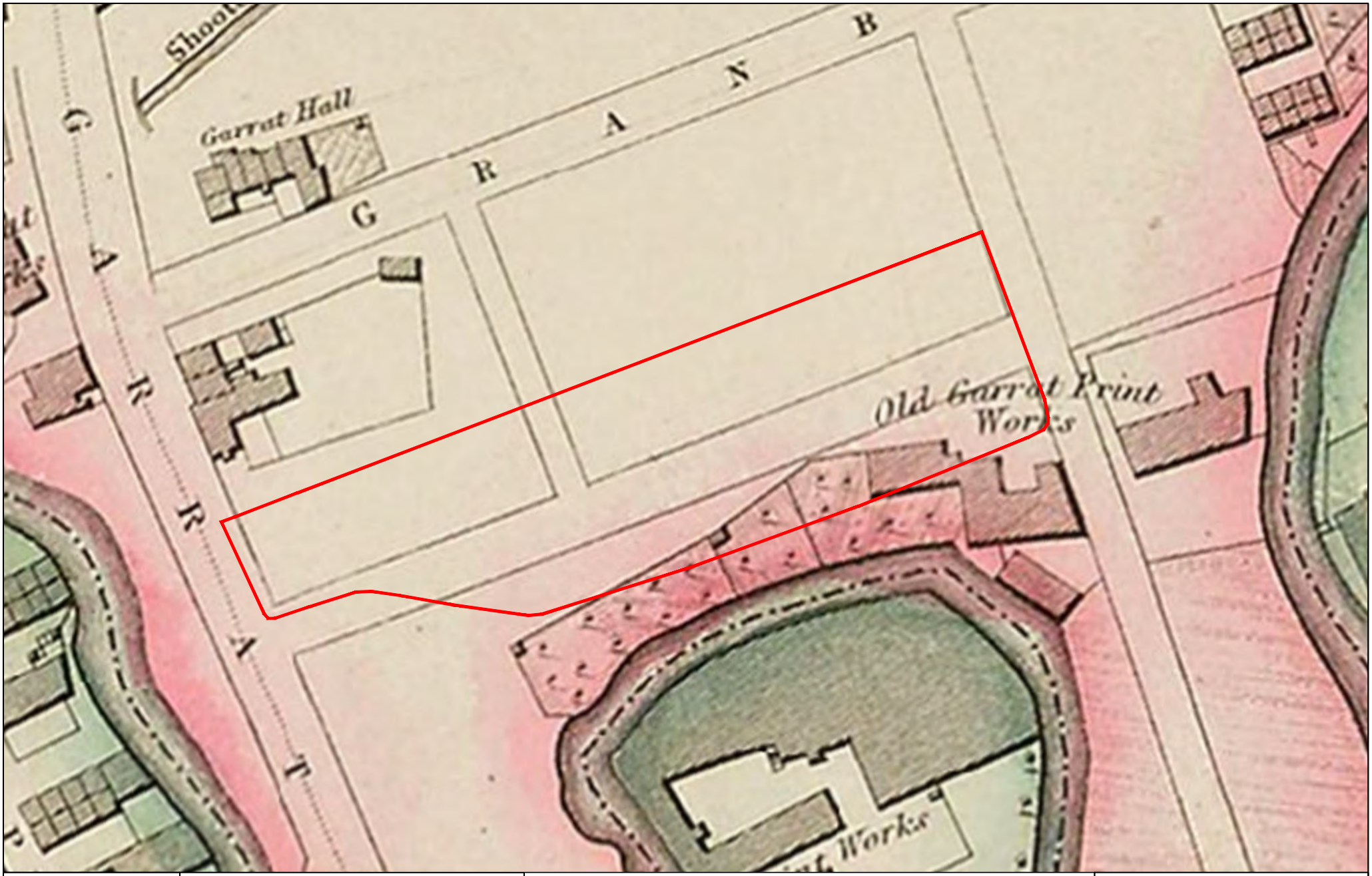
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Charles Street, Manchester
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Figure 3: Site boundary superimposed on Green's 1794 plan of Manchester and Salford

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Key: Site boundary



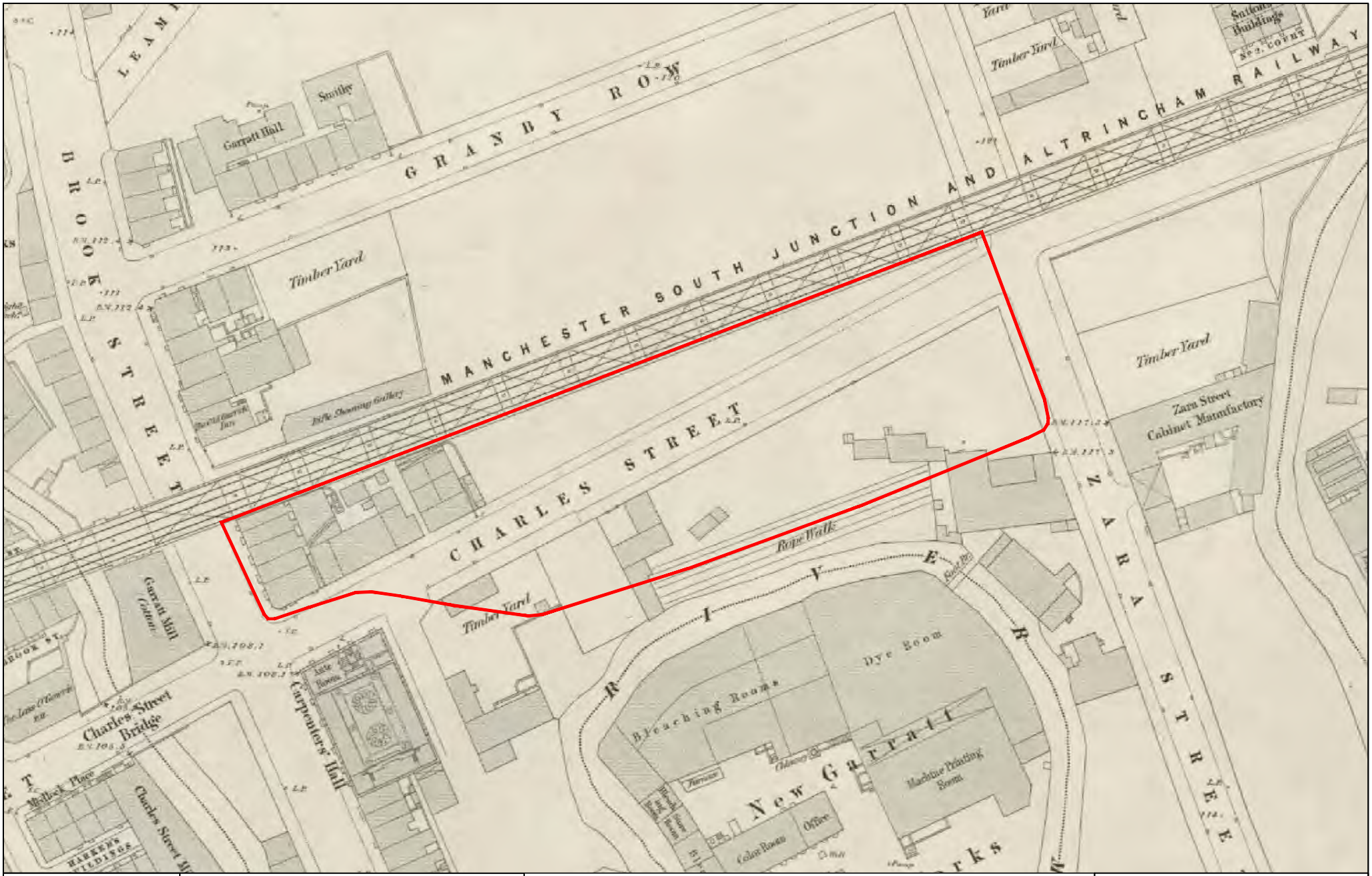
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Charles Street, Manchester
Project Code: 61198
Figure 4: Site boundary superimposed on Banck's &Cos 1831 plan of Manchester and Salford

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Key: Site boundary



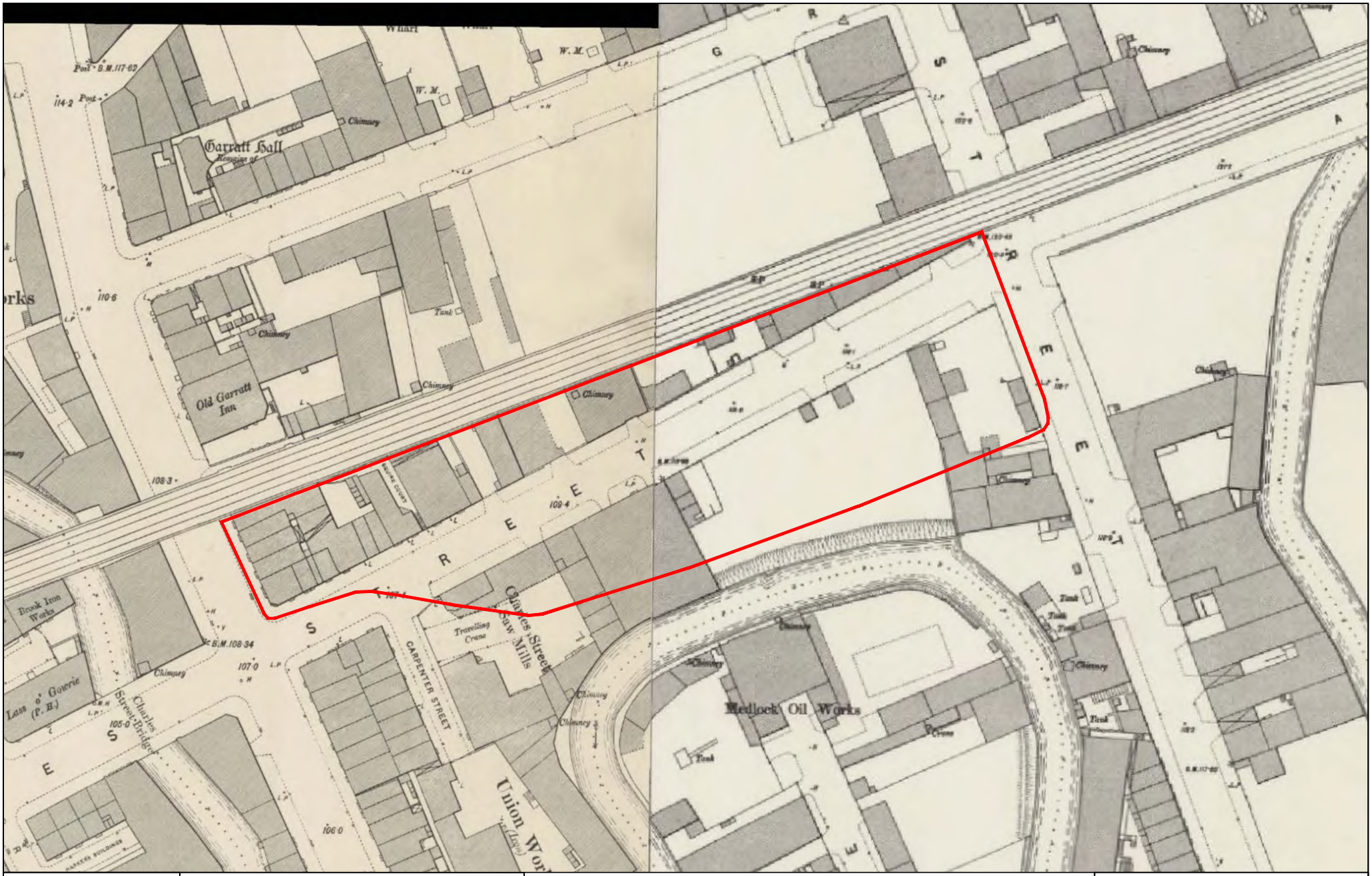
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Carver's Warehouse
77 Dale Street, Manchester, M1 2HG

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Charles Street, Manchester
Project Code: 61198
Figure 5: Site boundary superimposed on the 1851 Ordnance Survey town plan

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Key: Site boundary



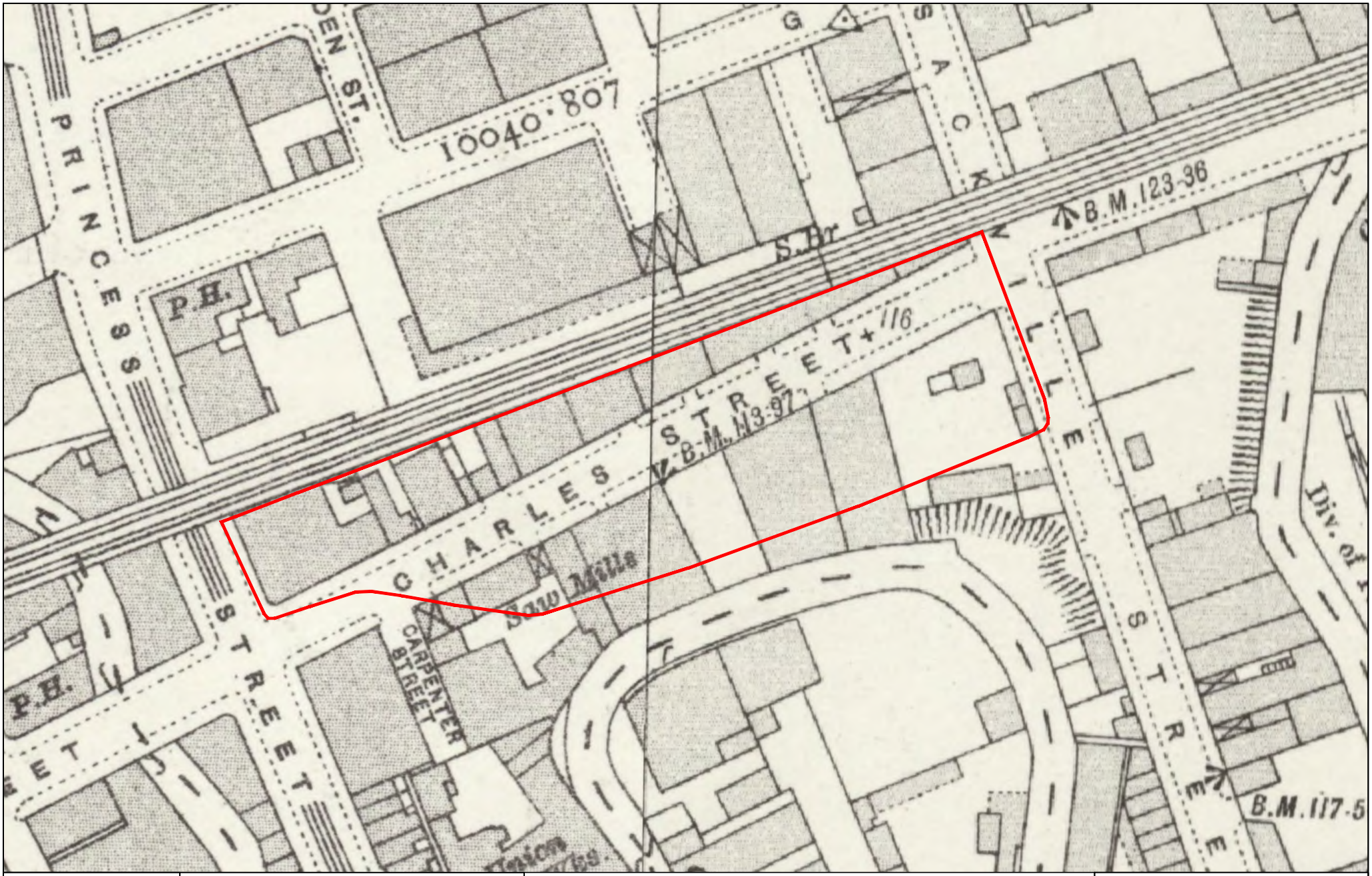
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Charles Street, Manchester
Project Code: 61198
Figure 6: Site boundary superimposed on the 1891 Ordnance Survey town plan

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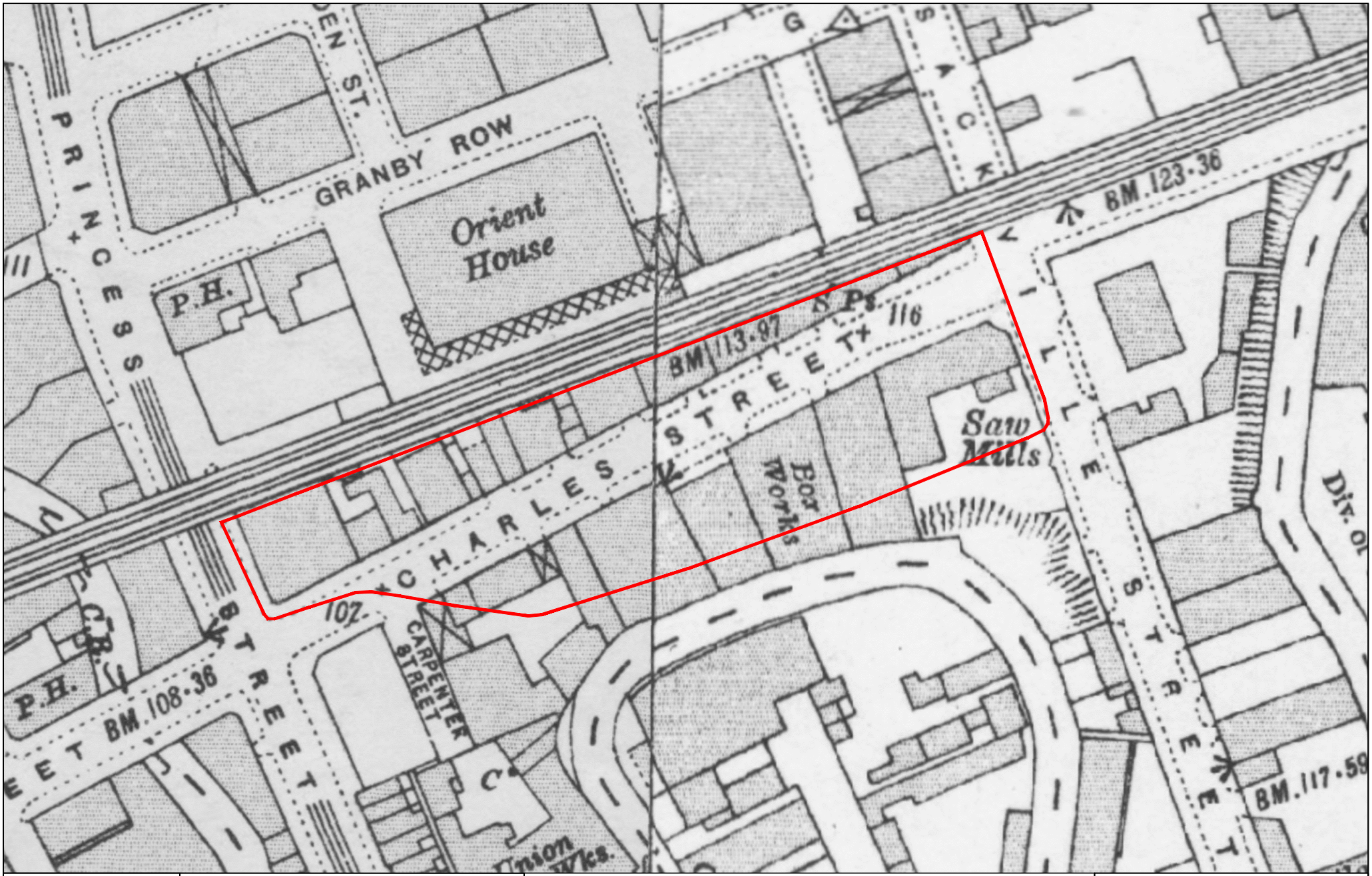
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Charles Street, Manchester
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Figure 7: Site boundary superimposed on the 1922 Ordnance Survey 25-inch to 1-mile plan

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Key: Site boundary



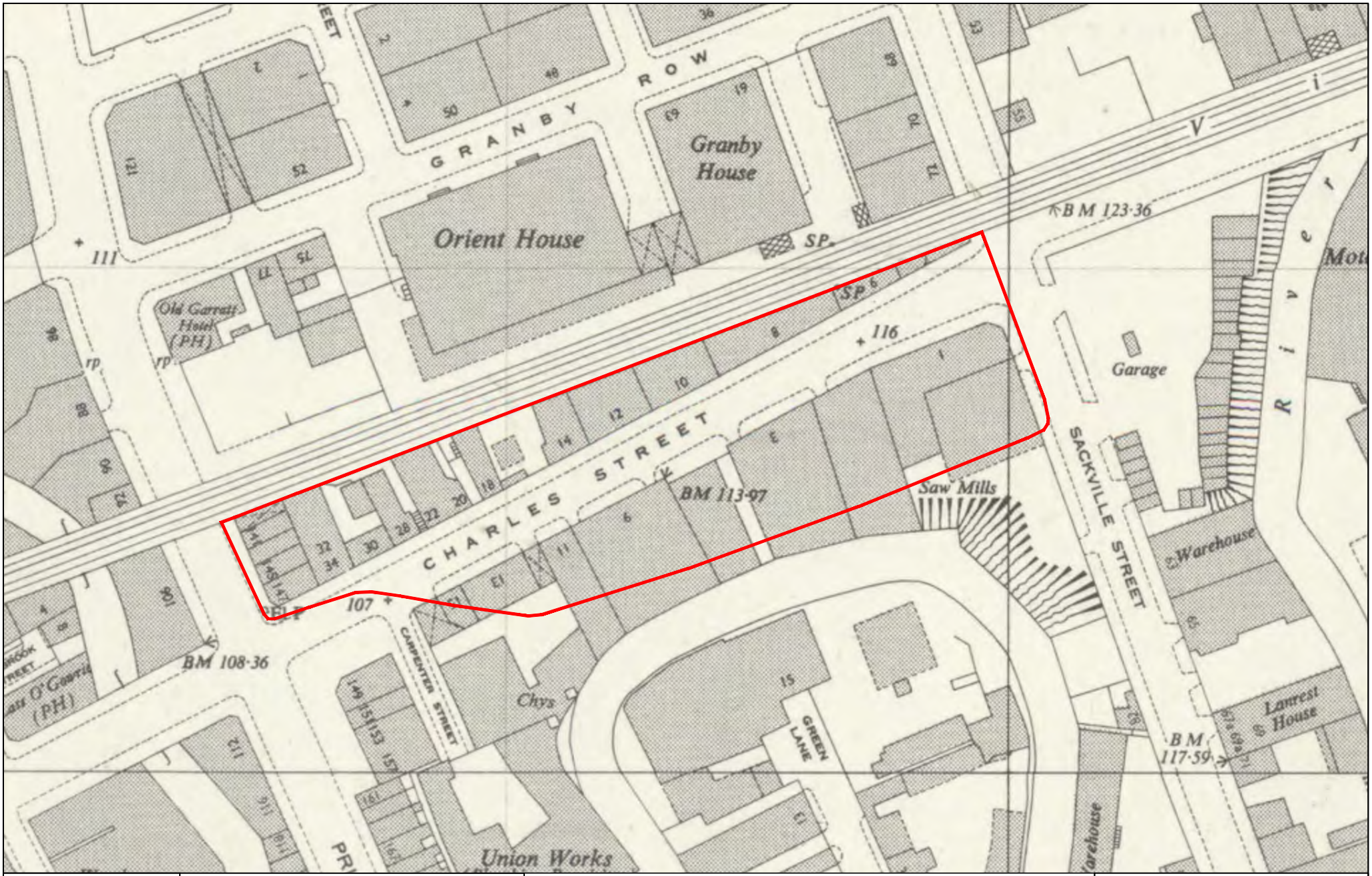
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Charles Street, Manchester
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Figure 8: Site boundary superimposed on the 1933 Ordnance Survey 25-inch to 1-mile plan

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Key: Site boundary



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Charles Street, Manchester
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Figure 9: Site boundary superimposed on the 1955 Ordnance Survey 1:2500 plan

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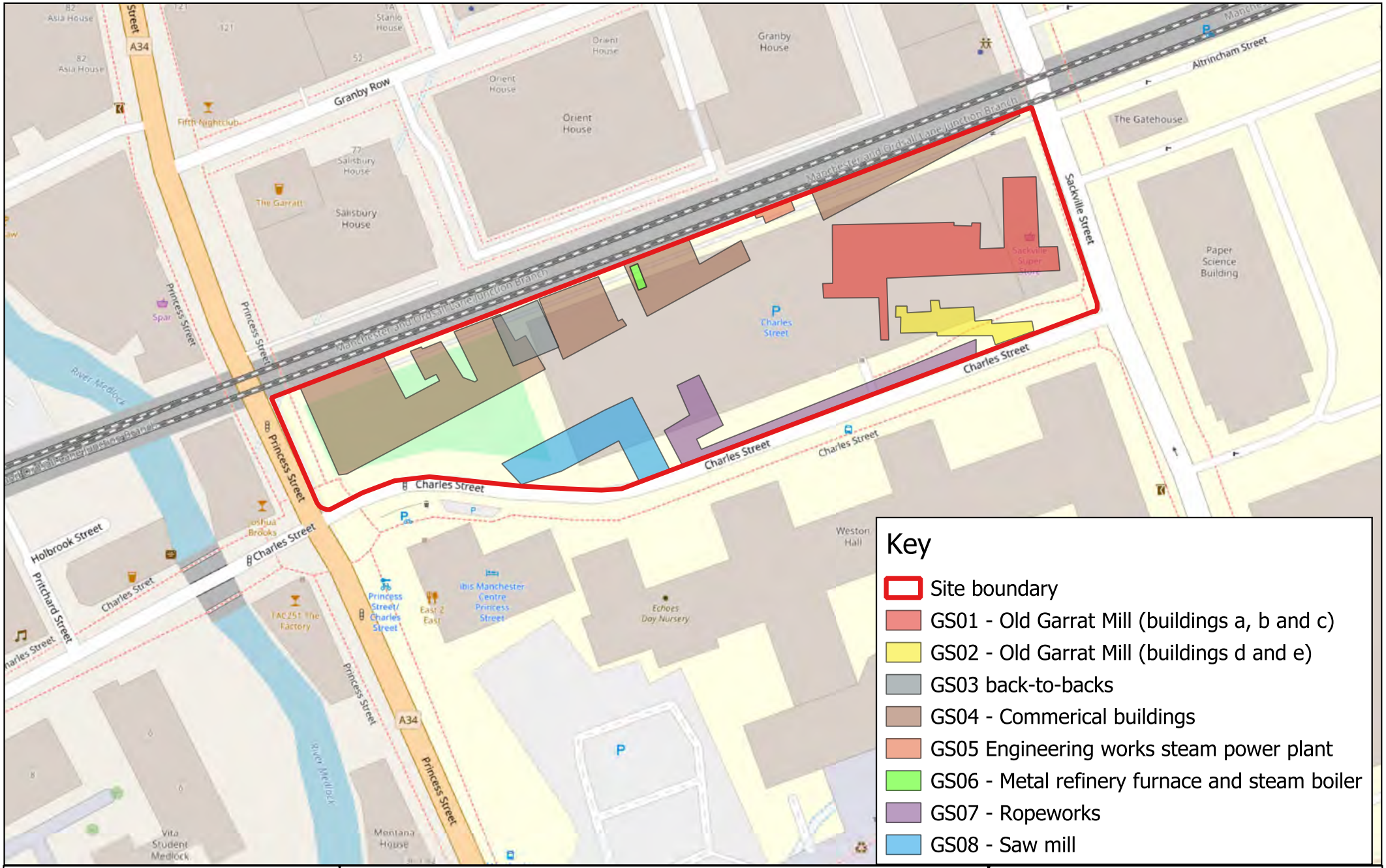
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Scale at A4 1:1000

Charles Street, Manchester
Project Code: 61198
Figure 10: Site boundary superimposed on the 1970 Ordnance Survey 1:2500 plan

N

Key: Site boundary



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Charles Street, Manchester

Project Code: 61198

Figure 11: Gazetteer Sites superimposed onto Open Street mapping

0 25 50 m

Appendix 7 – Preliminary Geoenvironmental Appraisal of land at Charles Street, Manchester

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Geotechnical Engineering | Geoenvironmental Consultants

PRELIMINARY GEOENVIRONMENTAL APPRAISAL

of land at

CHARLES STREET, MANCHESTER, M1 7AR

Prepared on behalf of ID Manchester Limited & University of Manchester

Report 7356/1

July 2025

FOREWORD (Preliminary Geoenvironmental Investigation Report)

This report has been prepared for the sole use and reliance of ID Manchester Limited & University of Manchester and cannot be relied upon by any other parties without the express written authorisation of Calabrian Limited (Calabrian). Any unauthorized third party relies on this report at their own risk and the authors owe them no duty of care.

The report presents observations and factual data obtained during our site investigation and provides an assessment of geoenvironmental issues with respect to information provided by the Client regarding the proposed development. Further advice should be sought from Calabrian prior to significant revision of the development proposals.

The report should be read in its entirety, including all associated drawings and appendices. Calabrian cannot be held responsible for any misinterpretations arising from the use of extracts that are taken out of context

The findings and opinions conveyed in any Desk Study section of the report (including review of any third-party reports) are based on information obtained from the sources listed, which Calabrian understands are reliable. All reasonable skill, care and diligence has been applied in examining the information obtained. However, Calabrian accept no responsibility for inaccuracies in the data supplied or for opinions based on any such inaccurate data.

Where the report refers to the potential presence of invasive weeds such as Japanese Knotweed, or the presence of asbestos containing materials, it should be noted that the observations are for information only and should be verified by a suitably qualified expert.

Calabrian reserve the right to amend their conclusions and recommendations in the light of further information that may become available.

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7356/3	Existing Site Features
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APPENDIX A	COMMISSION
APPENDIX B	HISTORICAL OS PLANS
APPENDIX C	SEARCHES
Landmark	Envirocheck Report
Coal Authority	Consultants Mining Report
ZeticaUXO	UXO Risk Map
BGS	Archive Borehole Records

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1 INTRODUCTION

1.1 The Commission and Scope

Calabrian Limited (Calabrian), were commissioned by ID Manchester Limited & University of Manchester (Client) to carry out a preliminary geoenvironmental appraisal of land at Charles Street, Manchester, M1 7AR.

The agreed scope for this report is summarised below with full details of Calabrian's appointment included in Appendix A:

- A site walkover and inspection;
- an assessment of the land use history;
- determination of the site's environmental setting;
- assessment of anticipated ground conditions, including potential contaminants;
- assessment of anticipated foundation and engineering issues associated with redevelopment; and,
- provision of recommendations for an appropriate ground investigation.

This preliminary appraisal comprised inspection of historical and geological maps and data provided by the British Geological Survey and Landmark along with additional information provided by the Coal Authority, and ZeticaUXO. In addition, a site walkover survey has been carried out by Calabrian.

1.2 Objectives

To identify salient geoenvironmental issues affecting the site to enable the Client to obtain budget costs for the necessary site preparatory and remediation works, and to support the initial submission of a planning application to the local authority.

1.3 Development Proposals

At this stage it is proposed to demolish the existing vacant multi-storey car park.

1.4 Limitations

General notes and limitations relevant to all Calabrian preliminary investigations are described in the Foreword and should be read in conjunction with this report. The text of the report draws specific attention to any modification to these procedures and to any other special techniques employed.

2 SITE DESCRIPTION

2.1 GENERAL

Details of the site are given below:

- Location: 400m south-west of Manchester Piccadilly Train Station
- National Grid Reference: 38444, 39757 (SJ 8444 9757)
- Nearest Postcode: M1 7AR
- Area: 0.53 hectares

2.2 SITE FEATURES

Calabrian completed a walkover survey of the site on 2nd July 2025.

The site is elongate in shape and is predominately occupied by a concrete framed vacant four-storey car park. The eastern end of the structure most recently housed a two-storey public house and coffee shop with offices above.

The wedge-shaped western end of the site is occupied by a number of mature trees with grass beneath.

A narrow strip of land runs between the car park and the railway viaduct to the north. The eastern section of this is secured by a palisade fence with the western end being open and providing a footpath beneath the viaduct running along the extreme west of the site.

The site has no external physical boundaries. The railway viaduct lies immediately north with commercial properties beyond. To the south runs Charles Street with multi-storey residential student accommodation beyond. To the east lies Sackville Street with university buildings further east. West is the junction of Charles Street and Princess Street with further commercial properties beyond.

Existing salient features, at the time of the walkover are presented on Drawing No. 7356/3. A selection of site photographs are included on Drawing 7356/4.

3 SITE HISTORY

In order to investigate the development history and previous land uses at the site and immediate surrounding land, site centred extracts from Ordnance Survey (OS) plans dating back to 1848 have been examined. These plans are presented in Appendix B.

Dates	On Site Features	Off Site Feature
1848	The site appears to be undeveloped.	
1851	**Charles Street** is shown running roughly centrally through the site. The site appears to be generally devoid of development with unknown buildings being located in the far west and sporadically in the south.	The railway viaduct marks the sites northern boundary. '**Timber Yard**'s are located immediately to the south-west, north-west and east with a 'Rope Walk' to the south. The River Medlock meanders towards the site from the south.

Dates	On Site Features	Off Site Feature
1908	Further un-named buildings have been constructed to the north of Charles Street with two '**Saw Mill**' and a 'Box Works' in the south	
1928/39 (could be 1960s)	A detailed survey shows the buildings north of Charles Street to comprise a number of small-scale enterprises including stores and a number of **garages** that extended under the viaduct arches. The central garage is noted to have a '**Petrol Tank'**. At this time land to the south of Charles Street hosted a car park and **saw mill**.	Surrounding land was mainly occupied with warehouses.
1948	The entire site is developed north and south of Charles Street.	
1970/72	The land south of Charles Street has been cleared. By 1972 land to the north has also been cleared.	The River Medlock has been culverted under land south of the site.
1985	The site has been cleared, and the current car park and open space is detailed on site.	Charles Street has been moved to its current location immediately south of the site.
1992		Land to the south has now been redeveloped with the existing Weston Buildings.

It is not the intention of this report to describe in detail all the changes that have occurred on or adjacent to the site. Significant former uses/operations are highlighted in bold text for ease of reference.

4 ENVIRONMENTAL SETTING

4.1 GENERAL

Information supplied by the Coal Authority, the BGS, ZeticaUXO and Landmark is summarised in the table below and presented in Appendix C.

Issue Data Reviewed	Remark
Geology 1:50,000 BGS map 1:10,000 BGS Map (SD89NW) Borehole Data	Superficial – Made Ground and Till (likely stiff gravelly clay) Solid - Chester Formation (sandstone), formerly Chester Pebble Beds. Shallowest coal seam – Bradford Four Foot Coal at ~200m beneath base of Chester Formation. Strata Dip – Not recorded. Faults – The north-west to south-east trending, north-east downthrowing East Manchester Fault runs immediately east of the site. Nearby BGS archive boreholes suggest that made ground, soft clay and possibly gravel extend to around 7m depth with sandstone below.
Mining Coal Authority BGS maps	The site is located within a Coal Mining Reporting Area (within the defined coalfield, but no known defined risks have been recorded by the Coal Authority; there may still be unrecorded issues). Past and present workings – None within 500m. Opencast – None within 500m. Mine entries – None within 100m.
Quarrying Landmark Report Historical OS Plans	None within 500m

Issue Data Reviewed	Remark
Radon UKHSA Map Landmark	No protective measures required. The property is in a Lower probability radon area (less than 1% of homes are estimated to be at or above the Action Level).
Hydrogeology Landmark Report Groundwater Vulnerability map	Source Protection Zone? No. Aquifers: Secondary (Superficial); Secondary (Bedrock). Groundwater abstractions? Nearest 162m north. Pollution incidents? None relating to the site.
Hydrology Landmark Report	Nearest watercourse(s) – Noted to be on site, likely a culverted former tributary of the River Medlock. Water quality – Not recorded. Pollution incidents? None relating to the site. Abstractions? None within 1.8km. Discharge consents? None relating to the site.
Landfill Sites Landmark Report	None within 250m. Four areas of potentially infilled land within 250m.
Flood Risk Landmark Report	The western section of the site lies in Flood Zone 2.

4.2 Preliminary Mining Risk Assessment

This Section provides the necessary preliminary mining risk assessment required by the proposed planning application.

The site is located within a Coal Mining Reporting Area (within the defined coalfield, but no known defined risks have been recorded by the Coal Authority).

Geological maps suggest that the shallowest coal seam beneath the site is the Bradford Four Foot Coal at 200m beneath base of Chester Formation.

A Coal Authority (CA) mining report states that:

- The property is not within the zone of likely physical influence on the surface from past or present underground workings. This means there are no known shallow mineworkings;
- there are no known mine entries within, or within 100 metres of, the boundary of the property;
- there are no plans to extract coal beneath the site:
- the Authority is not aware of any evidence of damage arising due to geological faults or other lines of weakness that have been affected by coal mining. This confirms the absence of any known significant geological faults below the site;
- the property is not within 500 metres of the boundary of an opencast site for which the Coal Authority is determining whether to grant a licence to remove coal by opencast methods; and,
- there is no record of a mine gas emission requiring action by the Coal Authority within the boundary of the property.

The mechanism of roof collapse involves progressive upward migration of a void until it is either choked by the spalled roof debris or reaches the surface as a crown hole. The progress of upward migration is influenced by the nature of the overlying strata and the presence of joints\faults.

The vertical distance through which a mining related void can migrate is difficult to assess. Superficial deposits are considered to have no inherent strength, and the assumption is generally made that if a void reaches the base of these formations, it will reach the surface. CIRIA C758D[1] suggests a thickness of solid rock through which a void can migrate as 7h to 10h above the roof of the workings, where h is the height of the workings (generally assumed to be similar to the seam thickness). The lower end of this range (7h), is generally only applicable where the overlying strata are predominantly thickly bedded sandstones.

Given the thickness of competent rock cover over the Bradford Four Foot Coal seam the risks posed by potential mineworkings beneath the site are negligible.

4.3 Unexploded Ordnance (UXO) Risk Assessment

Military activities including those conducted as part of both the First and Second World Wars have resulted in a legacy of unexploded ordnance (UXO) being present within the shallow soils of the UK.

UXO result from various sources including both allied (military training) and German (bombing raids) with a guide figure of approximately 10% of all munitions failing to function as designed.

The likelihood of UXO being encountered on a development site is influenced by several factors including: the proximity to strategic targets; the nature of the development works being undertaken; and evidence of local damage in the post-war periods amongst others. To determine the likelihood of UXO being present on a site, a stepwise risk assessment process is followed. This process is outlined within CIRIA C681[2].

An initial UXO threat assessment has been undertaken using the ZeticaUXO risk map. The site is located in a medium-risk area and a Detailed Unexploded Ordnance (UXO) Threat Assessment should be carried out prior to any intrusive works below ground level.

5 PREVIOUS INVESTIGATIONS

5.1 General

There are no publically available records (Manchester City Council planning portal, BGS archive, etc) of previous investigations on or close to the site.

[1] CIRIA C758D - *Abandoned mine workings manual, 2019*
[2] CIRIA C681 Unexploded Ordnance: A Guide for the Construction Industry.

6 LAND CONTAMINATION - PART IIA & PLANNING

Local Authorities have responsibilities with respect to land contamination in the context both of Part IIA of the Environmental Protection Act 1990, and Planning.

The contaminated land regime in Part IIA was introduced specifically to address the historical legacy of land contamination. It applies where there is unacceptable risk, assessed on the basis of the current use and the relevant circumstances of the land. It is not directed to assessing risks in relation to a future use of the land that would require a specific grant of planning permission. This is primarily a task for the planning system, which aims to control development and land use in the future.

Planning

With respect to contamination and site investigation the Planning Policy Framework (NPPF) states that:

- 'Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Planning policies and decisions should ensure that:

- the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses, and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation;
- after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- adequate site investigation information, prepared by a competent person, is presented'.

Annex 2 of the NPPF states that 'all investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 - 2011, Code of Practice for the Investigation of Potentially Contaminated Sites)'.

This Site

Given the presence of secondary aquifers below the site and the culverted watercourse beneath it, the environmental setting of the site is considered to be of moderate sensitivity.

Former uses may have given rise to some ground and groundwater contamination.

7 GROUND INVESTIGATION DESIGN

7.1 ANTICIPATED GROUND CONDITIONS

Based on the Environmental Setting and previous land use data reviewed anticipated ground conditions are expected to comprise:

- **Made Ground** - possibly up to 6m in thickness comprising a mixture of natural soils with anthropogenic clasts.
- **Natural Soils** - possible stiff gravelly clay or gravel.
- **Bedrock –** sandstone likely at around 7m depth.
- **Mineworkings –** no shallow workings anticipated.
- **Groundwater –** possible within made ground and deeper in the sandstone.

7.2 POTENTIAL ISSUES

Based on the data above and that in Sections 2 (Site Description) and 3 (History), potential ground-related issues associated with this site are likely to include:

Potential on-site contamination sources:

1. Made ground associated with previous phases of development.
2. Possible small-scale petrol and oil storage associated with garages.

Potential off-site contamination sources:

1. Made ground (hazardous gas only).

Potential geotechnical hazards:

1. Deep made ground.

Other potential constraints:

1. Railway viaduct including its foundations.
2. Culverted watercourse beneath the site.

7.3 PRELIMINARY CONCEPTUAL SITE MODEL

The historical plans show that the site has been occupied by small-scale industries and commercial properties including garages all of which are considered to have the potential to have caused ground contamination.

An assessment of potential contaminants associated with the former uses has been undertaken including reference to the following DETR Industry Profiles:

- Road vehicle fuelling, service and repair - garages and filling stations;
- Road vehicle fuelling, service and repair - transport and haulage centres;
- Timber products manufacturing works;
- Timber treatment works.

Because of this assessment, anticipated potential contaminants, within soil and/or groundwater include:

- pH, and total metals (arsenic, cadmium, chromium, copper, lead, mercury, nickel, selenium, and zinc);
- asbestos;
- calorific Value (CV) within any ashy material;
- Poly Aromatic Hydrocarbons (PAH); and,
- Total Petroleum Hydrocarbons (TPH) includes BTEX.

Potential pollutant linkages are shown on a preliminary conceptual site model, presented as Drawing No 7356/6 with a summary of the possible source-pathway-receptor linkages and risk definitions provided in the table on page 9 below. Clearly the conceptual model will be subject to modification in light of data arising from the proposed intrusive ground investigation.

7.4 Investigation Strategy

The preliminary conceptual site model has used as a basis for design of an appropriate ground investigation, the scope of which is summarised below:

Exploratory Hole Type	Purpose
Trail Pits (Machine Excavated)	To determine the general nature of soils underlying the site, including the: • Nature, distribution, and thickness of made ground; • nature, degree, and extent of contamination; • proportion of undesirable elements eg biodegradable matter, foundations etc; and, • suitability of the ground for founding structures and pavements.
Cable Percussion with Rotary Core Boreholes	To retrieve geotechnical data from depth and install monitoring wells across the site in order to: • Monitor for hazardous gas; • determine groundwater levels and assess flow direction; and, • retrieve representative groundwater samples, to determine water quality.

Proposed exploratory hole locations should be selected to provide a representative view of the strata beneath the site and to target potential areas of interest. A nominal 30m grid spacing should be appropriate, with additional exploratory locations scheduled as necessary in light of the ground conditions actually encountered.

The number of soil samples taken should be reflective of the geological complexity actually encountered, but in general about three samples should be taken from most exploratory holes.

The generation potential of this gas source is considered likely to be Low. Therefore, in general accordance with CIRIA Report C665, we have initially allowed for six visits over a three-month period. A hazardous gas risk assessment will be prepared on completion of monitoring.

Preliminary Conceptual Site Model – the table below summarises the possible source-pathway-receptor linkages with risk definitions in accordance with CIRIA C552[3].

Source	Exposure Pathway	Potential Receptor	Probability of Exposure	Consequence of Exposure	Discussion of Pollutant Linkage	Risk
Made Ground associated with previous development, And small-scale industries including garages (heavy metals, PAHs, asbestos, and fuel / oil hydrocarbons).	Inhalation, Ingestion and Dermal Contact	Humans – future users of site infrastructure	Likely	Medium (dependent on contaminants someone is exposed to).	Site users could come into contact with made ground if near surface in garden or landscaped areas.	Moderate Risk
		Humans - construction & maintenance workers	Low (with appropriate use of PPE / RPE)	Medium (dependent on the types of contaminants someone is exposed to).	Potential for construction and maintenance workers to encounter contaminated soil / asbestos fibres. Exposure times likely to be limited and risks should be reduced by wearing appropriate personnel protective equipment (PPE/RPE).	Low to Moderate Risk
	Leaching and migration	Groundwater – underlying Secondary Aquifer (superficial).	Low Likelihood	Medium	Potential for mobile contaminants on site.	Low to Moderate Risk
		underlying secondary Aquifer (bedrock).				
		Surface water – Culverted watercourse	Low Likelihood	Medium	Potential for mobile contaminants on site that could migrate.	Low to Moderate Risk
	Direct contact	Foundation	Likely	Mild	Potential for contaminants posing risk to new foundations and underground structures.	Moderate Risk
Hazardous ground gases from made ground.	Migration towards surface.	Humans – site users, construction & maintenance workers	Unlikely	Severe	Potential for hazardous gas migration into new structures.	Low to Moderate Risk
		Risk of explosion with future buildings and infrastructure				

[3] *Contaminated land risk assessment. A guide to good practice (C552), 2001.*

8 CONCLUSIONS & RECOMMENDATIONS

8.1 General

At this stage it is proposed to demolish the existing vacant multi-storey car park.

8.2 Mining and Quarrying

This site is located within a Coal Mining Reporting Area (within the defined coalfield, but no known defined risks have been recorded by the Coal Authority; there may still be unrecorded issues).

Geological maps suggest that the shallowest coal seam beneath the site is the Bradford Four Foot Coal at 200m beneath base of Chester Formation. Therefore, the risks posed by mineworkings beneath the site are negligible.

There are no quarries within 500m of the site.

8.3 Hazardous Gas

Information from historical OS plans, Landmark indicates that there are no known former landfill sites at or within 250m of the site. As such it is unlikely that the site will be affected by landfill gas. The site is not underlain by shallow mineworkings nor located in an area considered susceptible to mines gas emissions.

The site and surrounding land may be underlain by a moderate thickness of made ground that presents a potential source of hazardous gas generation. An appropriate period of gas monitoring and risk assessment may be required dependent upon ground conditions encountered.

BRE Report BR211 (2015 Edition) indicates that radon protection measures are not required for new dwellings at the site. Information from Landmark confirms that the site is in an area where less than 1% of homes are estimated to be above the action level, and that radon protection measures are therefore not required.

8.4 Foundations

At present, no geotechnical ground investigation data is available and consequently it is only possible to estimate the ground conditions. Before firm foundation recommendations can be given, it will be necessary to undertake an appropriate ground investigation. However, tentative recommendations are provided below.

The published geological data and information from the adjacent boreholes suggests that made ground likely extends to around 6m with possible clay and granular soils to 7m where sandstone is anticipated.

Made ground is not generally considered suitable founding materials and foundations should be taken through these into underlying natural in-situ strata of adequate bearing capacity. Consequently, it is likely that end-bearing piles of around 12m length will be required for any future redevelopment.

All concrete slabs and service ducts will require breaking out during the demolition of existing buildings. Foundations of plots that conflict with relict foundations should be taken to greater depth than the relict foundations and into natural ground of adequate bearing capacity.

8.5 Flooding

The western section of the site lies in Flood Zone 2.

8.6 Contamination & Remediation

The current use of the site as a car park is unlikely to have caused any significant ground or groundwater contamination. Former small-scale industrial and commercial uses of the land may have given rise to some ground and groundwater contamination.

At this stage the only potential requirement for remediation might be 'clean' soil cover within landscaped areas and potentially remediation (removal or suitable vapour barrier) of volatile compounds from beneath the building.

8.7 Potential Development Constraints

The adjacent railway viaduct including its foundations may constrain any further development.

The culverted water course beneath the site will require consideration within any future redevelopment of the site.

8.8 Further Investigation

Any proposed change in use will require intrusive investigation. This would include:

- machine-excavated trial pits to determine near surface ground conditions, the presence of obstructions, groundwater and stability;
- geotechnical soils analysis to enable foundation recommendations;
- chemical testing on soil and if necessary, groundwater, samples to assess the significance of contamination, if any, as a result of former industrial land use.
- Cable percussion with rotary cored boreholes to gain geotechnical data from depth and enable installation of wells for gas monitoring and water sampling.

DRAWINGS	
7356/1	Site Location Plan
7356/3	Existing Site Features
7356/4	Site History
7356/5	Site Photographs
7356/6	Preliminary Conceptual Site Model

calabrian



client	ID MANCHESTER LIMITED & UNIVERSITY OF MANCHESTER
project	CHARLES STREET, MANCHESTER, M1 7AR
drawing title	SITE LOCATION
drawing number	7456/1
revision	-
drawing status	Final
scale	1:25,000 @ A4
date	03/07/2025
drawn by	RJH
checked by	

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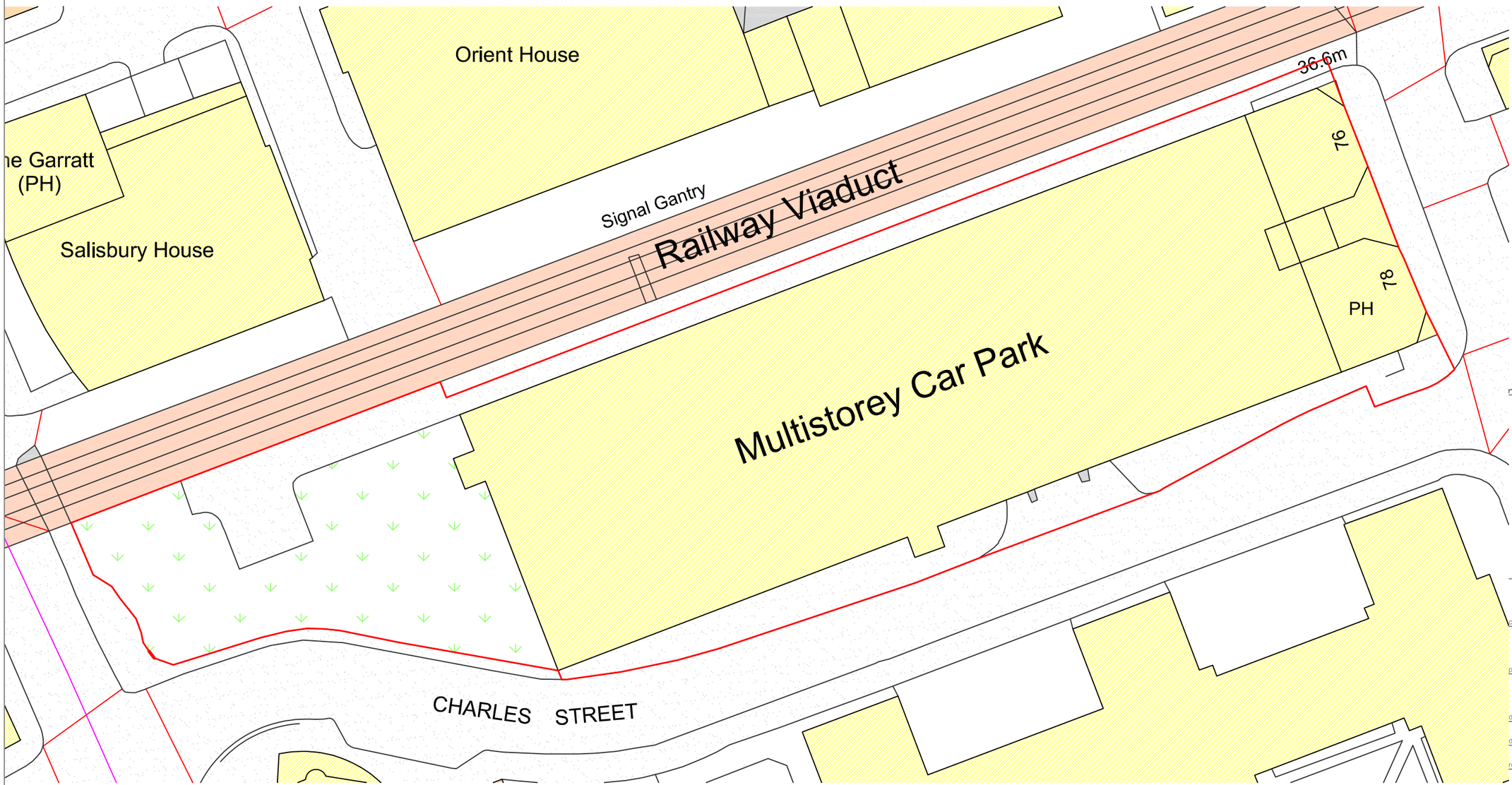
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GRASS & MATURE TREES
BUILDING
GRAVEL OR HARDCORE SURFACING
TARMAC HARDSTAND

APPROXIMATE SITE BOUNDARY



rev. description

client: ID MANCHESTER LIMITED & UNIVERSITY OF MANCHESTER

project: CHARLES STREET, MANCHESTER, M1 7AR

drawing title: SITE FEATURES

drawing number: 7356/3

revision: –

drawing status: Final

scale: 1:500@A3

date: 03/07/2025

drawn by: RJH

checked by: –

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notes

APPROXIMATE SITE BOUNDARY

EXISTING BUILDING FOOTPRINT

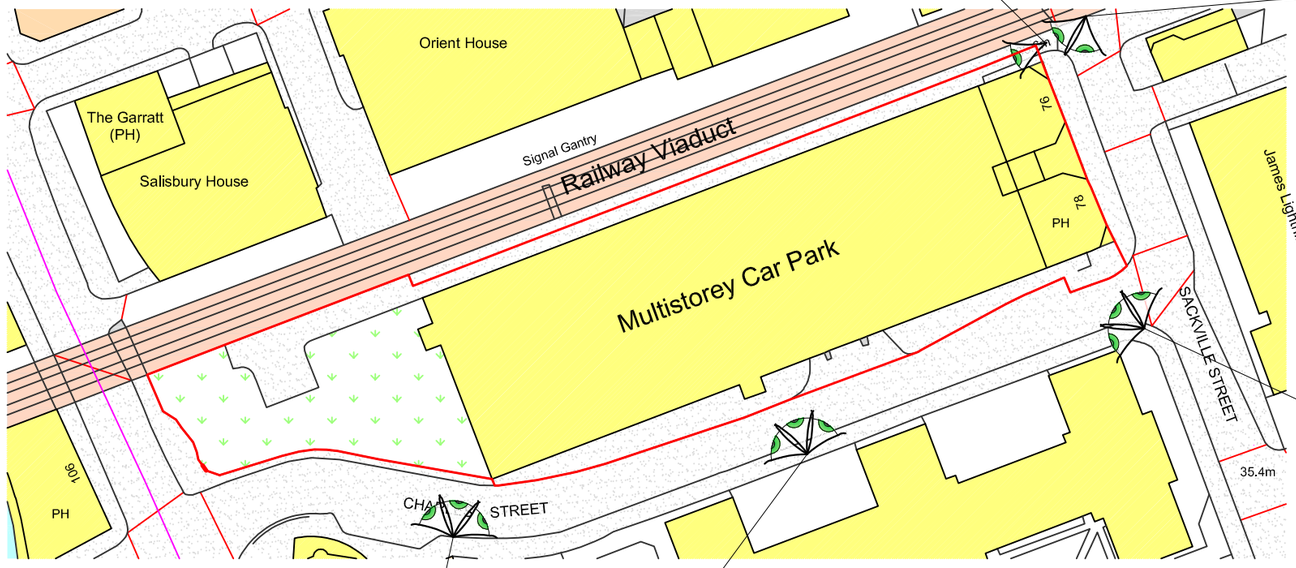
rev. description

client	ID MANCHESTER LIMITED & UNIVERSITY OF MANCHESTER
project	CHARLES STREET, MANCHESTER, M1 7AR
drawing title	HISTORICAL FEATURES *Reproduced from OS 1891 Map*
drawing number	7356/4
revision	–
drawing status	Final
scale	1:500@A3
date	03/07/2025
drawn by	RJH
checked by	–

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notes

APPROXIMATE SITE BOUNDARY

LOCATION & ORIENTATION OF PHOTOGRAPH

rev. description

client: ID MANCHESTER LIMITED & UNIVERSITY OF MANCHESTER

project: CHARLES STREET, MANCHESTER, M1 7AR

drawing title: PHOTOGRAPHS

drawing number: 7356/5

revision: –

drawing status: Final

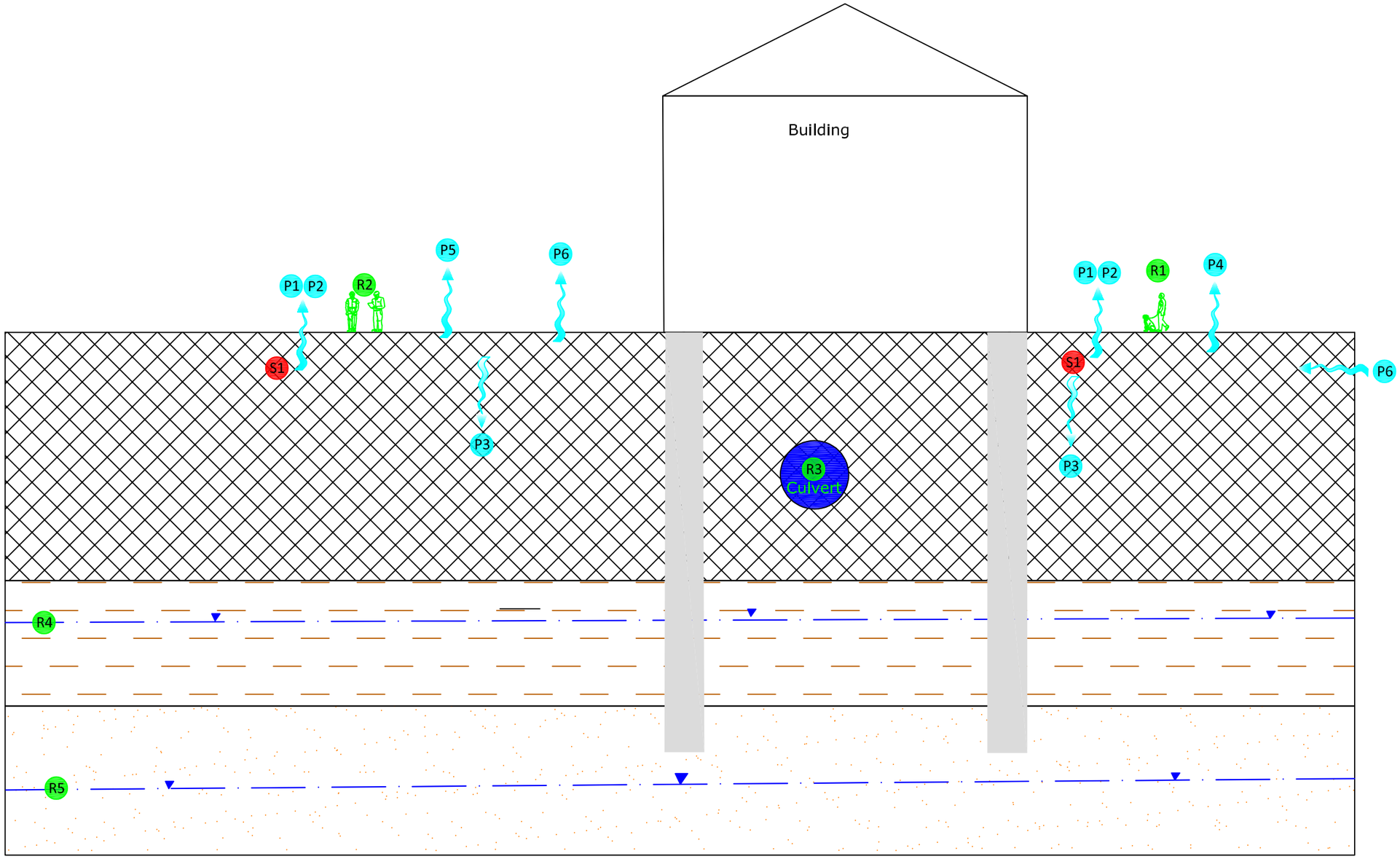
scale: 1:1000@A3

date: 03/07/2025

drawn by: RJH

checked by: –

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GEOLOGY

- MADE GROUND
- TILL (CLAY, possible GRAVEL)
- CHESTER FORMATION (SANDSTONE)

SOURCES

- S1 **MADE GROUND** (inorganics, organics & asbestos)

POTENTIAL PATHWAYS

- P1 **DERMAL CONTACT**
- P2 **INGESTION\INHALATION**
- P3 **LEACHING OF CONTAMINANTS**
- P4 **UPTAKE BY PLANTS**
- P5 **VOLATILISATION**
- P6 **MIGRATION OF GAS**

SIGNIFICANT RECEPTORS

- R1 **END USERS**
- R2 **SITE WORKERS**
- R3 **SURFACE WATERS** (Culvert)
- R4 **SECONDARY AQUIFER** (Superficial)
- R5 **PRINCIPAL AQUIFER** (Bedrock)

notes

rev. description

client: ID MANCHESTER LIMITED & UNIVERSITY OF MANCHESTER

project: CHARLES STREET, MANCHESTER, M1 7AR

drawing title: PRELIMINARY CONCEPTUAL SITE MODEL

drawing number: 7356/6

revision: –

drawing status: Final

scale: Not to Scale

date: 03/07/2025

drawn by: RJH

checked by: –

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APPENDIX A COMMISSION



7356/002/RJH/rjh

2nd July 2025

Mr A Wall
Roscoe
38 Mosley Street
Manchester
M2 3AZ

[redacted]

Charles Street, Manchester, M1 7AR – Desk Study Fee Proposal

Further to your recent invitation, please find below our proposal for undertaking a geotechnical and environmental desk study appraisal of the above land. It is understood that the site consists of a single parcel of land of approximately 0.54 hectares and is currently a large multi-storey car park.

This site is located within a Coal Mining Development High Risk Area (an area with specific mining legacy risks to the surface, including mine entries; shallow coal workings etc), and therefore a mining report will be obtained. Our report will include a mining risk assessment (desk-based) that should satisfy the Mining Remediation Authority.

Environmental search data and historical maps (obtained from Landmark) will be reviewed in order to determine whether any past land uses have had any effect on the proposed development. In addition, we will visit site to review current operations and undertake a walkover survey.

Preliminary and detailed unexploded ordnance (UXO) risk assessments are advocated as good practice by industry guidance such as CIRIA C681 'Unexploded Ordnance (UXO), a guide for the construction industry'. An initial UXO threat assessment has been undertaken using the ZeticaUXO risk map. The site is located in a medium-risk area and a Detailed UXO Threat Assessment should be undertaken; however, at this stage no allowance has been made for provision of such an assessment.

The report will include preliminary recommendations with respect to mining, foundations, contamination and hazardous gas. It is anticipated, allowing for receipt of statutory search information that a final bound report will be available within around one week of receiving your written instruction to proceed. Our lump sum fee for provision of this report is £*** plus VAT.

Terms & Conditions

This work will be undertaken in accordance with our Standard Terms and Conditions, a copy of which are enclosed.

Should you require any further information, please contact the undersigned.

[redacted]

Richard Hey - Managing Director
for and on behalf of
CALABRIAN LIMITED
enc

Terms and Conditions for the Appointment of Calabrian Limited

1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement, unless the context otherwise requires, the following words and expressions have the following meanings:

"Agreement" shall mean these Terms (entitled "Terms and Conditions for the Appointment of Calabrian Limited"), the Proposal, any document recording the Client's unequivocal acceptance of the Proposal and any other documents or parts of other documents expressly referred to in any of the foregoing:

"Client" shall mean the party for whom the Services are being provided by Calabrian;

"Documents" shall mean all documents of any kind and includes plans, drawings, reports, programmes, specifications, Bills of Quantities, calculations, letters, e-mails, faxes, memoranda, films and photographs (including negatives), or any other form of record prepared or provided or received by, or on behalf of Calabrian, and whether in paper form or stored electronically or on disk, or otherwise;

"Calabrian" shall mean Calabrian Limited whose registered office is at Holly Rise, 17 The Maltings, Liphook, GU30 7DG.

"Intellectual Property" includes all rights to, and any interests in, any patents, designs, trade marks, copyright, know-how, trade secrets and any other proprietary rights or forms of intellectual property (protectable by registration or not) in respect of any technology, concept, idea, data, programme or other software (including source and object codes), specification, plan, drawing, schedule, minutes, correspondence, scheme, programme, design, system, process logo, mark, style, or other matter or thing, existing or conceived, used, developed or produced by any person;

"Parties" shall mean the Client and Calabrian

"Project" shall mean the project described in the Proposal and any enquiry from the Client on which Calabrian has based its Proposal;

"Proposal" means the offer document prepared by Calabrian in response to an enquiry or otherwise, in connection with the proposed provision of the Services;

"Services" means the work and services relating to the Project to be provided by Calabrian pursuant to the Agreement and as set out in the Proposal and shall include any additions or amendments thereto made in accordance with these Terms;

"Terms" means these terms entitled "Calabrian Terms of Appointment";

1.2 Words importing the singular only shall also include the plural and vice versa, where the context requires.

1.3 Words importing persons or parties shall include firms, corporations and any organisation having legal capacity and vice versa, where the context requires; and words importing a particular gender include all genders.

1.4 The sub-headings to the clauses of these Terms are for convenience only and shall not affect the construction of the Agreement.

1.5 A reference to legislation includes that legislation as from time to time amended, re-enacted or substituted and any Orders in Council, orders, rules, regulations, schemes, warrants, by-laws, directives or codes of practice issued under any such legislation.

1.6 In the event of conflict between the documents forming part of the Agreement, the Proposal shall prevail, followed by the Terms.

2 APPOINTMENT

2.1 The Client agrees to engage Calabrian and Calabrian agrees to provide the Services in accordance with the provisions of the Agreement.

3 OBLIGATIONS OF CALABRIAN

3.1 Calabrian shall perform the Services using the reasonable standard of skill and care normally exercised by similar professional Environmental firms in performing similar services under similar conditions.

3.2 Calabrian shall use all reasonable endeavours to perform the Services in accordance with all relevant environmental and safety legislation.

4 OBLIGATIONS OF THE CLIENT

4.1 Throughout the period of this Agreement the Client shall afford to Calabrian or procure the affording to Calabrian of access to any site where access is required for the performance of the Services.

4.2 The Client accepts responsibility for ensuring that Calabrian is notified in writing of all special site and/or plant conditions, including without prejudice to the generality of the foregoing, the existence and precise location of all underground services, cables, pipes, drains or underground buildings, constructions or any hazards known or suspected by the Client, which the Client shall clearly mark on the ground or identify on accurate location plans supplied to Calabrian prior to the commencement of the Services. The Client shall also inform Calabrian in writing of any relevant operating procedures including any site safe operating procedures and any other regulations relevant to the carrying out of the Services. The Client shall indemnify Calabrian against all costs, claims, demands and expenses arising as a result of any non-disclosure in this respect, including but not limited to indemnification against any action brought by the owner of the land or otherwise.

4.3 If the Client discovers any conflict, defect or other fault in the information or designs provided by Calabrian pursuant to the Agreement, he will advise Calabrian in writing of such defect, conflict or other fault and Calabrian shall have the right to rectify the same or where necessary, to design the solution for rectification of any works carried out by others pursuant the conflicting, defective or in any other way faulty information or designs.

5 INTELLECTUAL PROPERTY

5.1 The copyright in all Intellectual Property prepared by or on behalf of Calabrian in connection with the Project for delivery to the Client shall remain vested in Calabrian.

5.2 The Client shall have a non-exclusive licence to copy and use such Intellectual Property for purposes directly related to the Project. Such licence shall enable the Client to copy and use the Intellectual Property but solely for its own purposes in connection with the Project and such use shall not include any licence to reproduce any conceptual designs or professional opinions contained therein nor shall it include any license to amend any drawing, design or other Intellectual Property produced by Calabrian.

5.3 Should the Client wish to use such Intellectual Property in connection with any other works or for any other purpose not directly related to the Project or wish to pass any Intellectual Property to any third party, it must obtain the prior written consent of Calabrian. The giving of such consent shall be at the discretion of Calabrian and shall be upon such terms as may be required by Calabrian. Calabrian shall not be liable for the use by any person of such Intellectual Property for any purpose other than that for which the same were prepared by or on behalf of Calabrian.

5.4 Ownership of any proposals submitted to the Client that are not subsequently confirmed as part of the Services to be provided for the Client remain with Calabrian and such proposals must not be used as the basis for any future work undertaken by the Client or a third party and no liability can be accepted howsoever arising from such proposals.

5.5 In the event of the Client being in default of payment of any fees or other amounts due, Calabrian may suspend further use of the licence on giving 2 days' notice of the intention to do so. Use of the licence may be resumed on receipt of the outstanding amounts

6 TITLE

6.1 Calabrian shall transfer only such title or rights in respect of the Documents as it has, and if any part is purchased from a third party Calabrian shall transfer only such title or rights as that party had and has transferred to Calabrian.

6.2 Title in the Documents shall remain with and shall not pass to the Client until the amount due under the invoice(s) (including interest and costs) has been paid in full.

6.3 Until title passes, the Client shall hold the Documents as bailee for Calabrian and shall store or mark them so that they can at all times be identified as the property of Calabrian.

6.4 At any time before title passes (save and except where payment is not due), but only after prior consultation with the Client, Calabrian may without any liability to the Client repossess and use or sell all or any of part of the Documents and by doing so terminate the right of the Client to use, sell or otherwise deal in the Documents.

6.5 Calabrian may maintain an action for the price of the Documents notwithstanding that title in them has not passed to the Client.

7 CONFIDENTIALITY

7.1 Calabrian undertakes not to divulge or disclose to any third party without the written consent of the Client information which is designated confidential by the Client or which can reasonably be considered to be confidential and arises during the performance of the Services unless required to do so by law or necessary in the proper performance of its duties in relation to the Project, or in order to make full frank and proper disclosure to its insurers or intended insurers, or to obtain legal or accounting advice.

7.2 Subject to the above, Calabrian shall be permitted to use information related to the Services it provides in connection with the Project for the purposes of marketing its services and in proposals for work of a similar type.

8 THIRD PARTIES

8.1 The Agreement or any part thereof or any benefit or interest thereunder may not be assigned by the Client without the prior written consent of Calabrian. The giving of such consent shall be at the discretion of Calabrian and Calabrian will only agree to an assignment on its terms and in return for payment of a fee by the Client to Calabrian to cover Calabrian's legal and other costs associated with any assignment.

8.2 The Agreement shall not confer and shall not purport to confer on any third party any benefit or any right to enforce any term of this Agreement for the purposes of the Contracts (Rights of Third Parties) Act 1999 or otherwise.

8.3 Calabrian will consider and may consent to any request from the Client for Calabrian to enter a collateral warranty with a third party with regard to the Services provided under the Agreement. The giving of such consent shall be at the discretion of Calabrian and Calabrian will only enter a collateral warranty on its terms and in return for payment of a fee by the Client to Calabrian to cover Calabrian's legal and other costs associated with any collateral warranty.

9 INSURANCE

9.1 Calabrian warrants to the Client that there is in force a policy of Professional Indemnity insurance covering its liabilities for negligence under this Agreement, with a limit of indemnity of £5,000,000 (FIVE MILLION POUNDS) any one Single Claim, Defence Costs in addition. This policy is annually renewable and whilst renewal is not automatic, Calabrian agrees to use reasonable endeavours to maintain such insurance at all times until six years from the date of the completion (or termination) of the Services under the Agreement, provided such insurance is available at commercially reasonable rates having regard, inter alia, to premiums required and policy terms obtainable.

9.2 If for any period such insurance is not available at commercially reasonable rates, Calabrian shall forthwith inform the Client and shall obtain in respect of such period such reduced level of Professional Indemnity insurance as is available and as would be fair and reasonable in the circumstances for Calabrian to obtain.

10 LIMITATIONS ON LIABILITY

10.1 Unless otherwise agreed in writing, Calabrian's liability under or in connection with the Agreement whether in contract, tort, negligence, breach of statutory duty or otherwise (other than in respect of personal injury or death) shall be limited to and shall not exceed the lesser of either five million pounds in the aggregate or 10 times the total value of invoices issued to the Client for consultancy work instructed under the Agreement.

10.2 No action or proceedings under or in respect of the Agreement whether in contract, tort, negligence, under statute or otherwise shall be commenced against Calabrian after the expiry of a period of six years from the date of the completion (or termination) of the Services under the Agreement.

10.3 Whilst Calabrian will scan all potential exploratory locations with a Cable Avoidance Tool, Calabrian shall not be liable for any damage to underground services, cables, pipes, drains or underground buildings, constructions and the like which were either not marked on site or for which accurate plans were not provided.

10.4 Calabrian shall not be liable for the cost of rectifying any defect, conflict or other fault in the information or designs provided by Calabrian or for the cost of designing a solution for and rectifying any subsequent works carried out by others pursuant to the conflicting, defective or in any other way faulty information or designs, unless Calabrian has been advised in writing of the same by the Client and has been given the opportunity to rectify the same or where necessary, to design the solution for rectification of any subsequent works carried out by others pursuant to the same.

11 PAYMENT

11.1 Invoices for services rendered will be submitted for payment in accordance with the Proposal.

11.2 The due date for payment is the date of the invoice and the final date for payment is 28 days from the date of the invoice.

11.3 If the Client disputes the amount included for payment in an invoice a written notice must be served on Calabrian by the Client not later than 14 days before the final date for payment. If no notice is given the amount due shall be the amount stated in the invoice.

11.4 In the event of failure on the part of the Client to pay any monies in accordance with the foregoing payment provisions, Calabrian will be entitled to charge interest on any monies owed to it by the Client, such interest to be at a rate of 8% above the base rate of a clearing bank from time to time calculated from the final date for payment to the date of actual payment on a compound basis.

12 DELAY

12.1 Calabrian will comply with any timescale agreed for completion of the Services unless delayed or prevented by circumstances beyond its reasonable control and in the event of any such circumstances arising Calabrian undertakes to complete the Services within a reasonable period, but will not be liable to the Client for any delay as a result.

13 TERMINATION

13.1 The Agreement may be determined by either party in the event of the other making a composition or arrangement with its creditors, becoming bankrupt, or being a company, making a proposal for a voluntary arrangement for a composition of debts, or has a provisional liquidator appointed, or has a winding-up order made, or passes a resolution for voluntary winding-up (except for the purposes of a bona fide scheme of amalgamation or reconstruction), or has an administrator or an administrative receiver appointed to the whole or any part of its assets. Notice of determination must be given to the party which is insolvent by the other party.

13.2 If for any reason the performance of the Services by Calabrian is suspended for a period in excess of three calendar months then Calabrian shall be entitled to determine its appointment in respect of the Services by seven days written notice to the Client.

13.3 If the Client shall fail to pay in full any sum due under the terms of the Agreement by the final date for payment for that sum and no effective notice of intention to withhold payment has been issued, Calabrian may serve written notice on the Client demanding payment within 14 days of such notice. If the Client shall fail to comply with such notice, Calabrian shall be entitled to terminate its employment under the Agreement forthwith.

13.4 Any determination of the appointment of Calabrian howsoever caused shall be without prejudice to the right of Calabrian to require payment for all services performed up to the date of such determination including but not limited to payment of a fair and reasonable proportion of any figure identified in the Proposal or otherwise for fees in respect of a particular service which Calabrian has started, but not completed.

14 NOTICES

14.1 Any notice provided for in the Agreement shall be in writing and shall be deemed to be properly given if delivered by hand or sent by first class post to the address of the relevant party as may have been notified by each party to the other or, in the absence of notification, to the address of Calabrian set out above or to the registered address of the Client.

14.2 Such notice shall be deemed to have been received on the day of delivery if delivered by hand or on the second working day after the day of posting if sent by first class post.

15 ENTIRE AGREEMENT

15.1 The Agreement constitutes the complete and entire agreement between the Client and Calabrian with respect to the Services and supersedes any prior oral and/or written warranties, terms, conditions, communications and representations, whether express or implied and any claim against Calabrian in respect of the Services can only be made in contract under the provisions of the Agreement and not otherwise under the law or tort or otherwise.

15.2 No amendments, modifications or variation of the Agreement shall be valid unless made in writing and agreed to by both the Client and Calabrian; such agreement must be recorded in writing by at least one of the Parties.

15.3 Calabrian will not be bound by any standard or printed terms or conditions furnished by the Client in any of its documents unless Calabrian specifically states in writing separately from such documents that it intends such terms and conditions to apply.

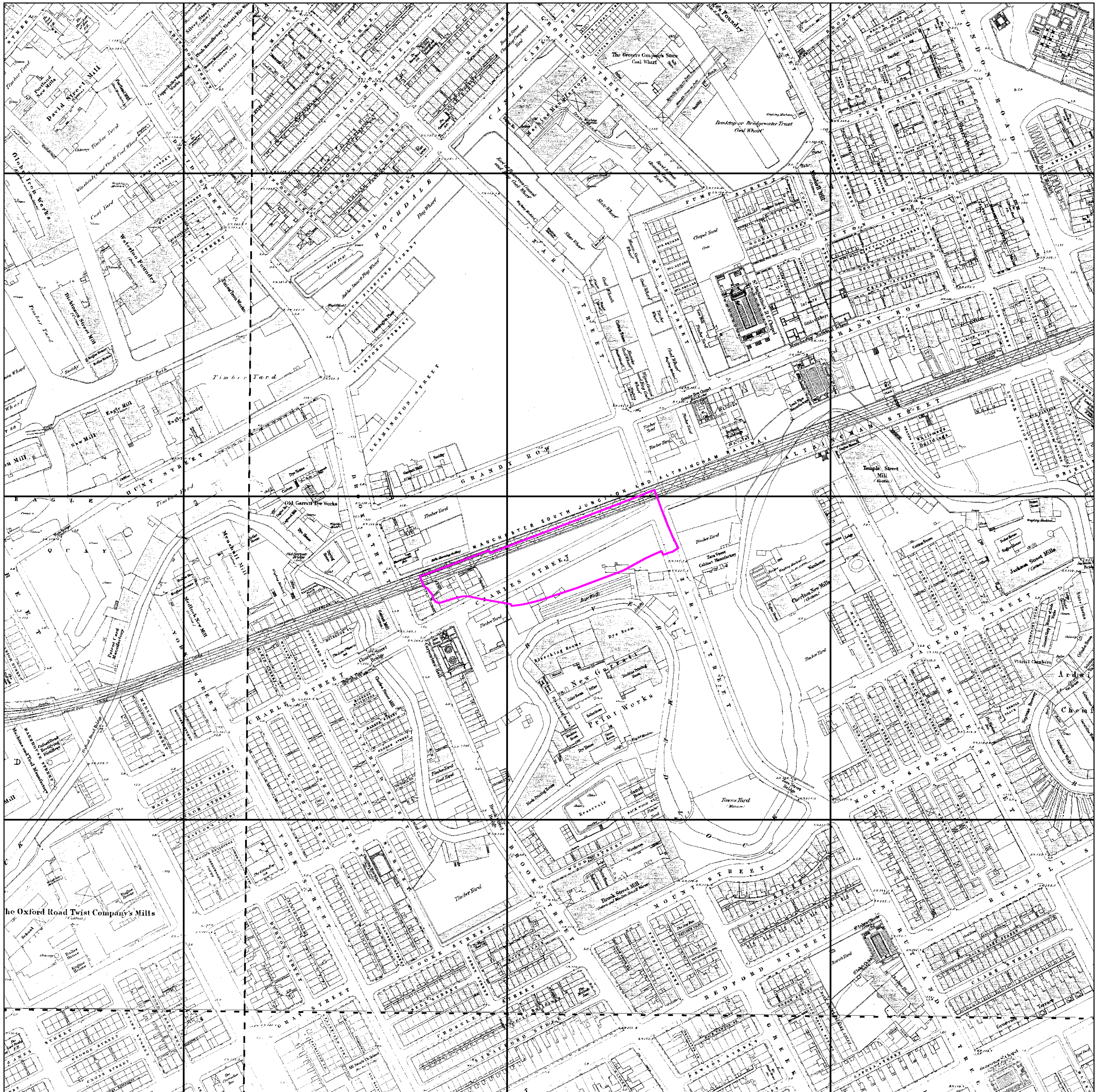
16 DISPUTES AND GOVERNING LAW

16.1 The Agreement shall be governed by and construed in accordance with English law and the Parties irrevocably and unconditionally submit to the jurisdiction of the English Courts.

16.2 Where the Housing Grants, Construction and Regeneration Act 1996 applies, any dispute between the Parties may be referred to adjudication in accordance with The Scheme for Construction Contracts Regulations 1998 or any amendment or modification thereof being in force at the time of the dispute, as applicable to England, Wales, Scotland and Northern Ireland.

APPENDIX B HISTORICAL OS PLANS





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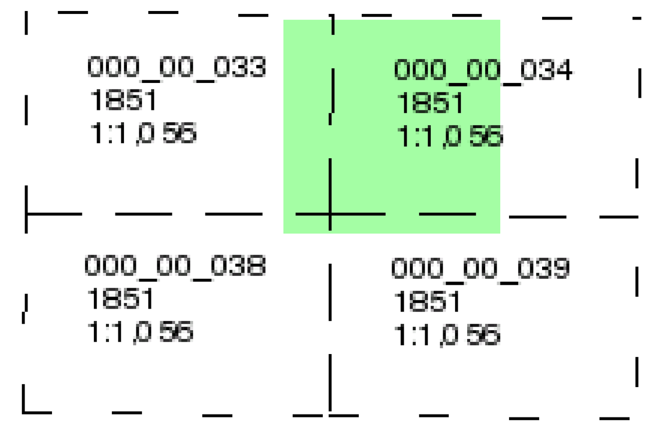
Published 1851

Source map scale - 1:1,056

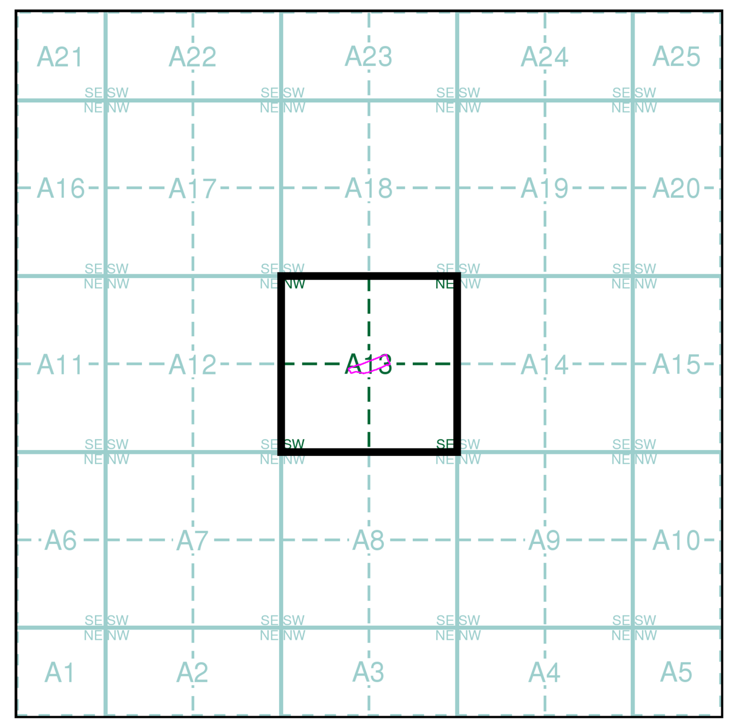
The 1:1056 scale of Ordnance Survey mapping was adopted from Ireland in 1848 and was used to survey towns with a population of over 4000, plus county towns of lesser population, in those counties mapped at the six-inch scale in 1841-55. The scale was the largest scale at which London was mapped by the Ordnance Survey and a 'skeleton' survey of the capital, showing little more than streets, street names, frontages and altitudes, was undertaken between 1848 and 1850. The majority of the 1:1056 surveys were later replaced by 1:500 surveys; although almost all the remainder were revised at this scale, sometimes more than once before 1895. The type of detail shown on the 1:1056 scale is broadly similar to that on 1:500; the apparent omission of minor details such as sewer access points and street lights may be as much a reflection of the generally earlier date of these plans, as of the specification of the map.

Please note: Due to the partial coverage of Historical Town Plans, it is possible that not all segments within an order will contain mapping. Only the segments that have Town Plan coverage will be generated.

Map Name(s) and Date(s)



Historical Town Plan - Segment A13



N

Order Details

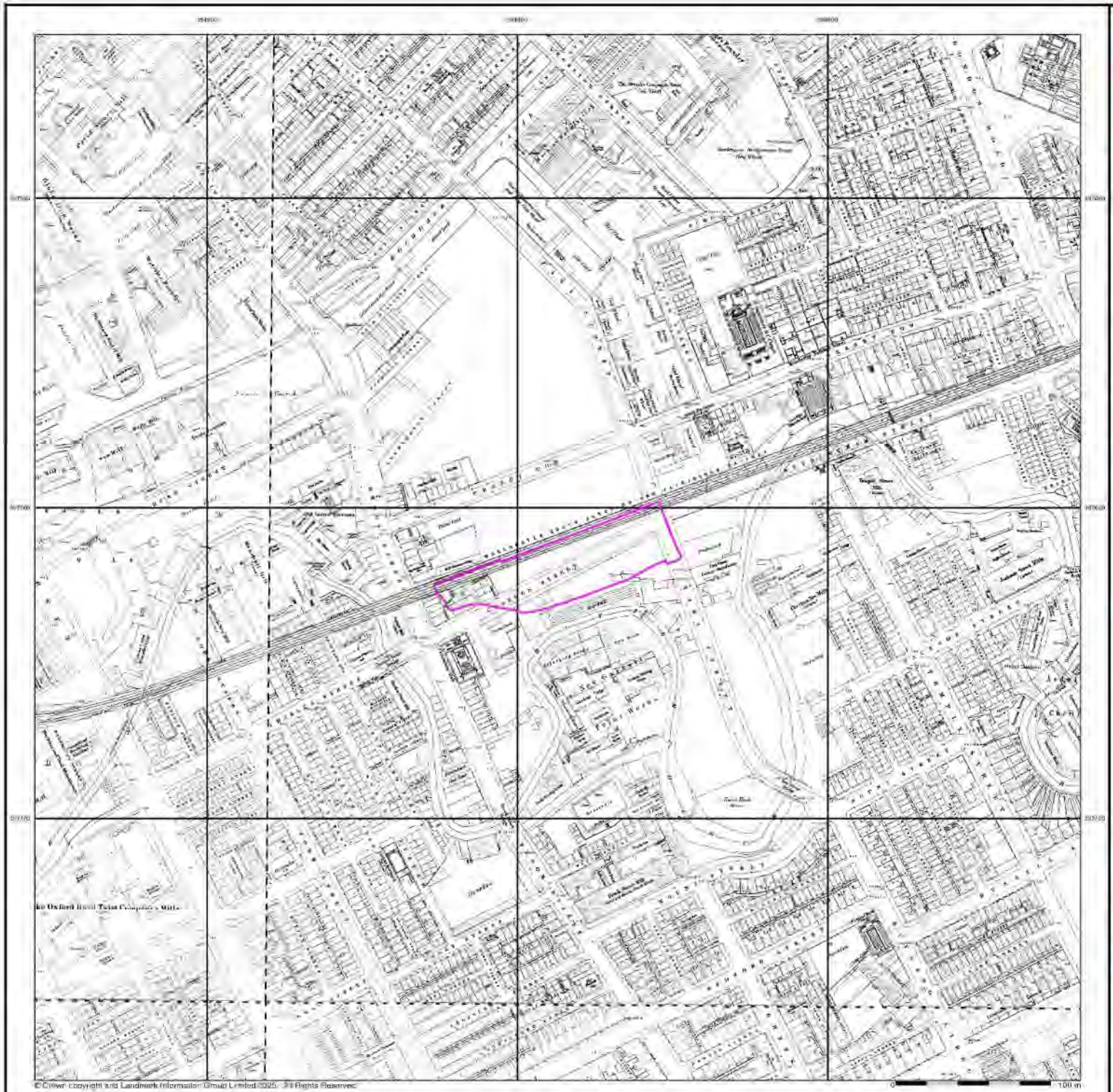
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Customer Ref: 7356
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Slice: A
Site Area (Ha): 0.53
Search Buffer (m): 0

Site Details

Site at 384426,397568

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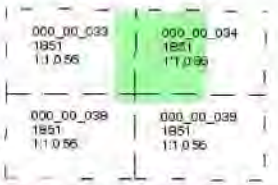
Published 1851

Source map scale - 1:1,056

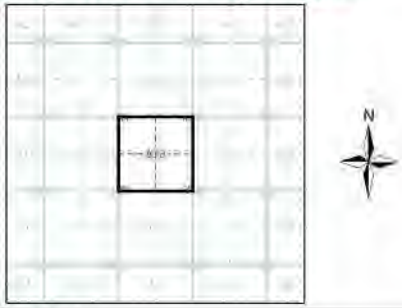
The 1:1056 scale of Ordnance Survey mapping was adopted from Ireland in 1846 and was used to survey towns with a population of over 4000, plus county towns of lesser population, in those counties mapped at the six-inch scale in 1841-95. The scale was the largest scale at which London was mapped by the Ordnance Survey and a 'skeleton' survey of the capital, showing little more than streets, street names, frontages and altitudes, was undertaken between 1848 and 1850. The majority of the 1:1056 surveys were later replaced by 1:500 surveys; although almost all the remainder were revised at this scale, sometimes more than once before 1895. The type of detail shown on the 1:1056 scale is broadly similar to that on 1:500; the apparent omission of minor details such as sewer access points and street lights may be as much a reflection of the generally earlier date of these plans as of the specification of the map.

Please note: Due to the partial coverage of Historical Town Plans, it is possible that not all segments within an order will contain mapping. Only the segments that have Town Plan coverage will be generated.

Map Name(s) and Date(s)



Historical Town Plan - Segment A13



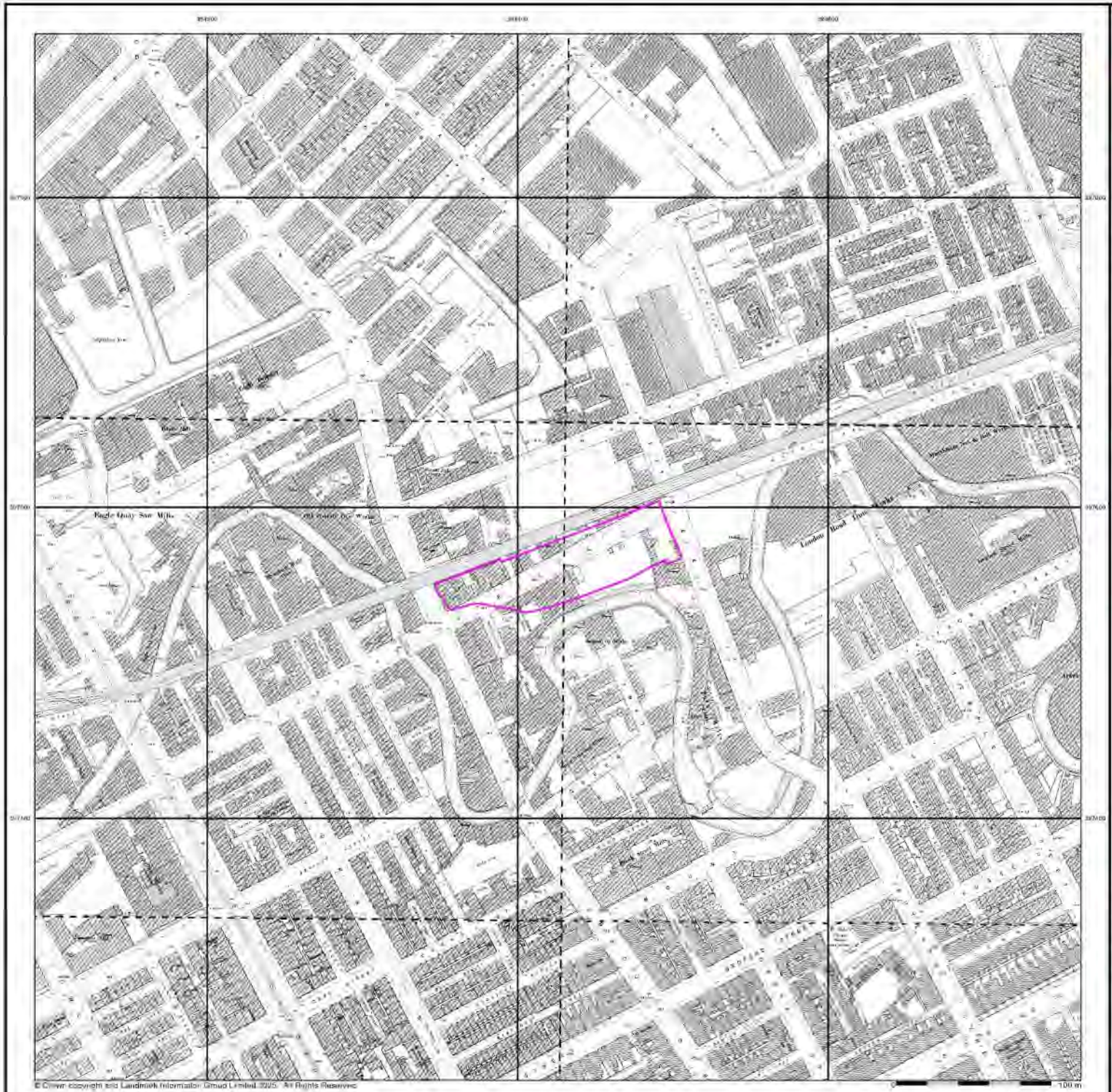
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Site Details

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Published 1891

Source map scale - 1:500

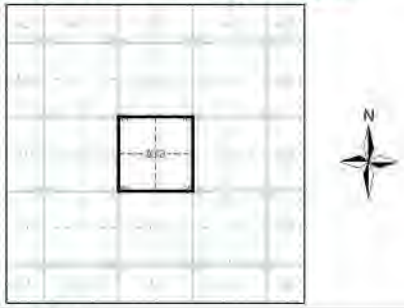
The 1:500 scale Ordnance Survey mapping was introduced in 1855 as a replacement for the 1:528 scale and to compliment the 1:2500 scale that had been implemented in 1853. By 1895, the 1:500 scale covered most towns over a population of about 4000 at the time of survey, although very few towns were mapped more than once at this scale, and none have been since 1910. The 1:500 scale gives particular emphasis to such features as lamp posts, man holes, arched passages and minor building projections. Also often featured are divisions between tenements, interior ground floor layouts of public buildings, and on earlier plans, the functions of the various parts of larger industrial premises are also indicated. Content of the plans does vary however, from one town to the next in terms of, for example, the completeness of railway tracks and the coverage of public buildings.

Please note: Due to the partial coverage of Historical Town Plans, it is possible that not all segments within an order will contain mapping. Only the segments that have Town Plan coverage will be generated.

Map Name(s) and Date(s)

104_10_010 1891 1:500
104_11_006 1891 1:500
104_10_015 1891 1:500
104_11_011 1891 1:500
104_10_020 1891 1:500
104_11_016 1891 1:500

Historical Town Plan - Segment A13



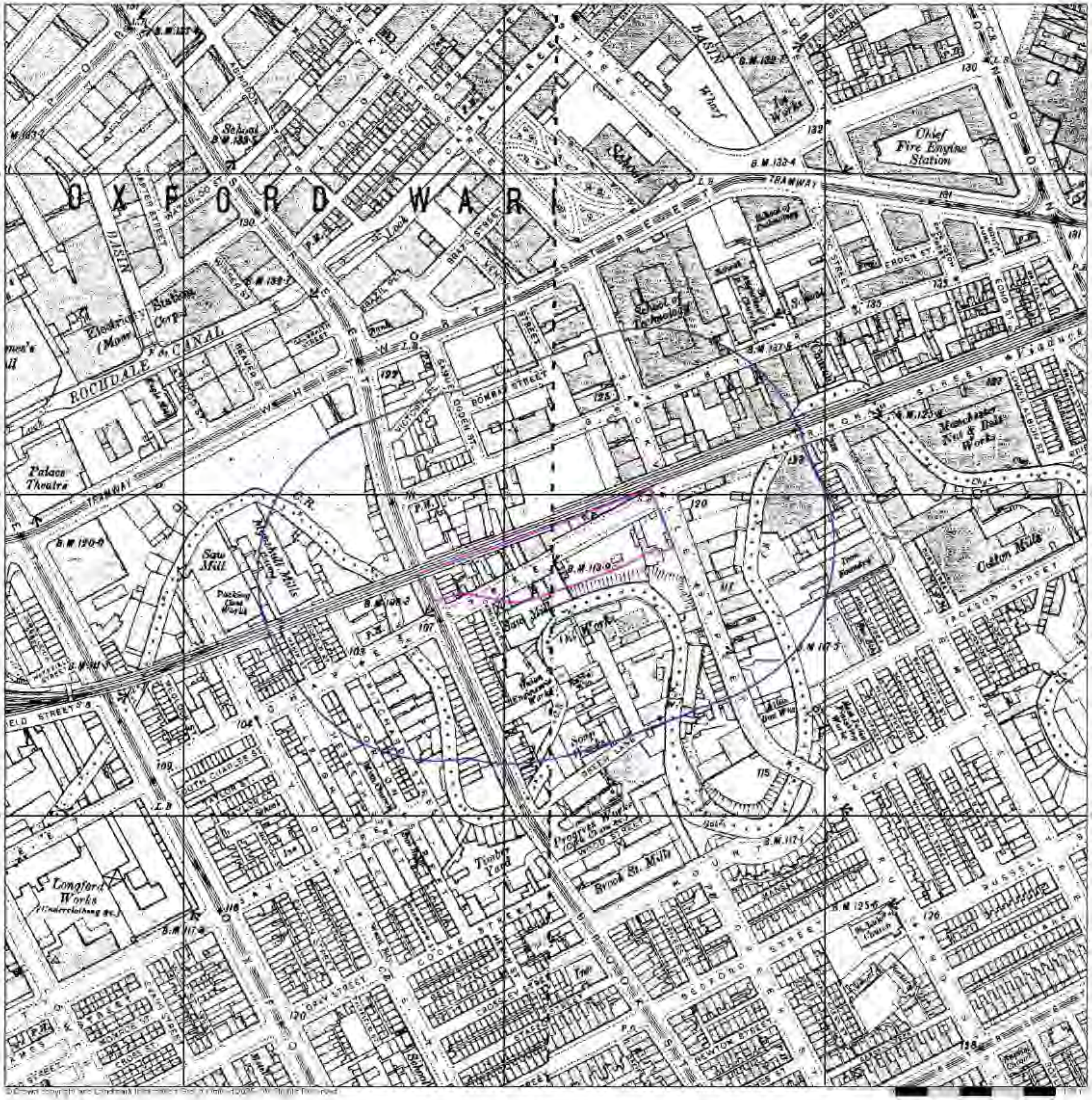
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Site Details

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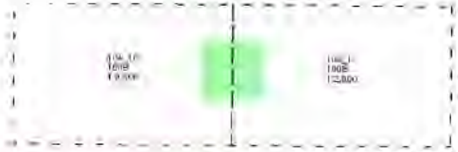
Lancashire And Furness

Published 1908

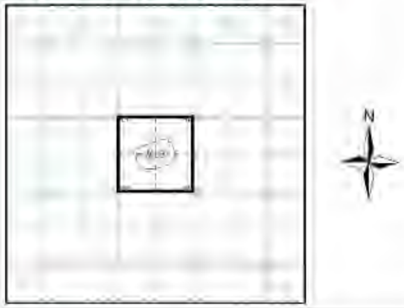
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13



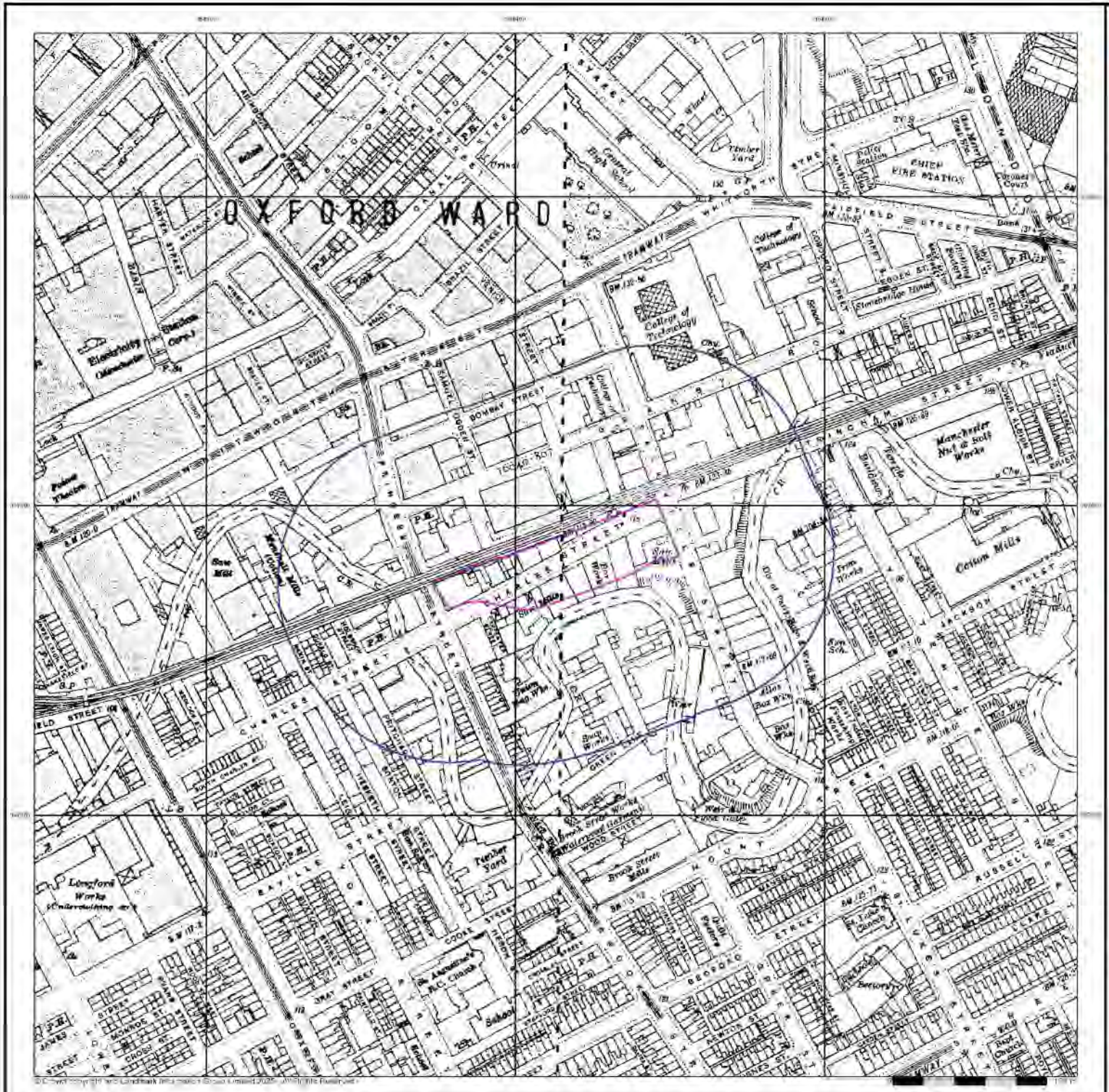
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Site Area (Ha): 0.53
Search Buffer (m): 100

Site Details

Site at 384426,397568

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Lancashire And Furness

Published 1932

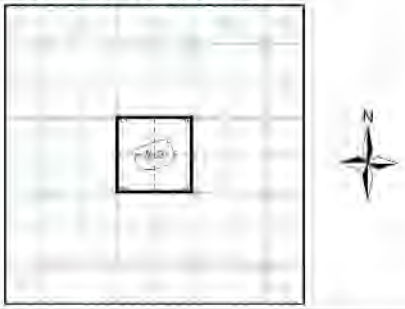
Source map scale - 1:2,500

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

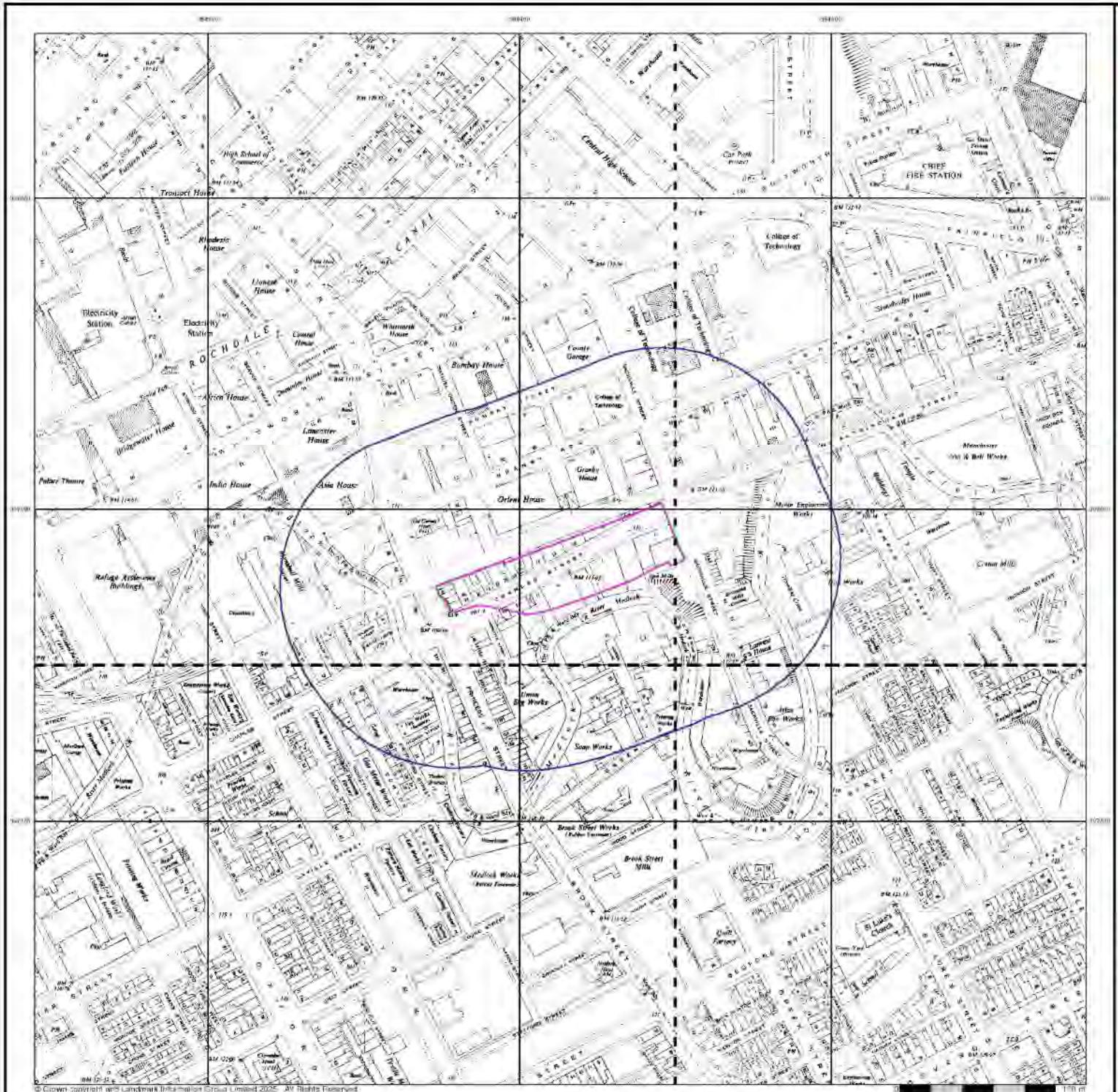


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Site Details

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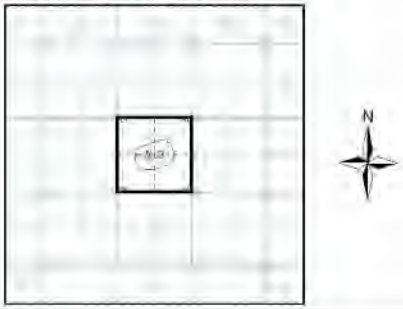
Ordnance Survey Plan
Published 1948
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

Map Name(s) and Date(s)



Historical Map - Segment A13

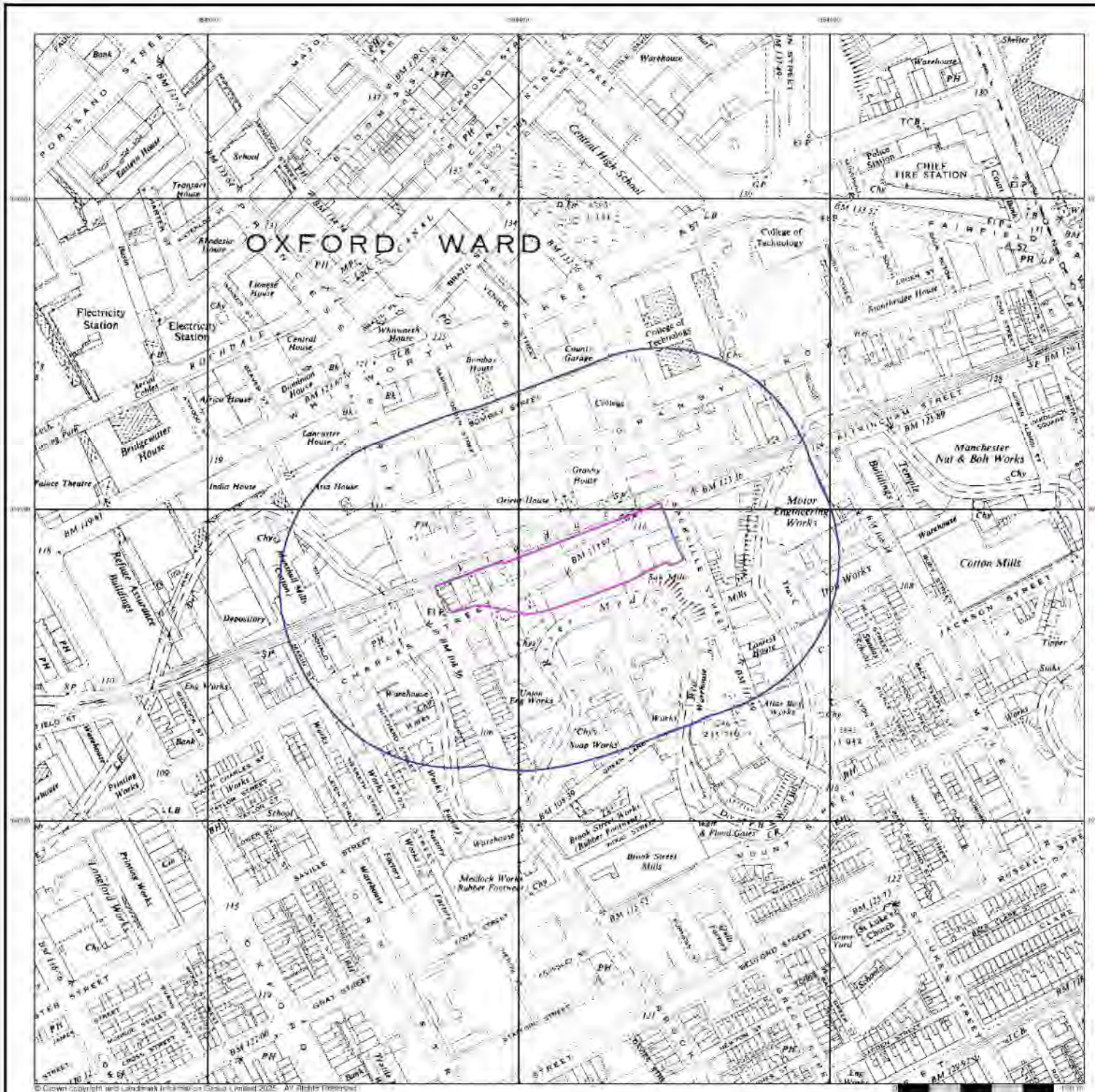


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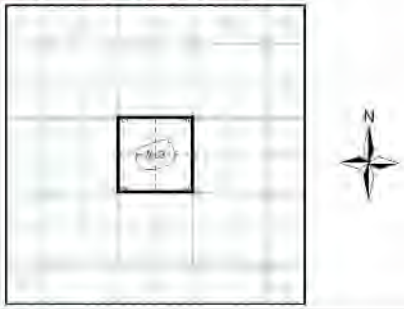
Ordnance Survey Plan
Published 1950
Source map scale - 1:2,500

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Map Name(s) and Date(s)



Historical Map - Segment A13



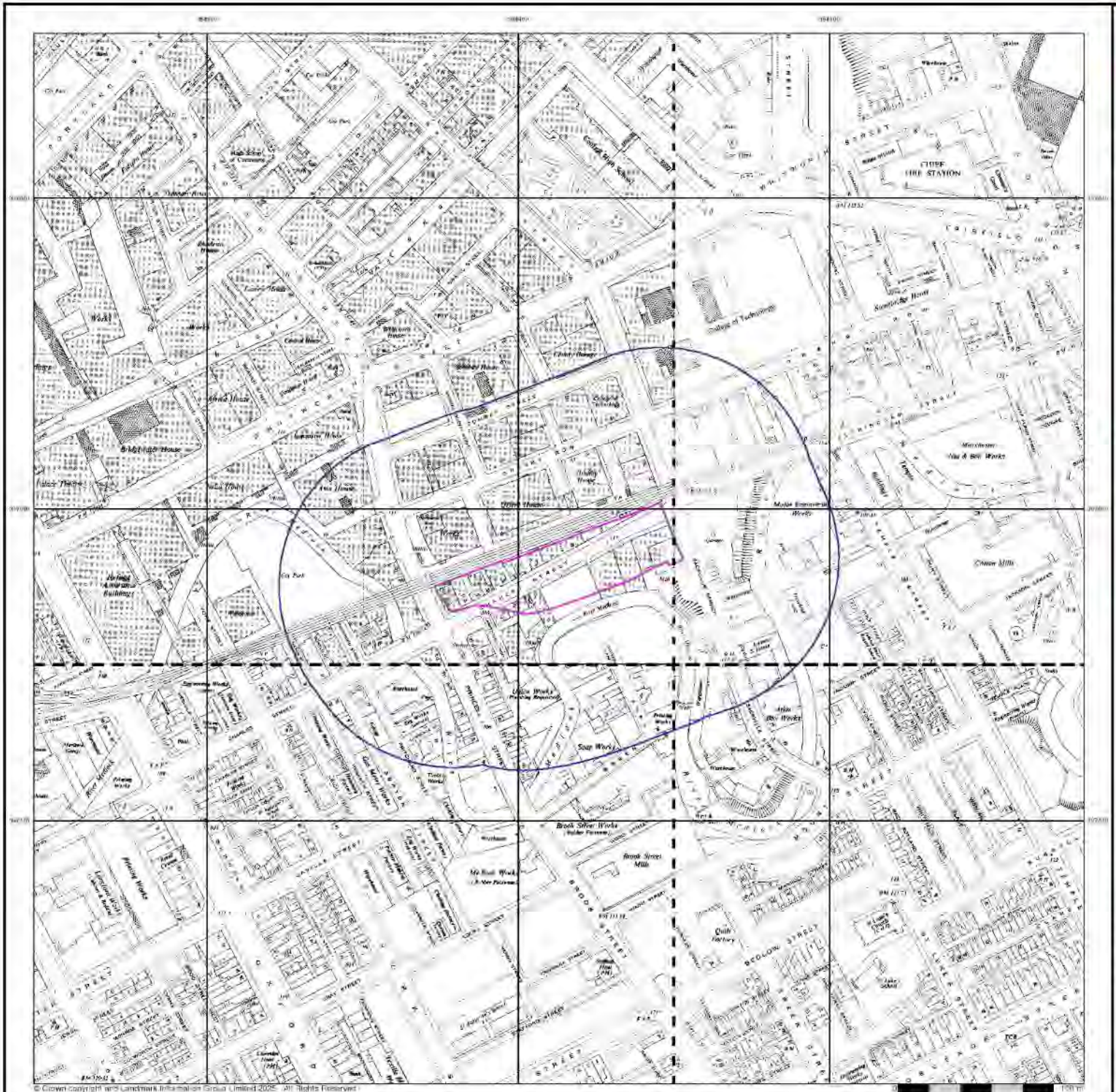
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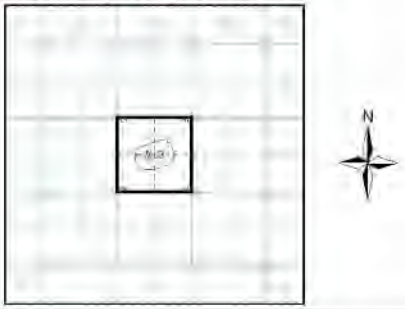
Ordnance Survey Plan
Published 1954 - 1964
Source map scale - 1:1,250

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Map Name(s) and Date(s)



Historical Map - Segment A13



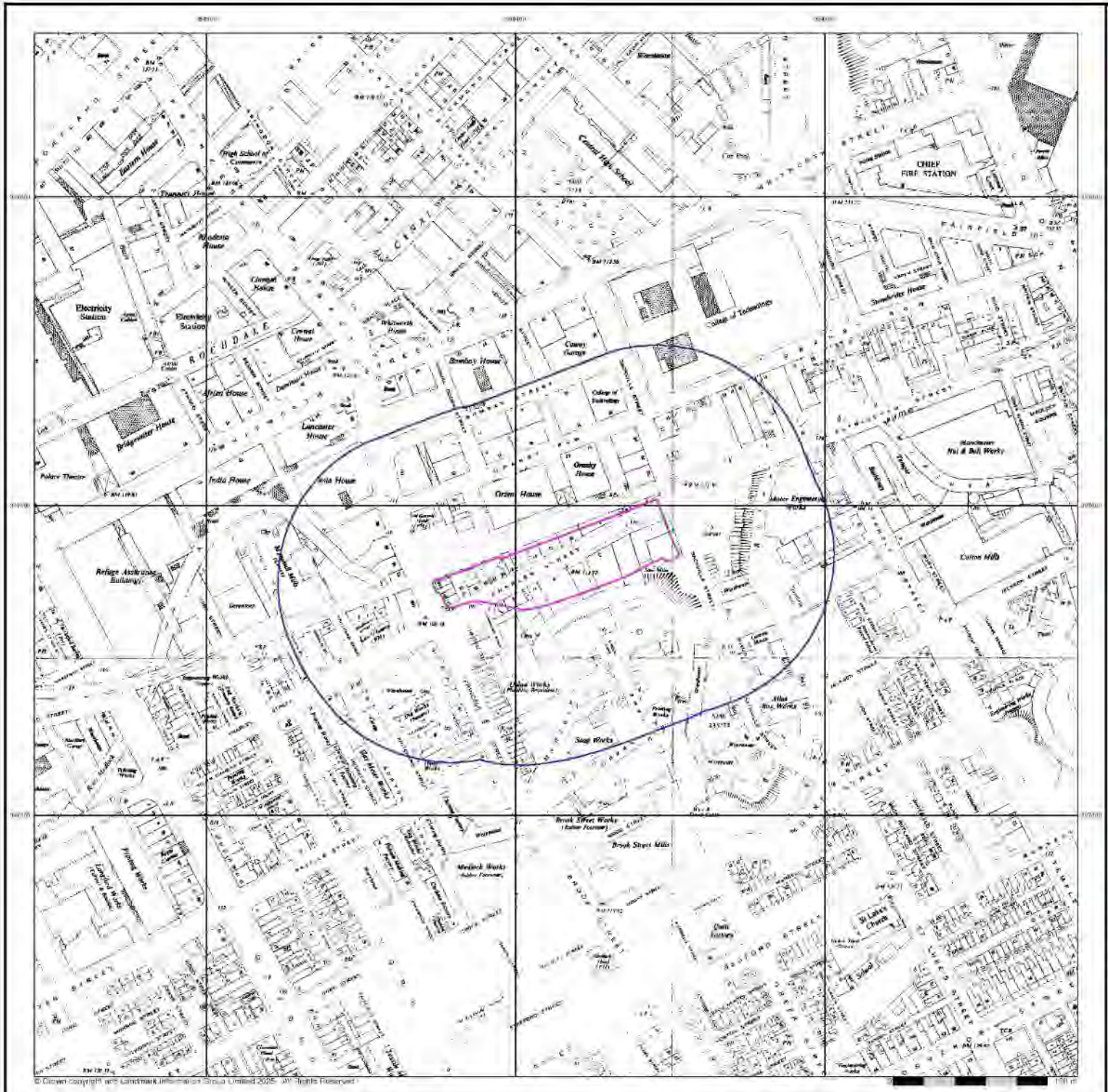
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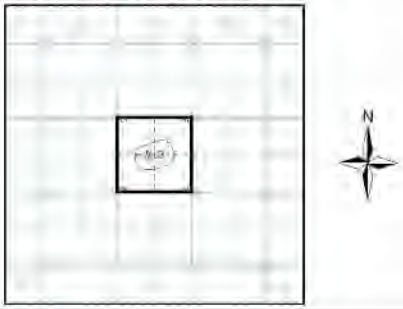
Ordnance Survey Plan
Published 1955
Source map scale - 1:2,500

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Map Name(s) and Date(s)



Historical Map - Segment A13



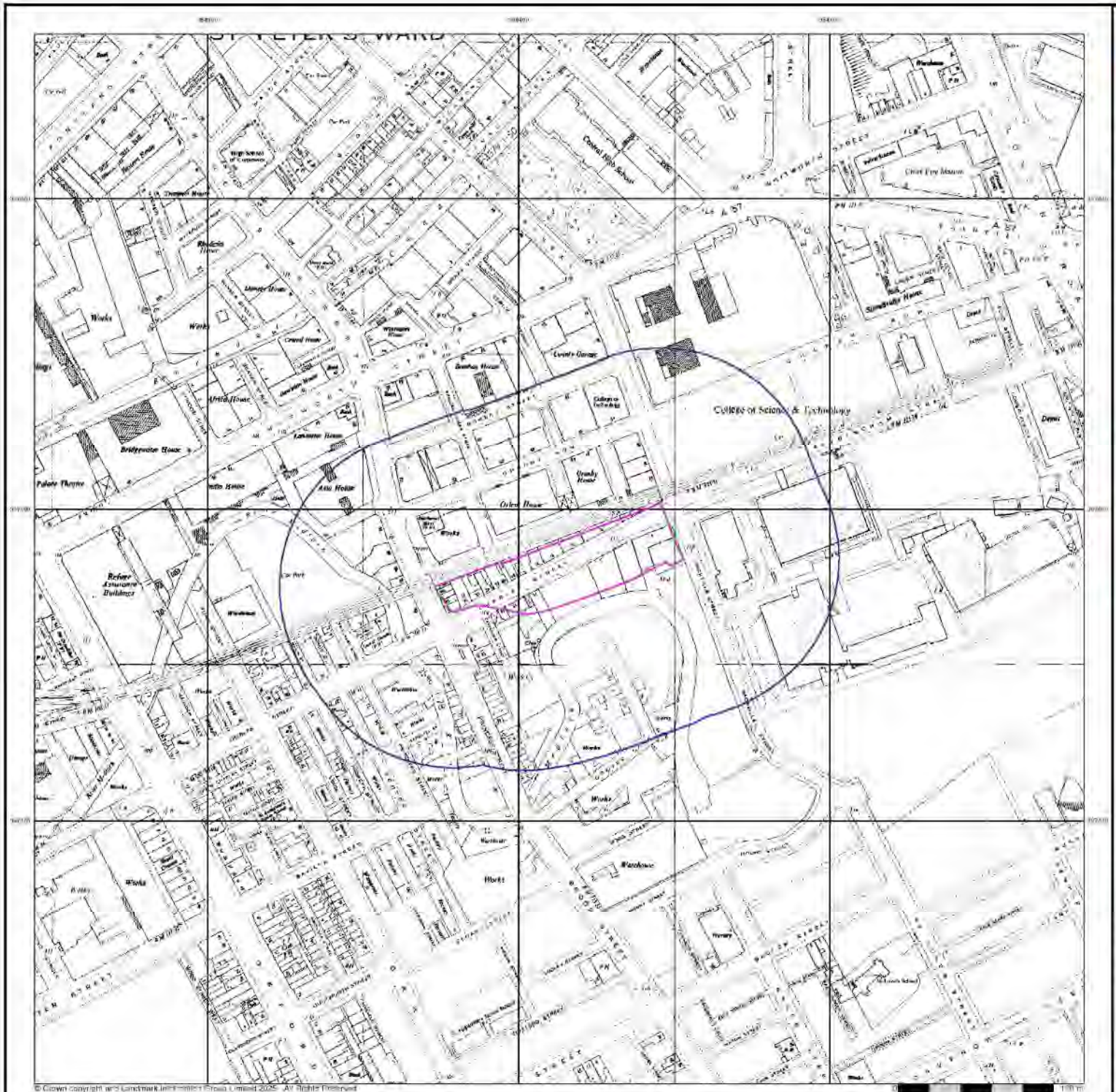
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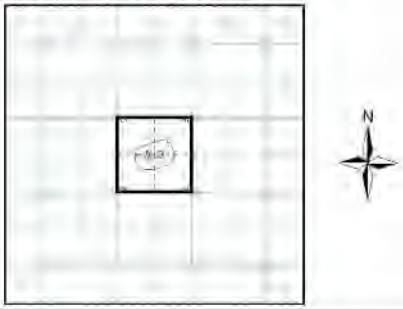
Ordnance Survey Plan
Published 1965
Source map scale - 1:2,500

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Map Name(s) and Date(s)



Historical Map - Segment A13

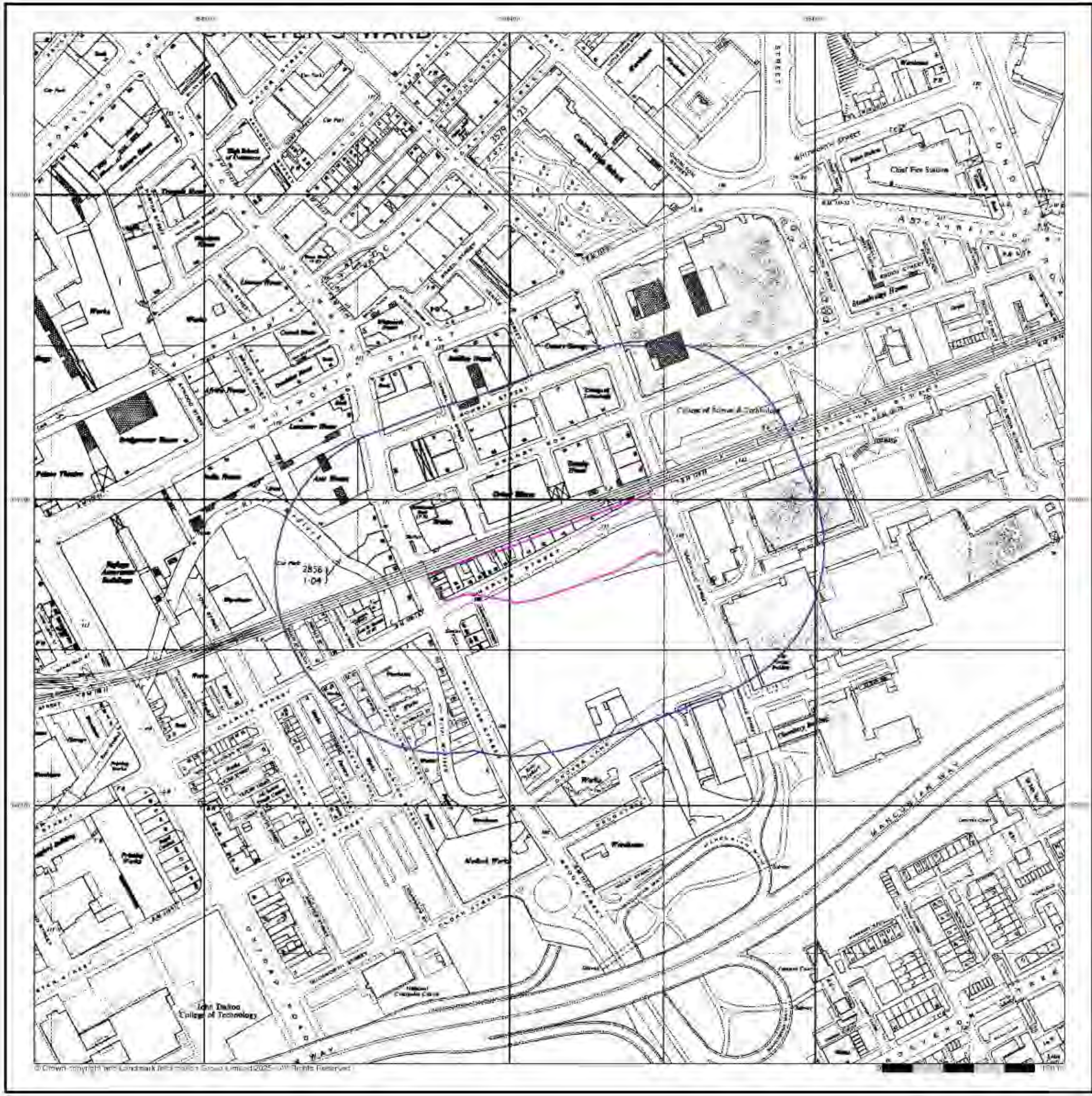


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Site Details

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Ordnance Survey Plan

Published 1970

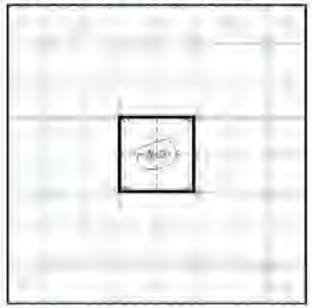
Source map scale - 1:2,500

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Map Name(s) and Date(s)



Historical Map - Segment A13



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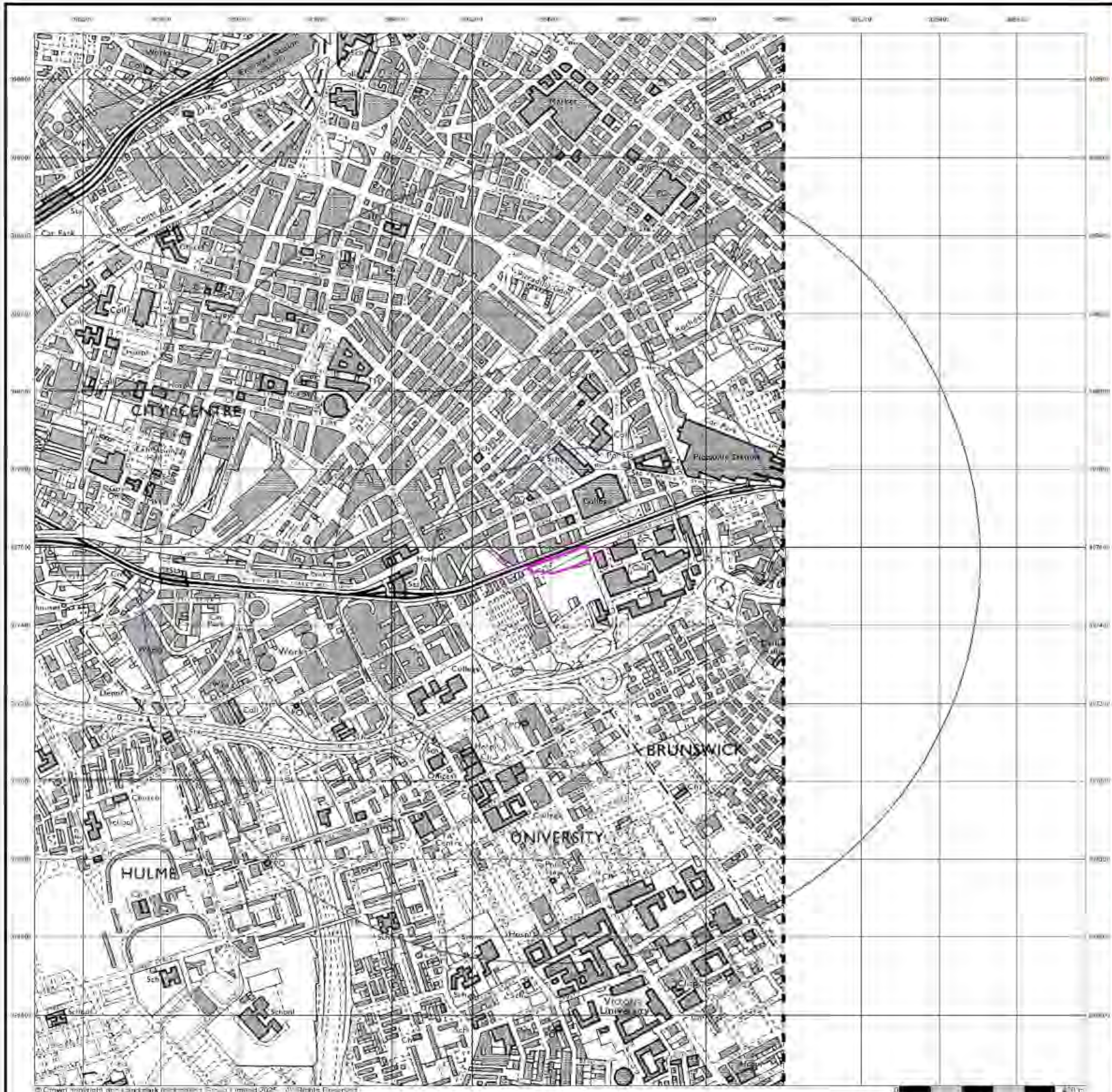
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Site Area (Ha): 0.53
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Site Details

Site at 384426,397568

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Ordnance Survey Plan

Published 1972

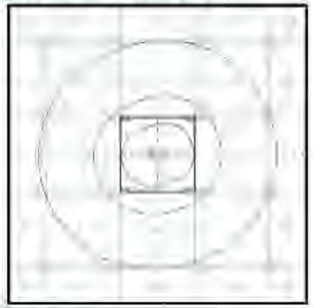
Source map scale - 1:10,000

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas. These maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Map Name(s) and Date(s)



Historical Map - Slice A



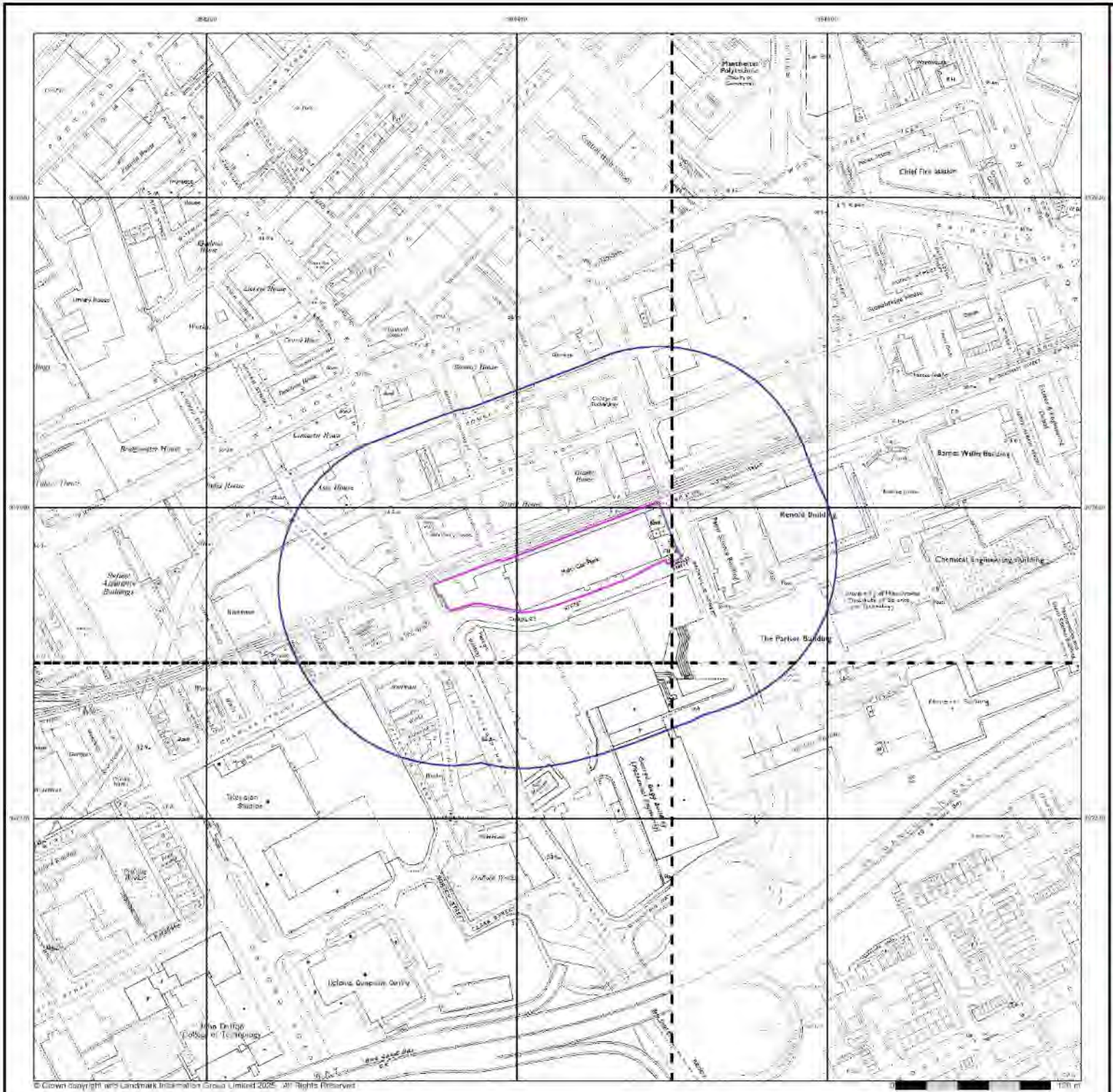
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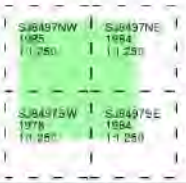
Additional SIMs

Published 1978 - 1985

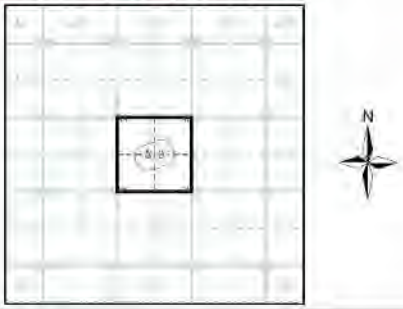
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13

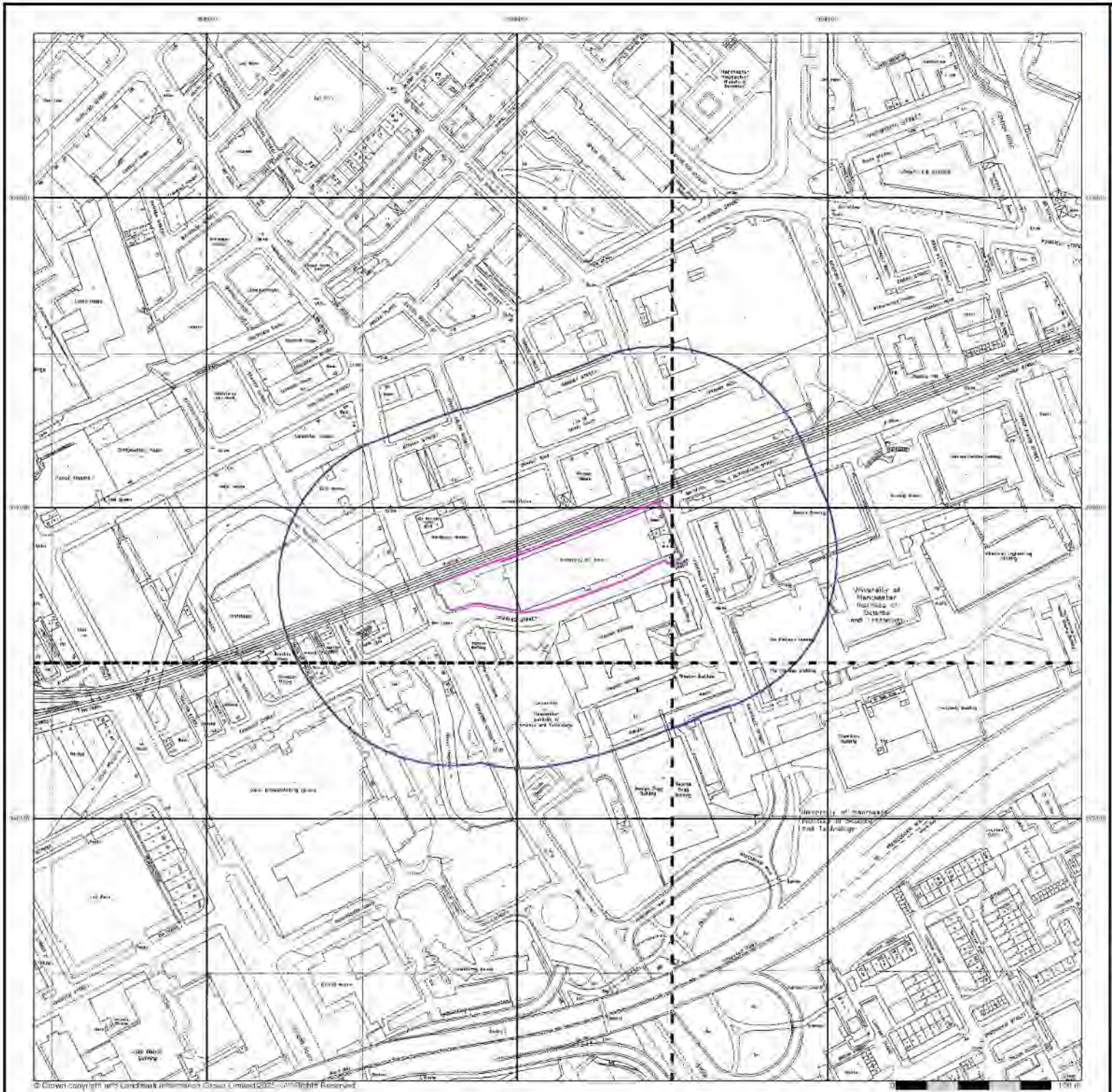


Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	100

Site Details

Site at 384426,397568



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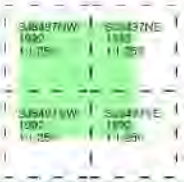
Large-Scale National Grid Data

Published 1992

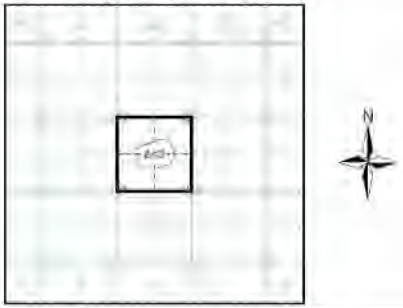
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the forerunners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



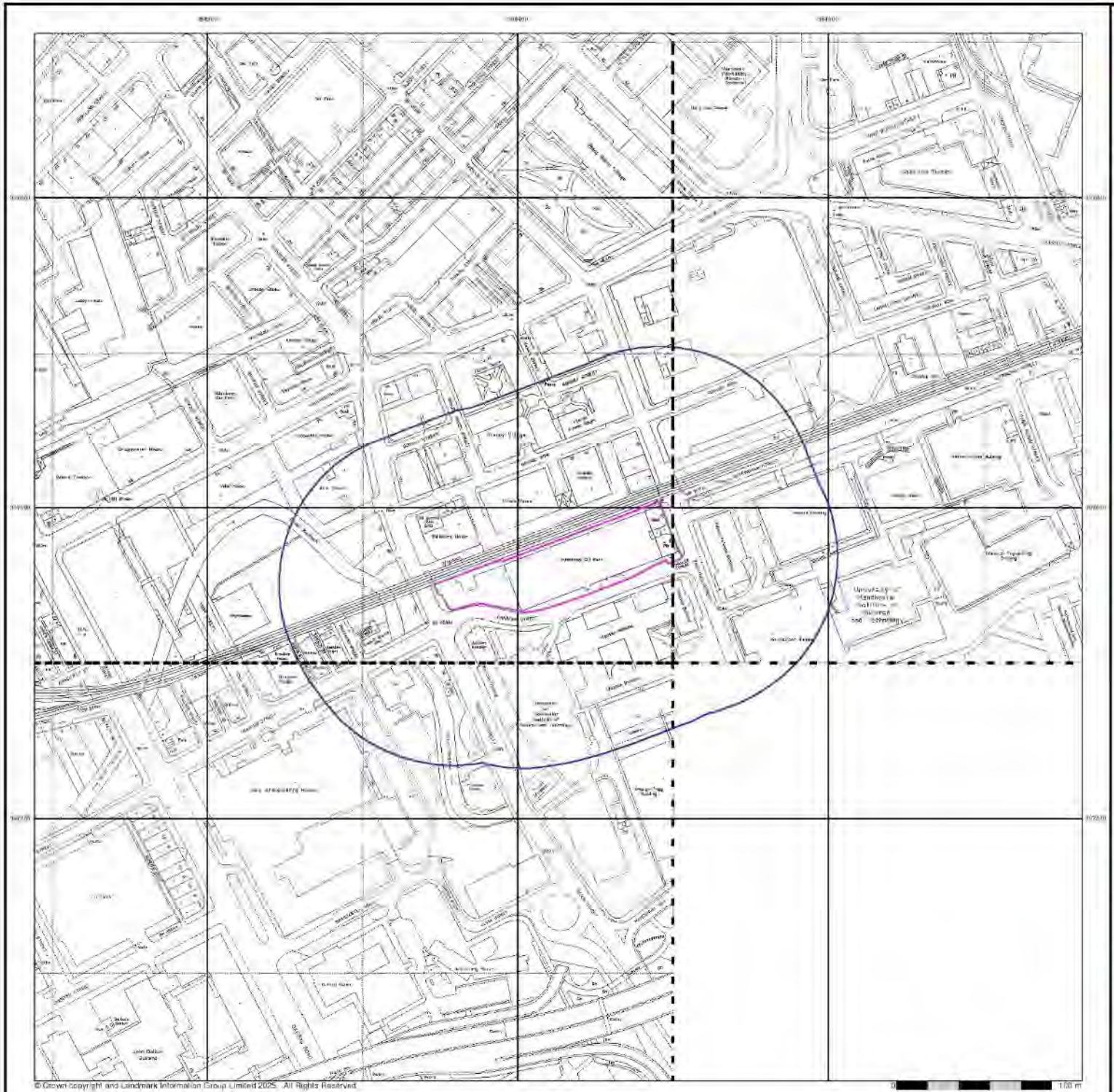
Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	100

Site Details

Site at 384426,397568

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Large-Scale National Grid Data

Published 1994 - 1995

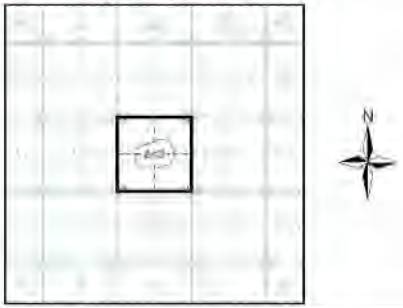
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the forerunners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	100

Site Details

Site at 384426,397568

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Fax: 0844 844 9951
Web: www.envirocheck.co.uk

APPENDIX C	SEARCHES
Landmark	Envirocheck Report
Coal Authority	Consultants Mining Report
ZeticaUXO	UXO Risk Map
BGS	Archive Borehole Records



Envirocheck® Report:

Datasheet

Order Details:

Order Number:
380510101_1_1

Customer Reference:
7356

National Grid Reference:
384430, 397560

Slice:
A

Site Area (Ha):
0.53

Search Buffer (m):
1000

Site Details:

Site at 384426,397568

Client Details:

Mr R Hey
Calabrian Limited
9 Millwood
Ingleton
LA6 3HY

Prepared For:

Roscoe

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Summary

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Agency & Hydrological					
BGS Groundwater Flooding Susceptibility	pg 1	Yes	Yes	Yes	n/a
Contaminated Land Register Entries and Notices					
Discharge Consents	pg 1		43	15	36
Prosecutions	pg 25				1
Enforcement and Prohibition Notices					
Integrated Pollution Controls					
Integrated Pollution Prevention And Control	pg 25				2
Local Authority Integrated Pollution Prevention And Control					
Local Authority Pollution Prevention and Controls	pg 25				12
Local Authority Pollution Prevention and Control Enforcements	pg 27				1
Nearest Surface Water Feature	pg 27		Yes		
Pollution Incidents to Controlled Waters	pg 27		7	5	10
Historical Prosecutions					
Registered Radioactive Substances	pg 31		8	7	10
Substantiated Pollution Incident Register					
Water Abstractions	pg 35		2	8	3 (*56)
Water Industry Act Referrals					
Groundwater Vulnerability Map	pg 52	Yes	n/a	n/a	n/a
Groundwater Vulnerability - Soluble Rock Risk			n/a	n/a	n/a
Groundwater Vulnerability - Local Information			n/a	n/a	n/a
Bedrock Aquifer Designations	pg 52	Yes	n/a	n/a	n/a
Superficial Aquifer Designations	pg 52	Yes	n/a	n/a	n/a
Source Protection Zones	pg 52			1	
Extreme Flooding from Rivers or Sea without Defences	pg 52	Yes		n/a	n/a
Flooding from Rivers or Sea without Defences	pg 52		Yes	n/a	n/a
Areas Benefiting from Flood Defences				n/a	n/a
Flood Water Storage Areas				n/a	n/a
Flood Defences				n/a	n/a
OS Water Network Lines	pg 53	1	9	9	33
Water Framework Directive - Catchment	pg 59	Yes		Yes	
Water Framework Directive - Groundwater	pg 59	Yes			
Water Framework Directive - Surface Waters					

Summary

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Waste					
BGS Recorded Landfill Sites					
Historical Landfill Sites					
Integrated Pollution Control Registered Waste Sites					
Licensed Waste Management Facilities (Landfill Boundaries)					
Licensed Waste Management Facilities (Locations)	pg 60			2	5
Local Authority Landfill Coverage	pg 61	1	n/a	n/a	n/a
Local Authority Recorded Landfill Sites					
Potentially Infilled Land (Non-Water)					
Potentially Infilled Land (Water)	pg 61		4	9	19
Registered Landfill Sites					
Registered Waste Transfer Sites					
Registered Waste Treatment or Disposal Sites	pg 63				2
Hazardous Substances					
Control of Major Accident Hazards Sites (COMAH)					
Explosive Sites					
Notification of Installations Handling Hazardous Substances (NIHHS)					
Planning Hazardous Substance Consents					
Planning Hazardous Substance Enforcements					

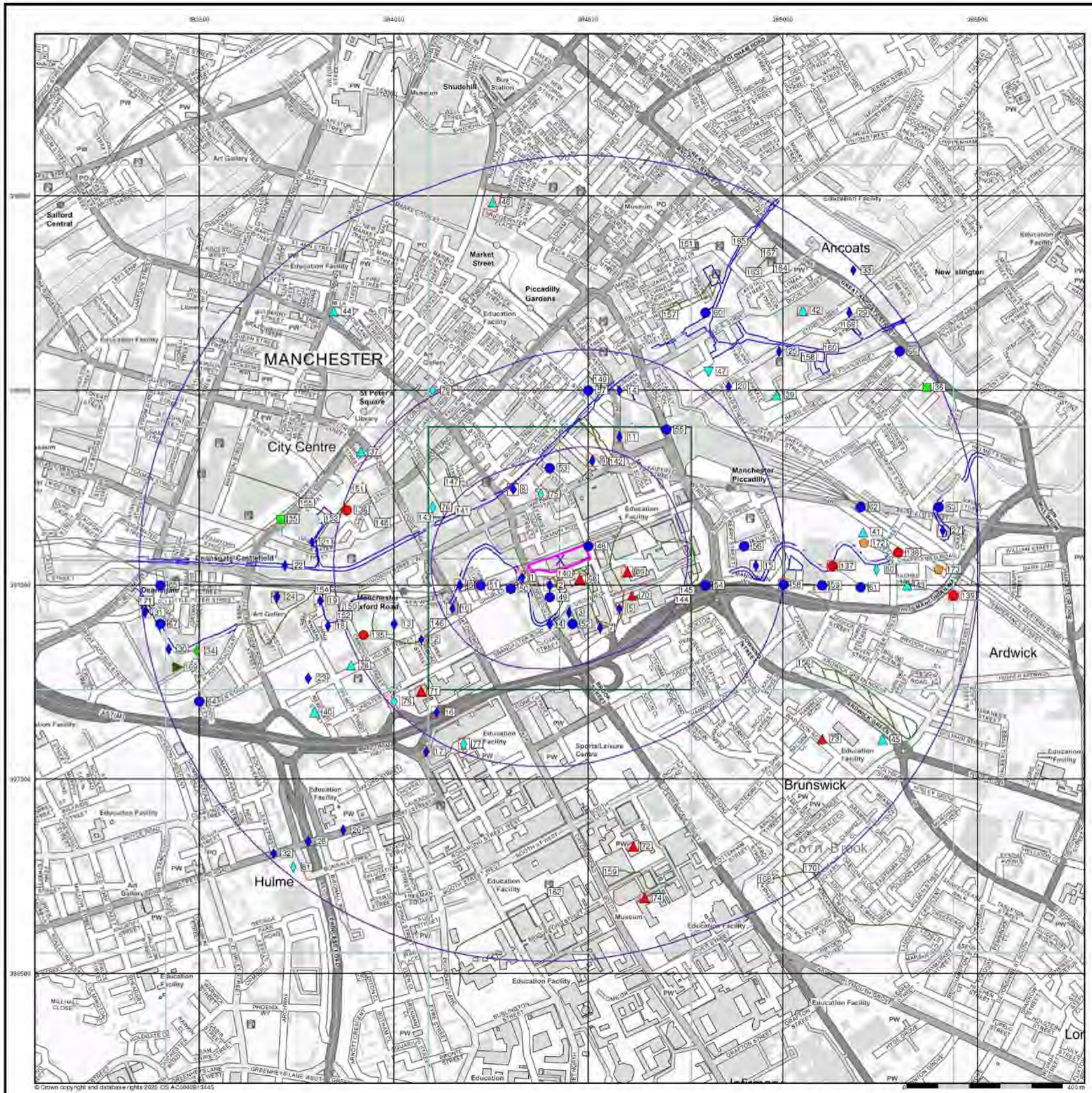
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Summary

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Geological					
BGS 1:625,000 Solid Geology	pg 64	Yes	n/a	n/a	n/a
BGS Estimated Soil Chemistry	pg 64	Yes	Yes	Yes	Yes
BGS Recorded Mineral Sites					
BGS Urban Soil Chemistry	pg 66		Yes	Yes	Yes
BGS Urban Soil Chemistry Averages	pg 69	Yes			
CBSCB Compensation District			n/a	n/a	n/a
Coal Mining Affected Areas	pg 69	Yes	n/a	n/a	n/a
Mining Instability			n/a	n/a	n/a
Man-Made Mining Cavities	pg 69				1
Natural Cavities					
Non Coal Mining Areas of Great Britain				n/a	n/a
Potential for Collapsible Ground Stability Hazards	pg 69	Yes		n/a	n/a
Potential for Compressible Ground Stability Hazards	pg 69	Yes		n/a	n/a
Potential for Ground Dissolution Stability Hazards				n/a	n/a
Potential for Landslide Ground Stability Hazards	pg 69	Yes	Yes	n/a	n/a
Potential for Running Sand Ground Stability Hazards	pg 70	Yes		n/a	n/a
Potential for Shrinking or Swelling Clay Ground Stability Hazards	pg 70	Yes		n/a	n/a
Radon Potential - Radon Affected Areas			n/a	n/a	n/a
Radon Potential - Radon Protection Measures			n/a	n/a	n/a
Industrial Land Use					
Contemporary Trade Directory Entries	pg 71		15	100	484
Fuel Station Entries	pg 122			1	2
Points of Interest - Commercial Services	pg 122		1	16	78
Points of Interest - Education and Health	pg 130			1	4
Points of Interest - Manufacturing and Production	pg 131		9	20	89
Points of Interest - Public Infrastructure	pg 141			15	27
Points of Interest - Recreational and Environmental	pg 144			1	11
Underground Electrical Cables					

Summary

Data Type	Page Number	On Site	0 to 250m	251 to 500m	501 to 1000m (*up to 2000m)
Sensitive Land Use					
Ancient Woodland					
Areas of Adopted Green Belt					
Areas of Unadopted Green Belt					
Areas of Outstanding Natural Beauty					
Environmentally Sensitive Areas					
Forest Parks					
Local Nature Reserves					
Marine Nature Reserves					
National Nature Reserves					
National Parks					
Nitrate Sensitive Areas					
Nitrate Vulnerable Zones	pg 146				1
Ramsar Sites					
Sites of Special Scientific Interest					
Special Areas of Conservation					
Special Protection Areas					
World Heritage Sites					



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General

Specified Site | Specified Buffer(s) | Bearing Reference Point | Map ID

Several of Type at Location

Agency and Hydrological

- Contaminated Land Register Entry or Notice (Location)
- Contaminated Land Register Entry or Notice
- Discharge Consent
- Enforcement or Prohibition Notice
- Integrated Pollution Control
- Integrated Pollution Prevention Control
- Local Authority Integrated Pollution Prevention and Control
- Local Authority Pollution Prevention and Control
- Local Authority Pollution Prevention and Control Enforcement
- Pollution Incident to Controlled Waters
- Historical Prosecutions
- Prosecutions
- Registered Radioactive Substance
- River Network or Water Feature
- Substantiated Pollution Incident Register
- Water Abstraction
- Water Industry Act Referrals

Hazardous Substances

- COMAH Site
- Explosive Site
- NIHHS Site
- Planning Hazardous Substance Consent
- Planning Hazardous Substance Enforcement

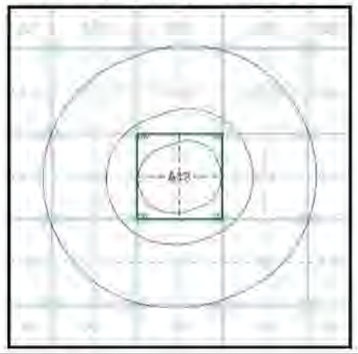
Geological

- BGS Recorded Mineral Site

Waste

- BGS Recorded Landfill Site (Location)
- BGS Recorded Landfill Site
- EA Historic Landfill (Buffered Point)
- EA Historic Landfill (Polygon)
- Integrated Pollution Control Registered Waste Site
- Licensed Waste Management Facility (Landfill Boundary)
- Licensed Waste Management Facility (Location)
- Local Authority Recorded Landfill Site (Location)
- Local Authority Recorded Landfill Site
- Potentially Infilled Land (Non-water)
- Potentially Infilled Land (Non-water)
- Potentially Infilled Land (Non-water)
- Potentially Infilled Land (Water)
- Potentially Infilled Land (Water)
- Potentially Infilled Land (Water)
- Registered Landfill Site
- Registered Landfill Site (Location)
- Registered Landfill Site (Point Buffered to 0)
- Registered Landfill Site (Point Buffered to 250m)
- Registered Waste Transfer Site (Location)
- Registered Waste Transfer Site
- Registered Waste Treatment or Disposal Site (Location)
- Registered Waste Treatment or Disposal Site

Site Sensitivity Map - Slice A



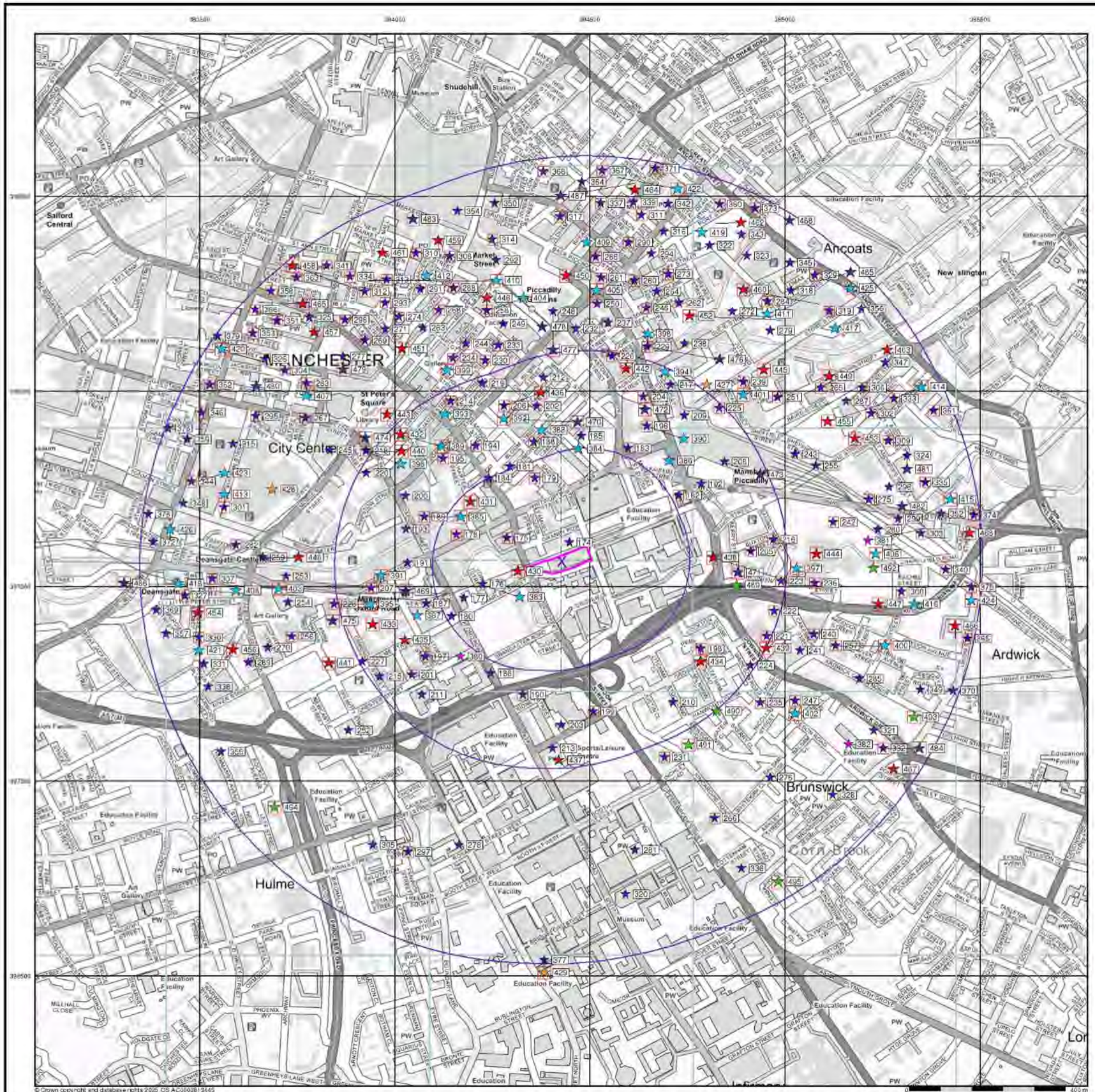
Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	1000

Site Details

Site at 384426,397568

Landmark INFORMATION GROUP
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.environcheck.co.uk



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Industrial Land Use Map

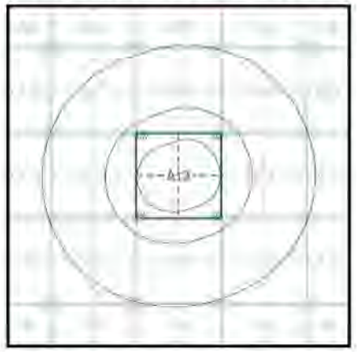
General

Specified Site
Specified Buffer(s)
Bearing Reference Point
Slice
Map ID

Industrial Land Use

- Contemporary Trade Directory Entry
- Fuel Station Entry
- Points of Interest - Commercial Services
- Points of Interest - Education and Health
- Points of Interest - Manufacturing and Production
- Points of Interest - Public Infrastructure
- Points of Interest - Recreational and Environmental
- Underground Electrical Cables

Industrial Land Use Map - Slice A



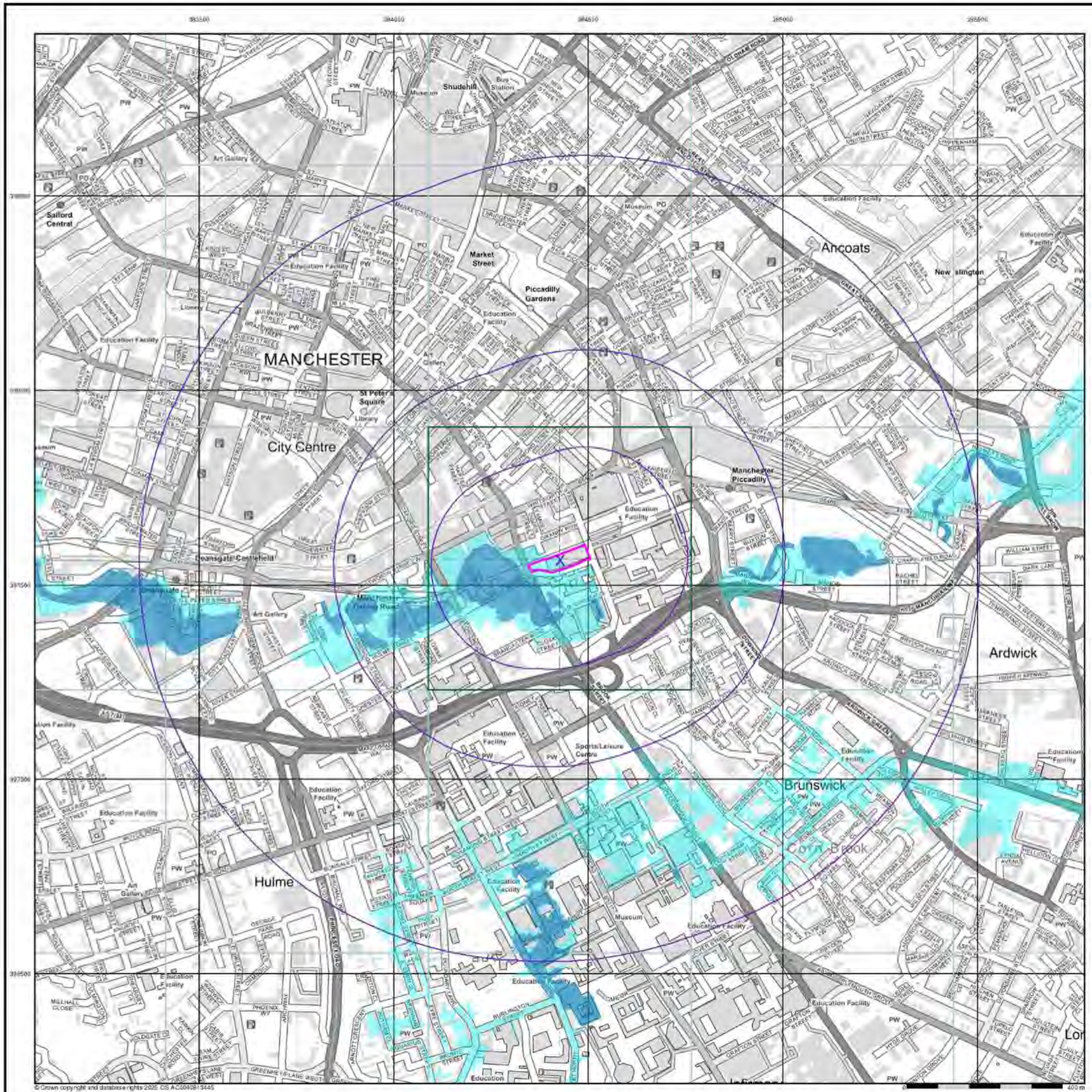
Order Details

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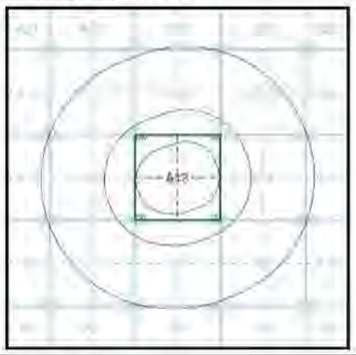
General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point

Agency and Hydrological (Flood)

- Extreme Flooding from Rivers or Sea without Defences (Zone 2)
- Flooding from Rivers or Sea without Defences (Zone 3)
- Area Benefiting from Flood Defence
- Flood Water Storage Areas
- Flood Defence

Flood Map - Slice A



N

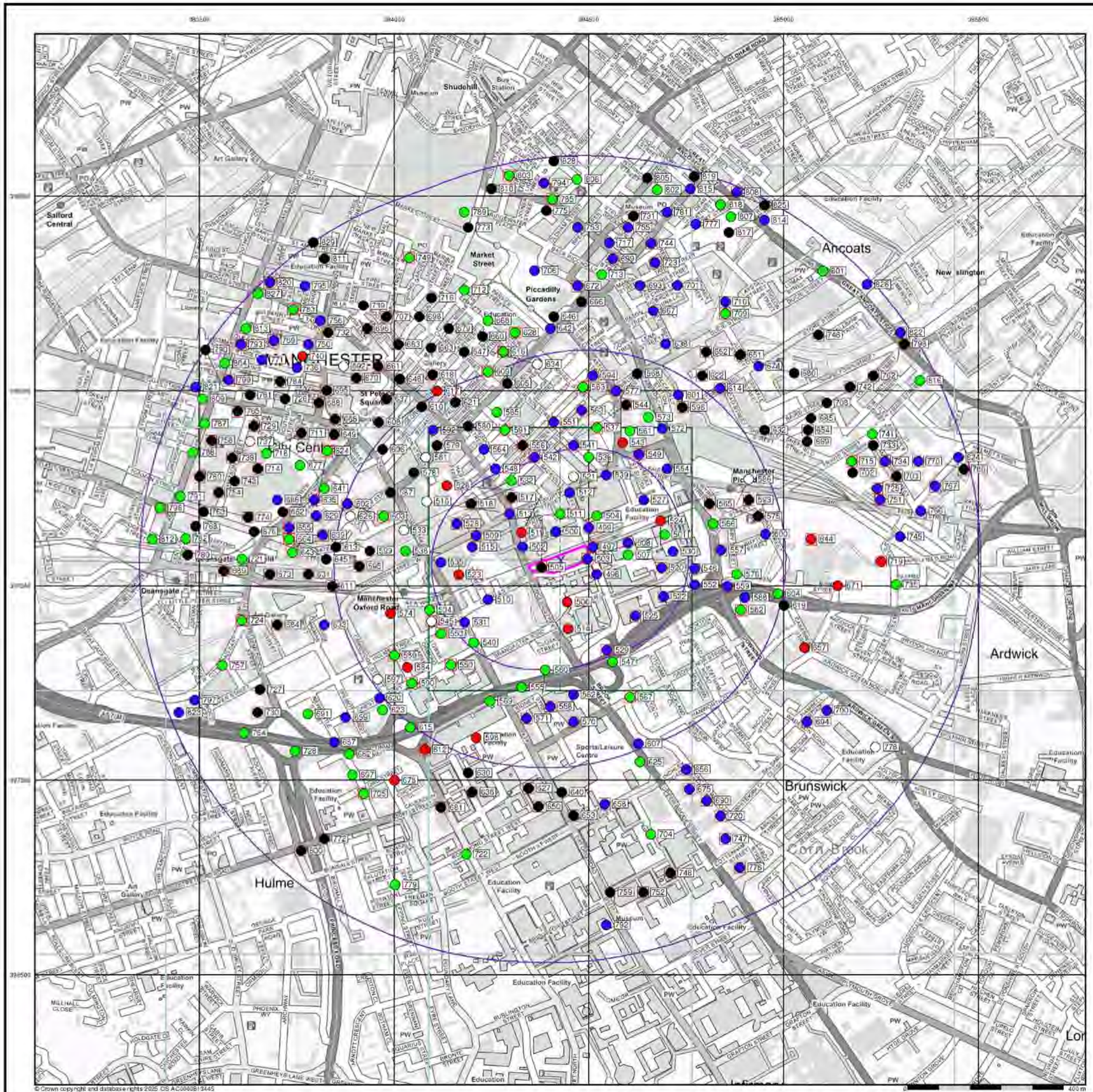
Order Details

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Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	1000

Site Details

Site at 384426,397568

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General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point
- Map ID
- Several of Type at Location

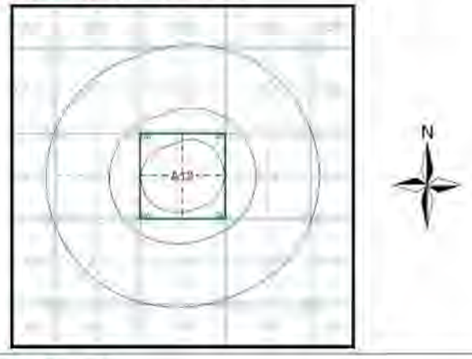
Agency and Hydrological (Boreholes)

- BGS Borehole Depth 0 - 10m
- BGS Borehole Depth 10 - 30m
- BGS Borehole Depth 30m +
- Confidential
- Other

For Borehole information please refer to the Borehole .csv file which accompanied this slice.

A copy of the BGS Borehole Ordering Form is available to download from the Support section of www.envirocheck.co.uk.

Borehole Map - Slice A

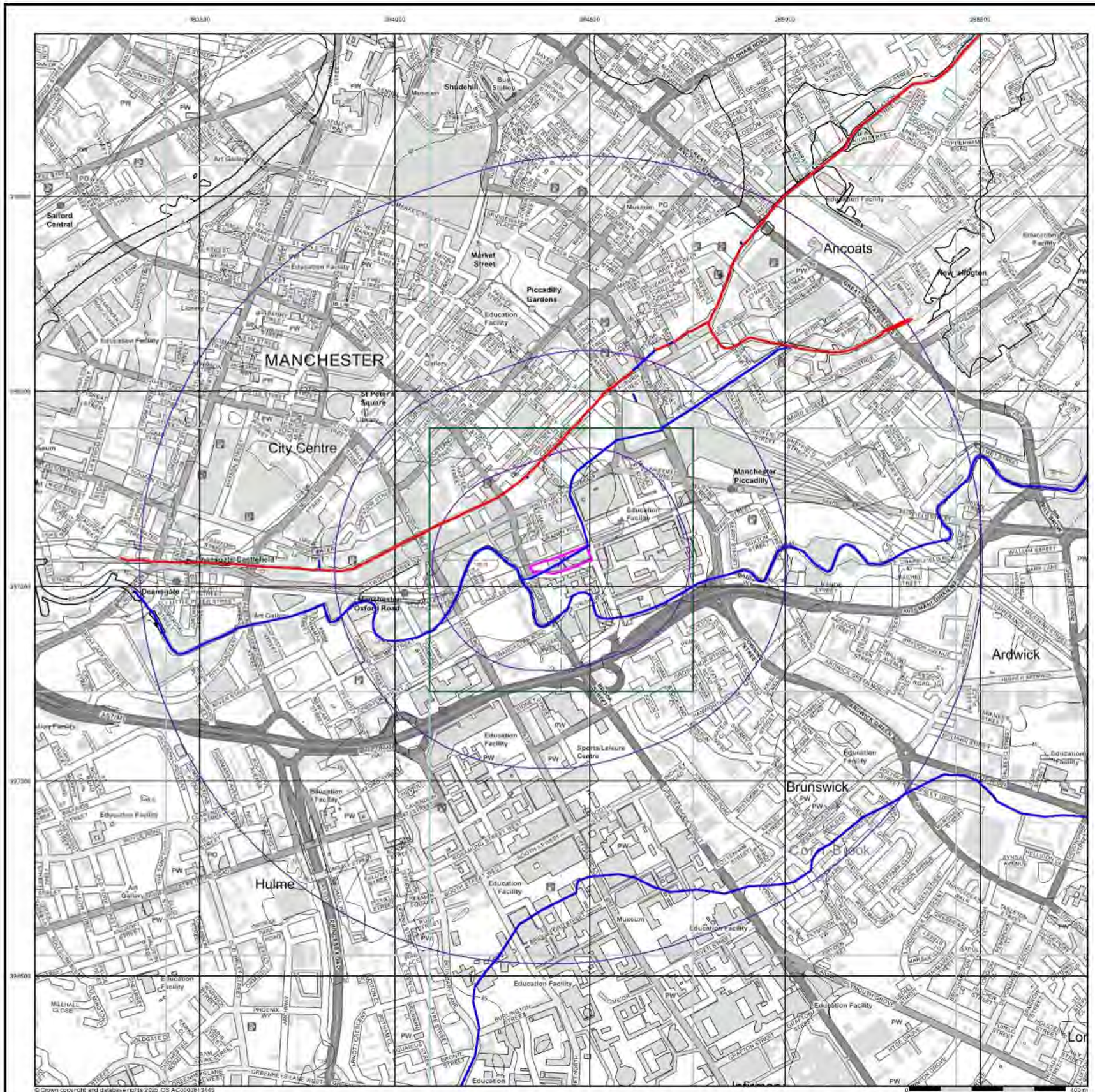


Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	1000

Site Details

Site at 384426,397568



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General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point

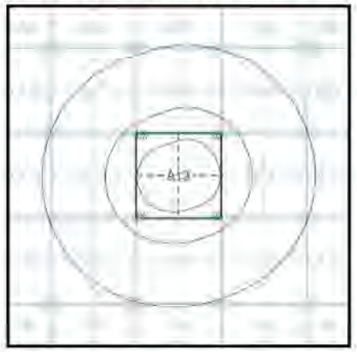
OS Water Network Data

- Canal
- Reservoir
- Foreshore
- Marsh
- Tidal River
- Inland River
- Drain
- Other
- Lake
- Transfer
- Lock Or Flight Of Locks
- Sea

Contours (height in meters)

- Standard Contour
- Master Contour
- Spot Height
- Mean Low Water
- Mean High Water

OS Water Network Map - Slice A



Order Details

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Search Buffer (m):	1000

Site Details

Site at 384426,397568

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Web: www.envirocheck.co.uk



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General

- Specified Site
- Specified Buffer(s)
- Bearing Reference Point

Risk of Flooding from Surface Water

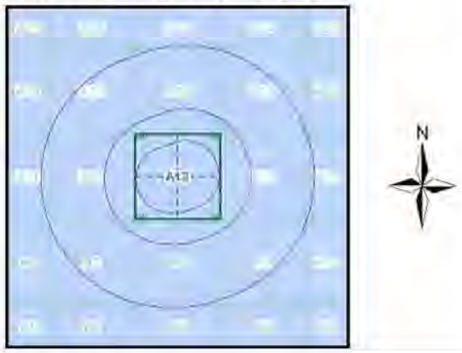
- High - 30 Year Return
- Medium - 100 Year Return
- Low - 1000 Year Return

Suitability

See the suitability map below

- National to county
- County to town
- Town to street
- Street to parcels of land
- Property

EA/NRW Suitability Map - Slice A



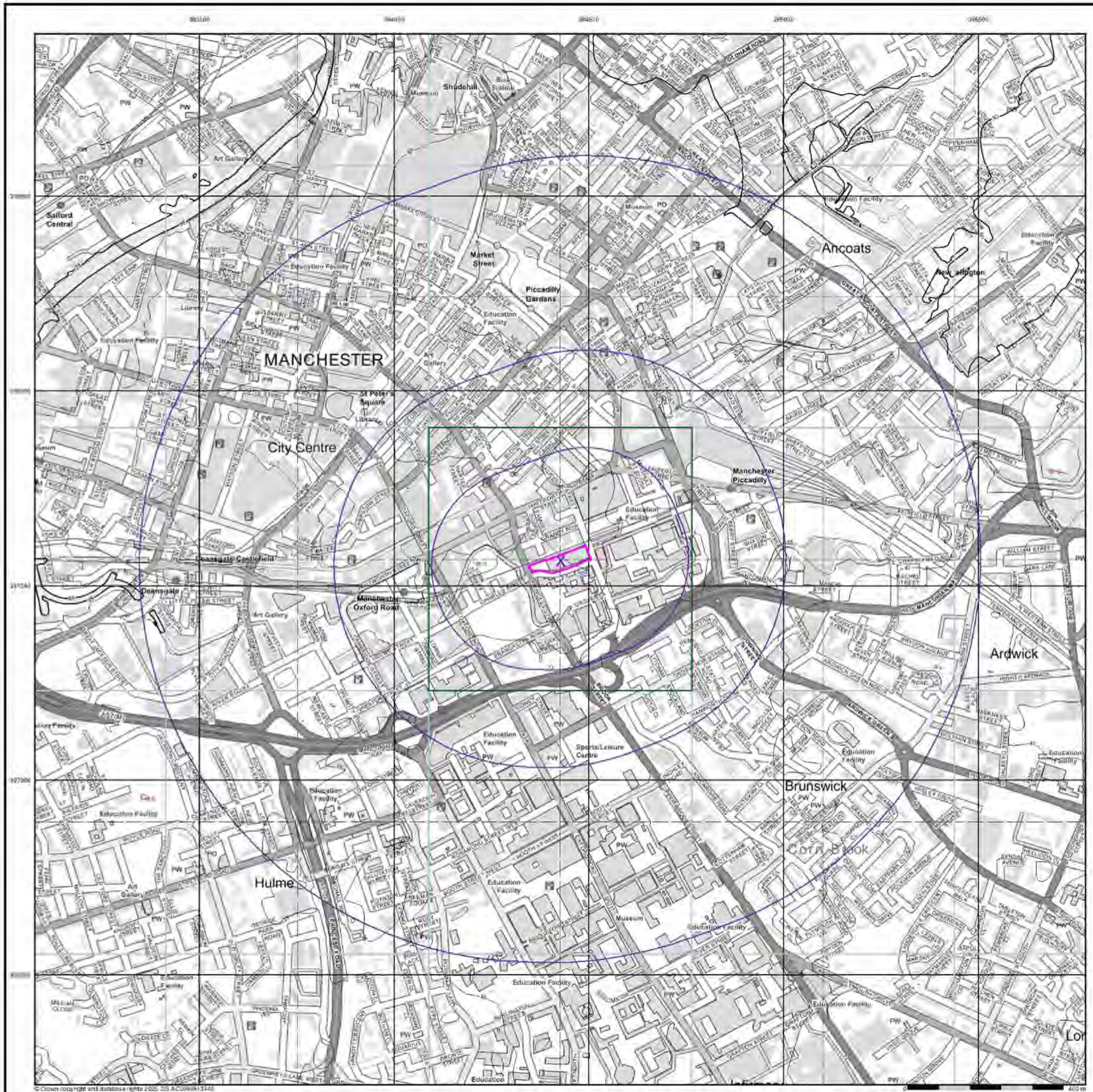
Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	1000

Site Details

Site at 384426,397568

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WFD Surface Waters Map

General

Specified Site | Specified Buffer(s) | Bearing Reference Point
Slice | Map ID

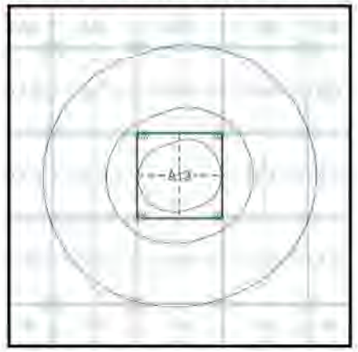
Water Framework Directive - Surface Water Quality

- High
- Good
- Moderate
- Poor
- Bad

Contours (height in metres)

Standard Contour
Master Contour
Spot Height
MLW Mean Low Water
MHW Mean High Water

WFD Surface Waters Map - Slice A



Order Details

Order Number:	380510101_1_1
Customer Ref:	7356
National Grid Reference:	384430, 397560
Slice:	A
Site Area (Ha):	0.53
Search Buffer (m):	1000

Site Details

Site at 384426,397568