Deloitte.



No.1 Castlefield, Manchester

EIA Screening and Scoping Report

July 2026

Contents

1 Introduction 2
2 Baseline Condition and Development Proposals 5
3 EIA Chapters Scoped Out 12
4 Approach to EIA and Proposed Methodology 27
5 EIA Chapters Scoped In 36
6 Summary 61
Appendix 1 - Site Location Plan
Appendix 2 - Committed Developments
Appendix 3(a) – Limitations and Assumptions
Appendix 4: Historic England Listed Asset Map

1 Introduction

1.1 This Environmental Impact Assessment (EIA) Scoping Report (the 'Report') has been prepared in respect of the Proposed Development at No.1 Castlefield, Manchester. The purpose of this document is to formally request a Scoping Opinion from Manchester City Council (MCC) in its capacity as Local Planning Authority (LPA), under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This Report has been finalised in June 2026, incorporating the latest available information and studies undertaken up to this date, in advance of the anticipated planning application submission in July 2026.

1.2 The proposals for No.1 Castlefield represent an opportunity for a major regeneration scheme to support further residential development in this established and popular residential area of Manchester City Centre. The Site is strategically positioned within the established Castlefield/St. George's area, adjacent to the A57 Chester Road. It benefits from excellent connectivity, being in proximity to Bridgewater Canal, mainline railway, and Cornbrook Metrolink Station.

1.3 The Proposed Development comprises two residential blocks (Block A and Block B) providing 593 new homes, with Block A reaching 46 storeys (including ground floor) (+168.00m AOD) and Block B reaching 9 storeys (including ground floor) (+59.8m AOD). Ancillary provisions include waste storage, plant, back of house areas, secure cycle spaces and off street car parking, and residential amenity spaces. The total site area is 0.72 hectares.

1.4 This Scoping Report has been prepared based on a 'worst-case' scenario, considering the maximum anticipated quantum of development to comprehensively identify and assess all potentially significant environmental effects. 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 Given that the development includes more than 150 dwellings, requesting an EIA Screening Opinion is mandatory, and an EIA Scoping Request is considered appropriate to test the likely significant effects.

Purpose of the EIA Screening and Scoping Report

1.10 The process of identifying likely significant effects on the environment that should be addressed by the EIA is termed 'scoping' and the results are presented as a Scoping Report. Regulation 15 of the EIA Regulations (2017) sets out the process for obtaining a Scoping Opinion from the relevant planning authority.

1.11 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.

1.12 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). This process will lead to the preparation of a comprehensive Environmental Statement (ES) for the proposed scheme.

1.13 Based on the details contained within this Report, the full proposed list of topic areas that is to be considered for this EIA includes:

- Climate Change and GHG Emissions
- Daylight, Sunlight and Overshadowing
- Solar Glare
- Socio-Economic
- Townscape and Visual Impact
- Wind Microclimate
- Human Health
- Heritage

1.14 Similarly, the disciplines that are proposed to be scoped out are:

- Water Resources and Flood Risk
- Transport and Traffic
- Ground Conditions
- Ecology and Biodiversity
- Noise and Vibration
- Air Quality
- Archaeology
- Aviation
- TV and Telecommunications

Structure of this Report

1.15 This Report is structured as follows:

- Section 2 provides a detailed description and outlines the nature of the Proposed Development.
- Section 3 provides details of those environmental disciplines proposed to be scoped out of the EIA.
- Section 4 sets out the proposed approach and methodology that an ES would take, including potential consultation requirements.
- Section 5 sets out key issues that would be addressed by the EIA.
- Section 6 summarises the chapters to be included in the EIA.

2 Baseline Condition and Development Proposals

Site Location and Description

2.1 The Site, known as No.1 Castlefield, comprises approximately 0.715ha of land located on the northwestern edge of the Hulme Ward, Manchester. It is bounded by Trentham Street, Ellesmere Street, Castlefield Locks, the elevated railway line, and a small area of the Bridgewater Canal. Figure 2.1 identifies the Site's location.

2.2 It is defined as being within Manchester city centre in planning policy terms, positioned within the established Castlefield/St. George's area. The Site is currently previously developed land, though its specific current state is cleared following the implementation of a planning permission secured in 2018.



Figure 2.1 – Site Location Plan (source: Denton Corker Marshall)

2.3 There is a gentle slope down across the Site running from a south easterly to north westerly direction, broadly from Ellesmere Street towards the railway and the Bridgewater Canal. The total fall across the Site is approximately 1.1m.

2.4 The Site previously comprised a series of low-rise office buildings which were demolished in 2021, with most of the Site covered in areas of hardstanding and debris from the demolition. The Site is now completely vacant, with the exception of an existing substation situated midway along the southern boundary, facing on to Ellesmere Street.

Surrounding Land Uses

2.5 The Site lies within proximity to residential buildings, notably Trilogy, Vox and the seven-storey residential block "Castlefield Locks Apartments", which comprises of Mere House, Brook House, Lake House and Tarn House.

2.6 Directly north of the Site is the 10 to 11 storey apartment block Pomona Wharf. Further north, beyond the River Irwell and the tramline, the Manchester border comes to an end, and Salford begins. This area of Salford largely comprises apartment buildings such as Commerce Quay, Merchants Wharf, The Waterhouse, and Bridgewater Point.

2.7 To the north-east lies St George's Island, a 5-block apartment complex surrounded by a body of water (River Irwell and Bridgwater Canal), and to the east, there are a number of offices containing small businesses, alongside associated parking. The buildings fronting Ellesmere Street are all generally residential buildings between 4 and 8 storeys.

2.8 Land to the south is heavily residential, consisting of terraced housing and a green space/play area, St George's Park. The residential community is bordered both east and west by 10-18 storey apartment blocks (Ledburn Court, Thomas Court to the east of the terraces and Botanica to the west).

2.9 To the west of the Site, patches of green space can be found along the River Irwell and Bridgewater Canal, which are followed by the tramline. Further west of the Site is met by the tramline, which extends towards Trafford. Along the tramline and the Canal, there is a mix of industrial uses with associated parking, as well as some residential apartment blocks, such as Manchester Waters blocks A, B and C.

Transport Networks

2.10 The Site is in a highly accessible location via a range of transport modes. Most locally, Cornbrook Tram stop is located adjacent to the Site, providing access to all Metrolink lines to various locations across Salford and Manchester including, East Didsbury, MediaCity, Deansgate, Bury, Altrincham and Piccadilly.

2.11 Local, regional and national railway services are available from Deansgate Station (c.1km east of the Site). Bus routes run along Hulme Hall Road, Chester Road and Chorlton Road. The Site can be accessed by private car via Chester Road to the south, or Ellesmere Street to the east.

2.12 The Site is in easy walking distance to the shops, amenities and facilities within the neighbourhood, and there are pockets of green space and public amenity surrounding the Site such as St George's Park and Hullard Park, further south.

2.13 The Site has a GMAL (measure of public transport accessibility) of 7, which is just 1 level below the highest possible score (8). The accessibility of the Site from different modes can be described as follows:

- Pedestrian and Cycling: the Site directly adjoins Ellesmere Street, which is a walking route with footpaths either side of a one-way carriageway. This route takes pedestrians east-west through St. George's, connecting to the Chester Road roundabout and passing over the Mancunian Way. The Site is approximately 1 mile to the southern end of Deansgate, which is approximately a 20-minute walk. It is also possible to walk alongside the Bridgewater Canal Tow Path, through the Castlefield to reach Deansgate, which is marginally quicker than walking via Chester Road (A56).

Hulme Hall Road also provides a direct pedestrian connection to Salford, over both the Bridgewater Canal and the River Irwell. Signalised crossings are provided at Bridgewater Way and Chester Road to support pedestrian connections to / from the south, with a further signalised junction for crossing along Chester Road 250m to the east. Ellesmere Street also benefits from a cycle path, as does Chester Road, providing a direct cycle route into the city centre. There are Starling Bank Bike docking stations at the junction of Bridgewater Way / Chester Road and at Hulme Hall Road, offering bikes for hire.

- Local Highway Network: the key roads adjacent to the Site are Chester Road (Bridgewater Way / A56) which travels westbound through Trafford to Altrincham, and eastbound into the City Centre. It connects to the A57(M), also referred to as the Mancunian Way, providing the circular route largely around Manchester and Salford City Centre and connections to all directions from the city centre by car.

- Public Transport:

    - Bus: the nearest bus stop is located on Chester Road, operating the 255-bus route. This is a connection between Piccadilly Gardens and Partington in Trafford. During peak times, this provides 5 services per hour in each direction, moving to 2 per hour in non-peak times.

    - Metrolink: the nearest Metrolink Stop is Cornbrook, which operates all services on the Metrolink system and provides direct access to Bury, Rochdale, Ashton, Trafford Centre, Salford Quays, Altrincham, Manchester Airport, East Didsbury and Eccles.

    - Trains: the nearest train station is Deansgate approximately 1m away, which provides more local services and connections to Oxford Road, Salford Central, Victoria and Manchester Piccadilly, which provides a larger number of connections by train both regionally and nationally.

- Waterways: the nearest waterways are the Bridgewater Canal (30m to the north) and the River Irwell (190m to the north), which provide some transport connections between Manchester City Centre and Salford Quays.

Planning History

2.14 The area has historically transitioned from industrialisation to modern industrial and commercial uses. In the 1970s, the Site was developed with warehouse units, ancillary offices, a transport depot, and a vehicle maintenance bay.

2.15 Planning application ref. 123737/NMC/2019 (previously ref. 113473/FO/2016) was approved in July 2018 for the demolition of these industrial buildings and the construction of a new residential development. Following demolition undertaken through this planning permission, the Site currently remains vacant.

Proposed Development

2.16 The application is for Full Planning Permission for the development of two residential blocks (A and B) comprising 593 residential units:

- Block A: 46 storeys (+168.00m AOD).

- Block B: 9 storeys (+59.8m AOD).

2.17 The development will provide supporting amenity spaces, car and cycle parking, landscaping, and other associated works. Ancillary provisions include 388 secure cycle spaces (providing 1 cycle space per 1.55 dwelling units), and 42 car parking spaces (7.2% provision).

2.18 This Scoping Report has been prepared based on the maximum anticipated quantum of development, representing a 'worst-case' scenario to comprehensively identify potential environmental effects.

Programme

2.19 In broad terms, the aim is to submit a planning application during July 2026. This would likely mean a planning decision is made during 2026. Subject to approval, the proposals would then likely commence construction circa Q2/Q3 of 2027 and may take approximately 3 years to construct. This would likely mean completion around 2030.

Phasing and Delivery

2.20 The Site is split into two phases comprising the lower block (Block B) and tower (Block A). It is expected that Block B would commence construction first before Block A is brought forward. It is expected that the construction phases will overlap. Unless it is specifically stated within the individual chapters, the potential scenarios to be tested as part of this EIA are as follows:

- **Scenario 1:** Baseline (no development in existing surrounds with development currently under construction)
- **Scenario 2:** Baseline plus Block B and Block A completed
- **Scenario 3:** Baseline, plus Block B and Block A completed, plus cumulative

Site Specific Environmental Designations

Air Quality

2.21 The Site lies within the Greater Manchester Air Quality Management Area (AQMA), where concentrations of nitrogen dioxide are monitored due to exceedances of national objectives.

2.22 Baseline air quality conditions are influenced primarily by road traffic emissions associated with the A56 Chester Road corridor and surrounding urban road network.

2.23 Further detailed baseline conditions, including monitoring data and pollutant concentrations (NO_2, PM_{10} and $PM_{2.5}$), will be established through the Air Quality Assessment and presented within the Environmental Statement.

Flood Risk and Drainage

2.24 The Proposed Development is situated within Flood Zone 1, where there is a low probability of flooding from rivers and the sea, as illustrated on the Environment Agency Flood Risk Map (Figure 2.3). Notwithstanding this, the Site is identified as being susceptible to surface water flooding, with a present-day annual probability exceeding 3.3% (1 in 30).

2.25 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).

2.26 The Environment Agency Climate Change Impacts Map (Figure 2.4) indicates the potential for an increased extent of flood risk over the lifetime of the Proposed Development.

Figure 2.3 – Environmental Agency Flood Risk Map



Figure 2.4: Environment Agency Climate Change Impacts Map



Historic Environment

2.27 The Site is not located within a conservation area however, it lies 100m west of the Castlefield Conservation Area.

2.28 Manchester City Council does not maintain a local list; however, the following buildings and structures located around are considered to be non-designated heritage assets (NDHAs):

2.29 No buildings within the No.1 Castlefield Site are listed. There are 9 listed buildings/assets located within 500m of the Site. The Grade II* and II listed buildings are detailed below, in order of distance from the Site:

1) **Former Turville Public House** (Grade II) – List Entry Number: 1283069
2) **Railway Bridge over the Canal** (Grade II) – List Entry Number: 1283078
3) **Former Albert Mill** (Grade II) – List Entry Number: 1200817
4) **Hulme Barracks** (Grade II) – List Entry Number: 1247392
5) **Brindley's Weir** (Grade II) – List Entry Number: 1255540
6) **Hulme Lock Branch Canal** (Grade II) – List Entry Number: 1208196
7) **Churchyard Walls at Church of St George** (Grade II) – List Entry Number: 1197789
8) **Church of St George** (Grade II*) – List Entry Number: 1208640
9) **Former Canal Flour Mills** (Grade II) – List Entry Number: 1200858

2.30 For further detail, Appendix 4 maps the location of the nine, surrounding heritage assets.

Ecology

2.31 The Site is not near any statutory ecological designations; the closest, Rochdale Canal SSSI/SAC, is about 7.5 km east. Two non-statutory sites are located within 2 km; however, these relate to ecological features not supported by habitats present within the Site.

2.32 The Site comprises previously developed land characterised by common and widespread habitat types, including ruderal vegetation and scrub, and does not support any Habitats of Principal Importance.

Planning Policy Allocations and Strategic Frameworks

2.33 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).

2.34 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. It is also located within the defined Regional Centre, which is the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. The development in this location also supports Spatial

Objective 03 (Housing) in terms of providing a good range of high quality housing with good access to local facilities, and employment opportunities through sustainable transport.

3 EIA Chapters Scoped Out

3.1 A scoping exercise has been carried out by all members of the project team in order to determine the likely significant effects on the environment that may arise as a result from the Proposed Development.

3.2 This process has enabled the team to determine which technical disciplines are pertinent to the Proposed Development and the scope of assessment required in order for any likely significant effects on the environment to be addressed as part of the EIA process.

3.3 The information presented in the ES will be provided in accordance with Schedule 4 or the EIA Regulations and will include:

- A description of the Proposed Development;
- An outline of the main alternatives studied;
- A description of the aspects of the environment likely to be significantly affected by the proposals;
- 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
- An indication of any difficulties encountered by the Applicant in compiling the required information.

3.4 The introductory chapters for the ES will provide the following information:

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

3.5 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.

3.6 It is considered that the following disciplines will not give rise to likely significant effects on the environment and would therefore not require inclusion in the ES. Justifications in relation to each discipline, with input from technical specialists, are provided below:

Transport and Traffic

Baseline

3.7 The Site is in a highly accessible location via a range of transport modes. Most locally, Cornbrook Tram stop is located adjacent to the Site, providing access to all Metrolink lines to various locations across Salford and Manchester including, East Didsbury, MediaCity, Deansgate, Bury, Altrincham and Piccadilly.

3.8 Local, regional and national railway services are available from Deansgate Station (c.1km east of the Site). Bus routes run along Hulme Hall Road, Chester Road and Chorlton Road. The Site can be accessed by private car via Chester Road to the south, or Ellesmere Street to the east.

3.9 The Site is in easy walking distance to the shops, amenities and facilities within the neighbourhood, and there are pockets of green space and public amenity surrounding the Site such as St George's Park and Hullard Park, further south.

3.10 The Site has a GMAL (measure of public transport accessibility) of 7, which is just 1 level below the highest possible score (8). Further details of the Site's transport accessibility is provided in Section 2 of this Report.

Consultation

3.11 Pre-application / EIA scoping discussions have taken place with Manchester City Council Highways in relation to the proposed approach to Transport and Access, attended by MCC's Rebecca Hesketh and Syed Rahi – Wednesday 29th April 2026.

3.12 During those discussions, it was indicated that Transport could be scoped out of the EIA, provided that the operational and construction traffic impacts are appropriately justified through supporting technical information.

Rationale for Scoping Out

3.13 The Proposed Development would provide 593 residential units and 42 residential parking spaces, equating to approximately 7% parking provision. Operational vehicle trip generation has been calculated using TRICS and adjusted to reflect the proposed level of parking.

3.14 The scheme is forecast to generate 12 two-way vehicle movements in the weekday AM peak hour, 10 two-way movements in the weekday PM peak hour and 108 two-way daily movements. This level of traffic is low in the context of the surrounding highway network and reflects the Site's accessible location close to Cornbrook Metrolink, Chester Road bus services and walking and cycling routes towards Manchester city centre.

3.15 Construction traffic has been assessed using a planning-stage benchmark approach, informed by comparable developments in the local area and of a similar scale, including Trinity Islands (134039/JO/2022) and Weston Student Halls / Weston Hall and Pendulum Hotel (137227/FO/2023).

3.16 A sensitivity case of 60 HGV movements and 110 total construction vehicle movements per weekday has been adopted. When converted to Annual Average Daily Traffic (AADT), this equates to approximately 36 HGV movements and 66 total construction vehicle movements.

3.17 Construction traffic would be temporary and controlled through a Construction Traffic Management Plan. No construction staff parking is assumed on-site or on surrounding residential streets.

3.18 When compared with baseline flows on Chester Road, the forecast operational and construction traffic increases are well below the IEMA Rule 1 and Rule 2 screening thresholds. These rules identify highway links for further assessment where:

- Rule 1: include highway links where total traffic flows or HGV flows would increase by more than 30%; and
- Rule 2: traffic flows would increase by more than 10% in specifically sensitive areas, such as accident clusters, conservation areas, hospitals or links with high pedestrian flows.

3.19 Operationally, the forecast 108 two-way daily vehicle movements, including 12 in the AM peak hour and 10 in the PM peak hour, would not result in a material increase in traffic on the surrounding highway network, including Chester Road.

3.20 Construction traffic would also be temporary and limited. The sensitivity case equates to 66 AADT total construction vehicle movements, including 36 AADT HGV movements, and would be managed through a Construction Traffic Management Plan. No construction staff parking is assumed on-site or on surrounding residential streets.

3.21 Given the low operational trip generation and the temporary, managed nature of construction traffic, the Proposed Development would not exceed the IEMA Rule 1 or Rule 2 screening thresholds on surrounding highway links. Transport effects are therefore not expected to be significant in EIA terms.

3.22 It is therefore considered appropriate to scope Transport and Access out of the Environmental Statement. Operational transport matters will be addressed in the Transport Statement submitted with the Application, while construction traffic will be managed through a planning condition requiring implementation of an approved Construction Management Plan.

Ground Conditions

Baseline

3.23 The site, although now cleared, is understood to have the following baseline ground conditions:

Geology:

- **Drift Geology**: Predominantly Glaciofluvial Sheet Deposits (Sands and Gravels).
- **Bedrock Geology:** Cheshire Pebble Beds (Sandstone).
- **Made Ground:** Made Ground deposits are likely to be present across the Site due to historical development and construction/demolition activities.

Hydrogeology:

3.24 The underlying sandstone geology is classified as a Principal Aquifer, but its sensitivity is reduced due to limited ability to support potable groundwater abstractions and extensive

historical industrial activity in the area. The Site is not within a Groundwater Source Protection Zone or Drinking Water Safeguard Zone. Shallow groundwater, if present, is considered likely to flow northwards towards the Bridgewater Canal.

Hydrology:

3.25 The Bridgewater Canal is located less than 5m to the north, and the Manchester Ship Canal is 105m to the north/north-west. The Site is within Flood Risk Zone 1, indicating a low probability of fluvial or sea flooding. The Bridgewater Canal is unlikely to be in hydraulic continuity with shallow groundwater due to its likely clay-lined channel and dock wall structures.

Mining & Land Stability:

3.26 The Site is not within an area affected by past shallow coal mine workings and is over 1,000m from the nearest mine entry and coal subcrop. The Coal Authority has designated the Site as 'Low Risk' from historic mine workings. Geotechnical hazards such as shrink-swell clay, landslides, compressible ground, collapsible deposits, and running sand are designated as 'Very Low Hazard' or 'No Hazard'.

Contamination Potential:

- Historic Uses: The site's history, including a brewery, mill, and later industrial/warehouse uses, suggests the potential for heavy metals, PAHs, hydrocarbons, and asbestos within the Made Ground.

- Ground Gas: Made Ground is identified as the only plausible potential source of low-level hazardous ground gas (carbon dioxide and methane). The historic Pomona Dock No. 1 landfill (248m W) is not considered a ground gas risk due to distance.

- Unexploded Ordnance (UXO): The regional risk map indicates a Moderate to High risk for Manchester. However, due to the site's extensive redevelopment post-WWII, any UXO would likely have been identified and remediated, leading to a LOW potential UXO risk.

- Polychlorinated Biphenyls (PCBs): An electrical substation on the southern boundary, present since before 1976 (when PCBs were banned), may potentially contain PCBs.

- Radon: The Site is in an area where less than 1% of homes are above the Action Level, and radon protective measures are not deemed necessary.

Identification of Potentially Significant Effects

3.27 Based on the baseline conditions, the potential effects identified are:

Human Health:

- Exposure of construction workers and future residential end-users to heavy metals, PAHs, hydrocarbons, and asbestos within Made Ground.

- Exposure to PCBs from the former electrical substation.

- Risk from hazardous ground gases (asphyxiation, explosive) to construction workers and future end-users if accumulated in deep excavations or internal spaces.

Controlled Waters:

- Potential for vertical/lateral migration of hydrocarbon compounds, volatile PAHs, and VOCs from Made Ground to the Principal Aquifer or Bridgewater Canal.

Buildings and Infrastructure:

- Corrosion of concrete foundations/structures due to pH and sulphate levels in Made Ground.
- Geotechnical constraints from potential relict foundations/sub-structures and the need for piled foundations for proposed residential apartment complex loadings.
- Unexploded Ordnance (UXO): Although assessed as low risk, the initial high regional risk warrants consideration.

Consultation Undertaken

3.28 The E3P Phase 1 Desktop report indicates the following consultations:

- **Regulatory Database**: Information was obtained from a commercially available environmental database, including records of discharge consents and pollution incidents within 250m of the site.
- **Coal Authority**: A search of the Coal Authority Gazetteer was undertaken to assess mining risk.

Rationale for Scoping Out

3.29 Ground conditions are proposed to be scoped out of the Environmental Impact Assessment due to the following rationale, which incorporates potential effects, embedded mitigation measures, and further studies:

Contamination (Human Health):

3.30 **Potential Effects:** Heavy metals, PAHs, hydrocarbons, and asbestos in Made Ground, and PCBs from the substation.

3.31 **Mitigation/Further Studies**: While the site's industrial history indicates a reasonable likelihood of encountering some localised contamination during intrusive ground investigation works, this is considered relatively commonplace for brownfield industrial sites of this nature. It is not anticipated to represent gross site-wide impact that would typically be regarded as significant in EIA terms. The Proposed Development will involve covering the Site with residential apartments, hard-standing, and soft landscaping, which will effectively remove the exposure pathway for future residential users. For construction workers, appropriate Personal Protective Equipment (PPE) and a detailed enabling works strategy (following guidance like CIRIA733 for asbestos) will mitigate risks. Any localised contamination identified will be suitably remediated, ensuring that residual risks are reduced to acceptable levels through the implementation of mitigation measures secured and governed by relevant planning conditions.

Ground Gas:

3.32 **Potential Effects**: Hazardous ground gases from Made Ground.

3.33 **Mitigation/Further Studies**: If a ground gas risk is identified through further investigation, suitable control measures will be adopted in building construction, following established guidance such as CIRIA 665 and BS8485. These measures are standard practice and effectively mitigate potential risks.

Controlled Waters:

3.34 **Potential Effects**: Migration of contaminants to the Principal Aquifer or Bridgewater Canal.

3.35 **Mitigation/Further Studies:** The Principal Aquifer is not considered a sensitive receptor due to its industrial history and limited potable abstraction potential. Furthermore, the Bridgewater Canal is unlikely to be in hydraulic continuity with shallow groundwater. Therefore, the Site is considered to pose a low risk to surface water and the wider environment, and any potential pathways will be managed through standard construction practices.

Geotechnical Issues:

3.36 **Potential Effects**: Relict foundations/sub-structures requiring removal, and the need for piled foundations due to proposed loadings.

3.37 **Mitigation/Further Studies**: A detailed Phase II intrusive Geo-Environmental Ground Investigation is recommended. The findings of this investigation will confirm the conceptual site model, inform value engineering for a development solution, and provide the necessary data for appropriate foundation design. These are standard engineering considerations for brownfield development.

Unexploded Ordnance (UXO):

3.38 **Potential Effects:** Risk from unexploded ordnance.

3.39 **Mitigation/Further Studies**: Despite a regional moderate-to-high risk, the site's extensive redevelopment post-WWII suggests a low potential UXO risk. However, a detailed UXO Report and tertiary mitigation measures during the construction phase are recommended to manage any residual risk. These measures are well-established and effective in managing such risks.

Conclusion

3.40 Based on the information currently available, it is considered that potential effects relating to ground conditions can be appropriately scoped out of the Environmental Impact Assessment. Whilst there is potential for contamination or other adverse ground conditions to be encountered during redevelopment, such matters are routinely addressed through the planning process by way of appropriately worded planning conditions requiring site investigation, risk assessment and, where necessary, remediation and verification works.

3.41 Irrespective of the nature or extent of any contamination identified, the Site would be subject to a remediation strategy designed to ensure that it is suitable for its proposed residential end use and does not pose an unacceptable risk to human health or the environment. Any potential adverse effects associated with ground conditions would

therefore be temporary and capable of being effectively mitigated through approved remediation measures.

3.42 Given that any identified risks would be treated, removed or otherwise remediated prior to occupation, the residual effects following implementation of mitigation measures are anticipated to be negligible to minor adverse and not significant in EIA terms. As such, it is considered that a standalone assessment of ground conditions within the Environmental Statement would not provide meaningful additional benefit and that this topic can be scoped out of the EIA, subject to the application of suitable planning conditions to oversee investigation and remediation works.

Ecology and Biodiversity

3.43 This section has been prepared by the project's Ecology and Biodiversity consultant, Rachel Hacking Ecology.

Baseline

3.44 The ecological baseline has been established through a Preliminary Ecological Appraisal (PEA), comprising both a desk-based assessment and a field survey undertaken in April 2026.

3.45 The desk study included a review of statutory and non-statutory designated sites, Impact Risk Zones, and records of protected species, supported by data from the Defra MAGIC database and the Greater Manchester Sites of Biological Importance register.

3.46 The field survey was undertaken in accordance with the UK Habitat Classification system, supported by a preliminary species assessment following CIEEM (2017) guidance.

3.47 The Site is not located within or in proximity to any statutory designated ecological sites, with the nearest (Rochdale Canal SSSI/SAC) located approximately 7.5 km to the east. While two non-statutory designated sites are located within 2 km, these are associated with ecological features that are not supported by the habitats present within the Site.

3.48 Habitats within the Site comprise previously developed land characterised by common and widespread vegetation types, including ruderal vegetation and scrub, and do not include any Habitats of Principal Importance. The Site provides negligible suitability for protected or notable species, with the exception of nesting birds, and connectivity to the wider landscape is limited by surrounding urban infrastructure.

3.49 Overall, the baseline ecological value of the Site is considered to be low.

Consultation

3.50 No consultation with statutory bodies has been undertaken at this stage. The findings of the PEA provide sufficient evidence to inform the EIA scoping opinion.

Rationale for Scoping Out

3.51 Ecology has been scoped out of the Environmental Impact Assessment on the basis that no likely significant environmental effects are anticipated.

3.52 There are no identifiable impact pathways between the Site and any statutory or non-statutory designated ecological sites. The habitats present within the Site are of low

ecological value and are limited to features of site-level importance only. As such, the zone of ecological influence is confined to the Site boundary.

3.53 Potential impacts associated with the Proposed Development, including habitat loss and disturbance to nesting birds, are expected to be localised and temporary in nature. These effects would not result in significant impacts on the conservation status of any protected or notable species and can be appropriately managed through the implementation of standard mitigation measures.

3.54 Accordingly, the Proposed Development is not expected to give rise to likely significant effects on ecological receptors, and Ecology is therefore considered appropriate to scope out of the Environmental Impact Assessment.

Noise and Vibration

Baseline

3.55 The Proposed Development comprises residential use with associated amenity space, with limited car parking provision. The design seeks to maximise natural ventilation, reducing the need for mechanical plant.

3.56 Baseline noise and vibration conditions have been informed by surveys undertaken in April and May 2026, including vibration monitoring adjacent to the railway viaduct and noise measurements of surrounding road traffic, rail, and tram movements.

3.57 The Site is influenced by noise and vibration from adjacent railway and tram infrastructure, as well as nearby road traffic. However, due to screening from existing development and relatively low traffic speeds, baseline noise and vibration levels are not considered significant.

Consultation

3.58 Manchester City Council Environmental Health Department has been contacted in relation to noise and vibration; however, a response is awaited at the time of writing.

Rationale for Scoping Out

3.59 The operational phase of the Proposed Development is not expected to give rise to significant noise effects. The scheme comprises residential use with limited car parking and minimal reliance on mechanical plant, which can be designed and specified to ensure negligible impacts at surrounding receptors.

3.60 During the construction phase, noise effects will be temporary and short-term. A Construction Noise Management Plan will be prepared by the appointed contractor, setting out the quietest practicable working methods, appropriate mitigation measures, and time restrictions for higher noise activities. With these controls in place, construction noise effects are expected to remain low and, at times, moderate for short durations, and not significant.

3.61 If required, targeted noise monitoring can be undertaken during the most intensive construction activities to ensure compliance with agreed limits and provide assurance to the Local Authority.

3.62 In terms of receptors introduced, the Proposed Development will be supported by detailed baseline surveys (ensuring data validity outside of school holidays), modelling of operational noise from plant and traffic, assessment of vibration impacts on new residents, and a comprehensive Construction Noise and Vibration Management Plan. Mitigation may be required in relation to the detailed design of the façade facing the railway and Metrolink Line. Whilst baseline levels are suggesting that this is non-significant, mitigation would further reduce any potential effects to ensure that they are non-significant levels.

Air Quality

Baseline

3.63 The Site lies partially within the Greater Manchester Air Quality Management Area, designated due to elevated annual mean nitrogen dioxide (NO_2) concentrations. However, a review of recent monitoring data indicates no exceedances of the annual mean NO_2 Air Quality Objective in the vicinity of the Site.

3.64 The nearest monitoring location is identified on Chester Road, approximately 75 m from the Site. Predicted background concentrations of NO_2, PM_{10}, and $PM_{2.5}$ are below the relevant Air Quality Objectives and concentration targets.

3.65 During the construction phase, activities such as earthworks and site operations have the potential to generate fugitive dust emissions, which could affect nearby sensitive receptors. These effects are expected to be temporary and can be effectively controlled through the implementation of standard mitigation measures in accordance with recognised guidance. As such, residual construction effects are anticipated to be not significant and will be addressed within a standalone Air Quality Assessment.

3.66 During the operational phase, the Proposed Development may give rise to emissions associated with vehicle movements and the exposure of future residents to ambient air quality conditions. Given the limited parking provision and the urban location, effects are expected to be minimal.

3.67 Based on baseline conditions and previous assessment findings for the Site, future residents are not expected to be exposed to elevated pollutant concentrations, and overall effects are anticipated to be not significant. These conclusions will be confirmed within a standalone Air Quality Assessment.

Consultation

3.68 An initial Air Quality Assessment for the Site was undertaken in September 2016, but no further consultation has been undertaken in relation to the updated scheme to date and no specific air quality surveys have been carried out for the Proposed Development.

Rationale for Scoping Out

3.69 It is considered that the Proposed Development does not have the potential to give rise to significant air quality effects.

3.70 Local monitoring data indicates no exceedances of the annual mean nitrogen dioxide (NO_2) Air Quality Objective in the vicinity of the Site in recent years. Background pollutant concentrations are also below the relevant Air Quality Objectives and associated concentration targets.

3.71 During the construction phase, any potential impacts are expected to be not significant following the implementation of standard control measures. These effects will be appropriately assessed within a standalone Air Quality Assessment.

3.72 Operational phase impacts can be assessed in accordance with Institute of Air Quality Management (IAQM) guidance within a standalone Air Quality Assessment. Given the Site's location, previous assessment findings, and the limited level of parking provision, operational effects are expected to be not significant.

3.73 For any potential future residents (receptors) that may be affected by local air quality issues, it is proposed that the façade is sealed and relies on mechanical ventilation only. This will negate any potentially harmful impacts associated with local air quality issues, which would mean any effects would be non-significant in EIA terms.

Archaeology

3.74 An Archaeological Desk-Based Assessment has been undertaken, which concludes there is potential for industrial archaeology relating to the previous brewery building on the Site, as summarised below.

Baseline

3.75 Historically, the Site was agricultural land until the latter half of the 19th century. The primary historical feature on the Site was the Cornbrook Brewery, which was erected in the 1870s, extended at the turn of the 20th century, and remained in operation until after 1973. Following its demolition, the modern office buildings currently occupying the Site were constructed.

3.76 An Archaeological Desk-Based Assessment (DBA) was undertaken to evaluate the archaeological potential of the Site as part of the Application, which remains unchanged. The assessment indicates the following:

- Prehistoric Potential: Low. While residual prehistoric material has been found in the wider Castlefield area, no defined prehistoric foci have been identified on the Site itself, which has been extensively built upon.

- Roman Potential: Low. Although the surrounding Castlefield area has evidence of Roman activity (fort and vicus), the site's distance from these major installations and its extensive subsequent development suggest a low likelihood of revealing significant Roman remains.

- Medieval/Post-Medieval Potential: Low. The Site was agricultural during these periods. While plough soils might contain artefacts, the construction and demolition of the brewery, including its basements and foundations, make the survival of such evidence unlikely.

- Industrial Potential: High. The foundations and cellars of the former Cornbrook Brewery are considered highly likely to have survived across a significant portion of the site. A site walkover identified evidence of earlier structures, such as cut iron 'I' shaped columns, indicating the presence of previous industrial infrastructure below ground.

Consultation Undertaken

3.77 Consultation has been undertaken with the Greater Manchester Archaeological Advisory Service (GMAAS). The Archaeological Desk-Based Assessment confirms that GMAAS was consulted for previous work immediately to the east of the site, and relevant grey literature and Historic Environment Data from that study were incorporated into the assessment for this site.

Identification of Potential Effects

3.78 The primary potentially significant effect associated with the Proposed Development is the disturbance or destruction of industrial archaeological remains, particularly the foundations and cellars of the former Cornbrook Brewery, during new construction activities. The Cornbrook Brewery is of low significance, alongside any other potential archaeological remains on site.

3.79 While the Archaeological Desk-Based Assessment identifies a high potential for industrial archaeological remains associated with the former Cornbrook Brewery, the proposed mitigation measures are considered sufficient to manage and record these assets, thereby avoiding any likely significant adverse effects that would warrant a full Environmental Impact Assessment.

3.80 The recommended mitigation includes:

- Trial Trenching: A series of trial trenches will be excavated in areas where the brewery is likely to have survived (e.g., away from modern office buildings, including the area of the new fermenting room and its cellar). This will allow for the assessment of the potential and condition of archaeological deposits.

- Further Excavation (if warranted): Depending on the findings of the trial trenching, further archaeological excavation may be undertaken.

- Archiving: A fully indexed archive will be compiled and deposited with the Greater Manchester Archaeological Advisory Services lead, adhering to UKIC Guidelines for long-term storage and Museum and Galleries Commission Standards. Provision will also be made for appropriate academic publication of any results.

3.81 Although no trenching has taken place to confirm the actual below ground structures that may remain on Site, the implementation of these targeted archaeological investigations and recording strategies, any significant archaeological remains will be appropriately identified, assessed, and preserved by record. This acts as the primary form of mitigation for any archaeological remains below ground level.

3.82 Therefore, the discipline of archaeology is not anticipated to give rise to likely significant effects on the environment and would not require inclusion in the Environmental Impact Assessment.

Aviation

3.83 This section has been prepared by the project's Aviation consultant Pager Power, who have 7 years' worth of experience and have prepared 17 EIAs between the two authors. No consultation has been undertaken with the relevant Aviation Authority as this is expected once this EIA Scoping Request is submitted to the LPA and issued to Statutory Consultees for their review.

Baseline

3.84 This section of the Scoping Report considers the potential aviation impacts of the Proposed Development arising during construction, operation, and maintenance. Building developments have the potential to impact aviation and radar infrastructure in their vicinity. This is predominantly due to two main considerations, namely:

- Buildings as physical structures that present a collision risk;
- Buildings interacting with electromagnetic signals.

3.85 The second category can be further subdivided but essentially this comes down to weakening a radio signal in the shadow of the building or reflection of an electromagnetic signal in unwanted directions.

3.86 Guidance and policy are dictated primarily by the Civil Aviation Publications (CAP) produced by the Civil Aviation Authority (CAA). There is also further policy provided by the Ministry of Defence (MOD) and National Air Traffic Service (NATS). The most relevant guidance to this project is likely to be:

- CAP 168: Licensing of Aerodromes,
- CAP 670: Air Traffic Services Safety Requirements,
- CAP 777: ATC Surveillance Minimum Altitude Charts in UK Airspace Policy and Design Criteria,
- International Civil Aviation Organization (ICAO) Procedures for Air Navigation Services, Aircraft Operations, Volume II Construction of Visual and Instrument Flight Procedures, Fifth Edition, and
- CAO EUR DOC 015 - European Guidance Material on Managing Building Restricted Areas.

3.87 All relevant aviation guidance has been followed. The Proposed Development is located in the Manchester control zone (CTR) airspace, which extends from the ground to 3,500ft, and laterally within the Outer Horizontal Surface (OHS) associated with Manchester Airport. The Proposed Development is within an urban area with other tall buildings in the vicinity, and therefore one new physical obstruction would be added to the already urban area.

3.88 The Secondary Surveillance Radar (SSR) at Manchester Airport is located approximately 16km to the south of the Proposed Development. The Proposed Development is located behind other tall buildings in central Manchester relative to the radar; however, it may provide new structures that could cause impacts to the radar.

Identification of Effects

3.89 The Proposed Development does exceed the 90m AOD aviation safeguarding threshold that requires Manchester Airport/NATS to be consulted for parts of the city centre, moreover it is best practice to engage with NATS and Manchester Airport for any development of potential concern.

3.90 The key constraints that are to be assessed in the greatest technical detail are Manchester Airport's Secondary Surveillance Radar (SSR), Obstacle Limitation Surfaces (OLS), Instrument

Flight Procedures (IFP's), Minimum Safe Altitudes / Surveillance Minima, and helicopter operations.

3.91 There is no meteorological radar within their safeguarded range. No MOD air defence radar is expected to be affected. Other aviation issues that will be assessed include military low flying operations and any other radio navigation aids however are not expected to be affected.

3.92 An Aviation Safety Assessment will be prepared and submitted as part of the application, which will be prepared in consultation with both Manchester Airport Group and NATS.

3.93 It is considered that this technical report will be able to identify any potential risks regarding aviation, namely radar impact, safety zones around licensed aerodromes, and aircraft flying rules, and is considered unlikely to raise any significant effects in that regard.

3.94 Mitigation measures may be required to address comments by NATS and Manchester Airport Group, but the impact is not anticipated to be significant. Safety lights will be included on the building as required.

TV, Telecommunications and Broadband

3.95 This section has been prepared by the Project's Broadband and Connectivity Consultant, Pager Power, who have 7 years' worth of experience and have prepared 17 EIAs between the two authors. No consultation has been undertaken with the relevant Aviation Authority as this is expected once this EIA Scoping Request is submitted to the LPA and issued to Statutory Consultees for their review.

Baseline

Broadband

3.96 There is a requirement to ensure that new residences have access to superfast broadband speed to ensure future occupants can obtain sufficient broadband services. There are many forms of broadband infrastructure in the UK including fixed line broadband and wireless broadband services.

3.97 The term 'superfast' is understood to mean speeds of 24 Mbps or higher. Available speeds for the technologies are as follows:

- Standard broadband – up to 24Mbps;
- Superfast broadband – up to 80Mbps (Fibre To The Cabinet);
- Gfast Broadband – up to 330 Mbps;
- Cable Broadband – up to 1130 Mbps (Virgin Media);
- Ultrafast Full Fibre – typically up to 1 Gbps (Fibre To The Premises).

3.98 A relevant aspect in the context of potential requirements for building developments is ensuring that sufficient broadband services are provided. 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 with other residential buildings nearby.

3.99 For broadband connectivity, there is no set guidance on the assessment process. Whilst broadband download speeds8 are not the only consideration when considering the quality of a broadband connection, it is typically the main consideration undertaken for the purposes of a broadband connectivity assessment.

3.100 The methodology used by Pager Power is to undertake a desk-based review of available download speeds from the most common internet providers in UK. The availability of broadband services and the associated speeds is determined based on:

- Openreach coverage checker – which is available via the Openreach website and identifies available speeds in any area within the UK.
- Crosschecks with three of the main UK broadband providers (BT, Virgin Media, and Sky).
- Investigation of the process for obtaining superfast broadband to the premises.

3.101 The first two checks are undertaken either at the Proposed Development location or at adjacent locations. The reason for this approach is that in a built-up urban environment where the Proposed Development is located, broadband services are likely to be provided by fixed line broadband from the main internet providers and the infrastructure to supply those services is likely to be readily available.

TV Reception

3.102 Building developments have the potential to interfere with electro-magnetic signals passing above ground. This can therefore potentially affect television reception in a shadow zone behind the building. This is predominantly due to two main considerations, namely:

- Buildings blocking signals;
- Buildings reflecting signals.

3.103 The first category is most relevant for building developments, as reflection effects are very uncommon in practice.

3.104 The Winter Hill TV transmitter located approximately 23km north-west of the Proposed Development, provides terrestrial TV services to Manchester and the surrounding areas.

3.105 The shadow zone for the Proposed Development will stretch to the south-east, covering an area mostly comprising low-rise residential units with some light industry.

Identification of Effects

Broadband

3.106 Fibre to the Premises (FTTP) infrastructure is available free of charge for this development subject to application to Openreach. This would ensure internet speeds are maintained and is recommended for the Proposed Development.

3.107 If the installation of FTTP were to be pursued, the application must be done at least six months before provision of the service to the first property is provided. Likewise, if Virgin Media are contacted within a sufficient time frame and notified of the Site plans it is likely that the Proposed Development will benefit from either FTTP or cable broadband supplied by Virgin Media. Other internet service providers can be contacted in advance.

3.108 It is likely 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 providing that the above process is followed. It is considered appropriate for broadband connectivity to be scoped out.

TV Reception

3.109 Terrestrial TV reception quality can be impacted for neighbouring properties within the 'shadow zone' of the Proposed Development(i.e., behind the Proposed Development relative to the TV transmitter). This could materialise as interference or complete loss of services.

3.110 It is generally the case that if adverse impacts to reception are experienced due to a new building, alternative sources of coverage can be provided. The optimal solution needs to be assessed on a case-by-case basis. Common options include improvement or adjustment of the receiving equipment, or provision of services via an alternative technology.

3.111 The process for investigating and dealing with TV interference is well known and is frequently covered by a planning condition. It is considered appropriate for TV reception to be scoped out.

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. All technical assessments in the EIA will be undertaken by a suitably qualified project team to ensure credibility and coordinated by Deloitte. The full list of topic areas considered for this EIA includes:

- Climate Change and GHG Emissions
- Daylight, Sunlight and Overshadowing
- Townscape and Visual Impact
- Wind Microclimate
- Human Health
- Socio-Economic

Table 4.1 Project and EIA Team

EIA Discipline	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 & Design	Denton Corker Marshall	N/A	N/A
Agricultural Circumstances	N/A	N/A	N/A
Water Resources, Flood Risk & Drainage	DeSimone Consulting Engineers	IEng	Out
Broadband Connectivity	Pager Power		Out
TV Reception	Pager Power		Out
Aviation	Pager Power		Out
Archaeology	Civic Heritage		Out

EIA Discipline	Consultant	Qualifications	Scoped In/Out
Ecology	Rachel Hacking Ecology Ltd	MSc. Wildlife Conservation BSc. (Hons) Biology	Out
Townscape & Visual Impact	Reform Landscape		In
Heritage	Civic Heritage	*BA (Hons) Archaeology*	In
Noise & Vibration	Acoustic and Engineering Consultants Limited (AEC)	BSc (Hons), IOA PGDip Acoustics	Out
Daylight, Sunlight & Overshadowing	Proximity	MRICS	In
Solar Glare	Proximity	MRICS	In
Wind	Architectural Aerodynamics Limited	BEng (Hons) Aeronautical Engineering, MSc Aerodynamics & CFD, Engineering Doctorate	In
Ground Conditions	E3P		Out
Traffic and Transport	Rappor	BSc (Hons) CILT	Out
Air Quality	Redmore Environmental	BSc (Hons), CEnv, MIAQM, MIEnvSc	Out
Climate Change	CWC		In
Human Health	Enfusion	BSc MSc CEnv FISEP	In
Socio-Economics	GC Insights		In

Approach to Scoping

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

4.4 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.

4.5 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.

4.6 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.

4.7 In summary, each consultant has advised:

- Whether consultation has taken place.

4.8 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.

4.9 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)).

4.10 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.

4.11 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.

4.12 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 Development 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

4.13 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.

4.14 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

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

4.16 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

4.17 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

4.18 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.

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

4.20 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 a robust approach and aligns with the EIA Regulations (2017).

Introduction

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

Legislative and Policy Context

4.22 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.

4.23 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
- Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (2007)
- Places for Everyone – Greater Manchester Combined Authority (2024)
- National Planning Policy Framework (2024)

Assessment Methodology and Significance Criteria

4.24 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.

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

Baseline Conditions

4.26 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

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

4.28 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.

4.29 The Site is split into two phases comprising the lower block (Block B) and tower (Block A). It is expected that Block B would commence construction first before Block A is brought forward. It is expected that the construction phases will overlap. Unless it is specifically stated within the individual chapters, the potential scenarios to be tested as part of this EIA are as follows:

- Scenario 1: Baseline (no development in existing surrounds with development currently under construction)
- Scenario 2: Baseline plus Block B completed
- Scenario 3: Baseline plus Block B and Block A completed
- Scenario 4: Baseline, plus Block B and Block A completed, plus cumulative

4.30 Whilst there may need to be some interim landscaping whilst each phase is delivered in sequence, this is not proposed to be tested as a scenario. If the phases were to be amended the scenarios would be reconsidered and amended where appropriate.

4.31 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 are considered as part of the cumulative analysis.

4.32 The proposed scenarios to be tested are detailed in full within Appendix 3.

Prediction of Impact Magnitude

4.33 The methodology for determining the scale or magnitude of change caused by the impact is set out in Table 4.2. 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

4.34 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

4.35 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 effect 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

4.36 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.

4.37 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.

4.38 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.

4.39 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.

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

Cumulative Effects

4.41 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.

4.42 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.

4.43 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.

4.44 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.

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

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

Residual Effects

4.47 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.

4.48 In summary, the Standard Methodology for Assessing Magnitude of Change (Table 4.2) and for Determining Sensitivity (Table 4.3) are not applicable for built heritage. The Standard Effect Significance Matrix (Chapter 4, Table 4.4) is applicable for to assess for built heritage.

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

5 EIA Chapters Scoped In

Climate Change and GHG Emissions

5.1 This section has been prepared by the project's Climate Change consultant, Crookes Walker Consulting (CWC). The individuals leading on the assessment works are BEng (Hons) qualified in Building Services and Sustainable Design, with experience ranging from 15 to 25 years in building services design and energy assessment. CWC has extensive experience in designing building services systems, preparing EIA Climate Chapter reports, undertaking dynamic modelling assessments (TM59 / Part O), 'whole life carbon assessments', and climate change risk assessments.

Consultation

5.2 Pre-application discussions have been undertaken with Manchester City Council planners and Building Control, confirming an outline approach to climate change assessment. Engagement with United Utilities has also been undertaken to confirm water supply availability and the suitability of proposed surface water and foul drainage connections. Consultation with the Environment Agency has been undertaken in relation to flood risk and drainage.

5.3 Internal consultation has also been undertaken with the project's sustainability lead, civil engineering team, architects, and wider design disciplines to inform the development of the design and ensure integration of climate resilience measures. The scope and methodology have been developed in line with IEMA guidance, with ongoing consultation to be undertaken as design progresses to refine the assessment where required.

Baseline

5.4 The following studies and assessments have been completed to inform the EIA scoping process:

- SAP Calculations and EPC Assessment: Undertaken to evaluate energy performance and carbon emissions in accordance with Building Regulations Part L.
- Part O Overheating Assessment (2026): High-level overheating analysis undertaken in line with Approved Document O to assess thermal comfort risk within proposed residential units.
- Part L Energy Assessment (2026): Assessment of building fabric and services design to ensure compliance with energy efficiency requirements.
- Building Services Design (RIBA Stage 2, 2026): Concept and developed design of HVAC, ventilation, and water systems, incorporating passive design strategies and climate resilience considerations.

5.5 These studies provide an initial evidence base to inform the climate resilience baseline and identify key risks (notably overheating and energy demand) for further consideration within the EIA.

5.6 The baseline is a reference point against which the effects of the Proposed Development can be compared. 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."

5.7 The current baseline comprises a brownfield site with predominantly hardstanding surfaces and no active residential use or sensitive internal receptors. As such, there is limited existing vulnerability to climate change effects, with no receptors currently at risk of overheating or internal flooding. The prevailing baseline climate reflects current temperature ranges, seasonal rainfall patterns, and occasional extreme weather events typical of the Greater Manchester area.

5.8 In the absence of development, the Site would remain in a similar condition, with minimal sensitivity to projected climate change. Under the Proposed Development, the introduction of residential occupants and building systems creates new receptors that are potentially sensitive to climate variables, particularly increased summer temperatures and more intense rainfall events. The baseline therefore provides a reference against which the vulnerability of the Proposed Development to future climate conditions can be assessed.

Scope of Assessment

Non-Significant Effects

5.9 The following effects have been identified and are not considered significant. They will not be considered further within the EIA or reported in the ES:

- Minor increases in temperature during construction may affect site workers, but this is a short-term effect managed through standard Construction Environmental Management Plan (CEMP) measures, including welfare provision, working hour adjustments, and health and safety compliance. Increased intensity of rainfall may cause short-term disruption to construction activities, but this is a common and well-managed risk controlled through standard site management practices, drainage controls, and programme flexibility.

- Increased energy demand due to higher temperatures may increase cooling demand, but compliance with Building Regulations Part L and energy efficiency design standards, incorporating efficient plant and passive design measures, will minimise operational energy impacts.

- Wind and storm impacts on building fabric are not expected to exceed design tolerances, as the building will be designed to current structural standards accounting for extreme weather events. Potential increases in drought risk are not expected to significantly affect a residential development connected to the public water supply, with water efficiency measures incorporated in line with regulations.

5.10 Additionally, GHG emissions associated with waste generated by the Proposed Development during the operational phase are proposed to be scoped out. This is because, relative to the overall Whole Life Carbon emissions of the development, these emissions are not anticipated to be material in scale and will be managed through standard waste management practices and policies. GHG emissions associated with carbon sequestration of green infrastructure will be low relative to the whole life of the development and lead to an overall reduction, making their exclusion conservative and robust.

5.11 Finally, GHG emissions associated with the beyond building lifecycle stage (Module D) are proposed to be scoped out on the basis that the proposed assessment of project's lifecycle emissions (Modules A to C only) comprises a conservative assessment.

Potentially Significant Effects

5.12 The following effects have been identified and are considered potentially significant and will be considered further within the EIA:

- Overheating risk due to increased summer temperatures and heatwaves affecting building occupants (residents);
- Increased surface water flood risk from more intense rainfall events affecting the building, occupants, and surrounding infrastructure;
- Drainage exceedance and runoff management under extreme rainfall affecting site drainage systems and the receiving environment; and
- Embodied / Whole Life Carbon emissions associated with construction materials & components and whole life building energy use, impacting global climate (greenhouse gas emissions).

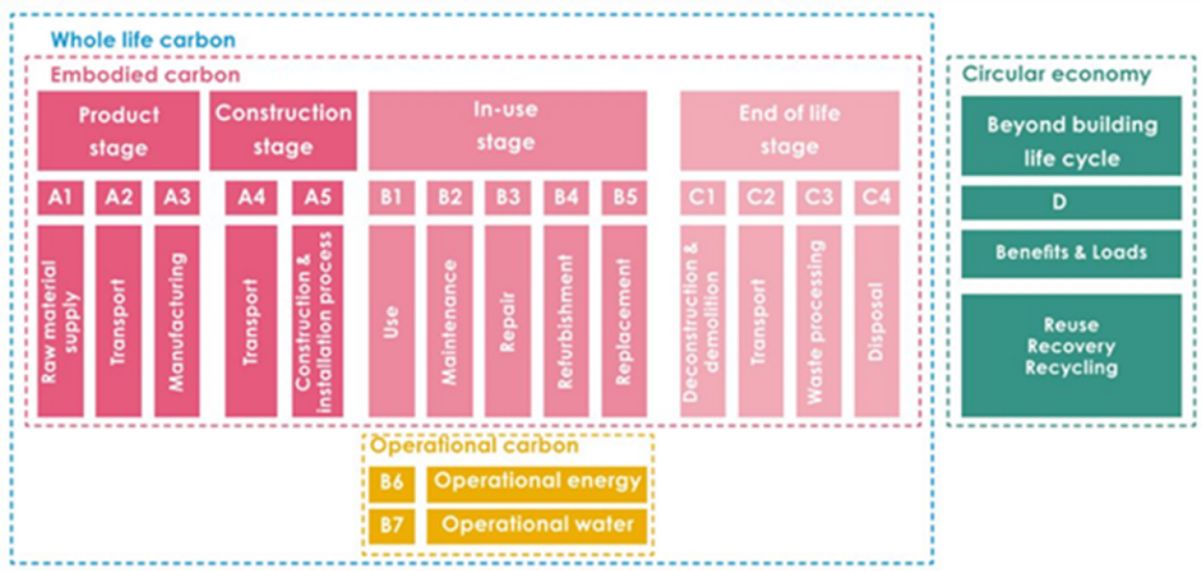


Figure 1 - Whole Life Carbon Diagram

Assessment Methodology

5.13 The assessment of likely significant climate change effects will be undertaken in accordance with IEMA (2020) guidance on Climate Change Resilience and Adaptation and the Town and Country Planning (EIA) Regulations 2017. A proportionate, qualitative risk-based approach has been adopted, reflecting the scale of the proposed residential development and the nature of identified effects (overheating, surface water flood risk, and drainage exceedance).

5.14 The study area comprises the application site and its immediate surroundings, including on-site infrastructure (e.g., drainage systems) and receptors directly influenced by the development (e.g., residential occupants). A wider regional context is considered where relevant, using UKCP18 projections applicable to Greater Manchester. The assessment will

identify key climate hazards, including increased temperatures, more frequent heatwaves, and increased rainfall intensity, and evaluate these against sensitive receptors, including occupants, habitable spaces, and drainage systems. A sensitivity–magnitude–significance framework will be applied to determine the significance of effects.

5.15 In addition, a Whole Life Carbon (WLC) assessment will be undertaken for the Proposed Development in line with the RICS Professional Statement: Whole Life Carbon Assessment for the Built Environment (2nd edition, 2023). This will consider embodied and operational carbon emissions across the building lifecycle (e.g., modules A–C), enabling benchmarking against established industry standards. The WLC assessment will inform the design process and demonstrate alignment with good practice.

5.16 The methodology assumes incorporation of embedded mitigation, including compliance with Building Regulations Part O and Part L, passive design measures, and drainage design incorporating climate change allowances and SuDS. At this stage (RIBA Stage 2), no detailed modelling has been undertaken. Where required, further detailed assessments (e.g., CIBSE TM59 overheating analysis and drainage modelling) will be completed at later stages. This approach provides a robust and proportionate basis for assessing climate risks in line with EIA requirements.

Baseline Data

5.17 Baseline data will be drawn from UKCP18 Climate Projections (DESNZ/BRE) for Greater Manchester; Site Condition Information (brownfield site with hardstanding); SAP, Part L, and EPC Assessments for building energy performance; Part O Overheating Assessment for initial thermal comfort; and RIBA Stage 2 Building Services Design for system assumptions. A Whole Life Carbon Assessment will establish embodied and operational carbon baselines and demonstrate benchmarking against industry standards/targets. These datasets define baseline conditions and inform the identification of sensitive receptors and likely climate risks.

Method of Assessment

5.18 The assessment will follow a proportionate, qualitative risk-based approach in accordance with IEMA (2020) Climate Change Resilience and Adaptation Guidance and the Town and Country Planning (EIA) Regulations 2017. Climate hazards will be assessed against sensitive receptors, and effects evaluated using a sensitivity–magnitude–significance framework, informed by professional judgement and assuming embedded mitigation.

5.19 Relevant standards include Building Regulations Approved Document O (2021 edition incorporating 2022 amendments) and Approved Document L (2021 edition). A Whole Life Carbon Assessment (WLCA) will quantify embodied and operational carbon across lifecycle modules (A–C) and enable benchmarking against industry good practice. A qualitative approach is appropriate at RIBA Stage 2, supported by preliminary data, with detailed modelling to be undertaken at later design stages where required.

Cumulative Development Approach

5.20 No deviation from the standard approach is proposed; climate effects are site-specific and not materially influenced by interactions with surrounding developments.

Standard Methodology

5.21 The assessment will use the standard methodology as set out in Section 2 of the Scoping Report, including the application of the defined sensitivity, magnitude, and significance criteria.

Assessment Scenarios

5.22 The following scenarios will be assessed:

- Scenario 1 (baseline as per site May 2026) and Scenario 2 (baseline plus Proposed Development).

5.23 Scenario 1 establishes the baseline condition of a brownfield site with limited vulnerability to climate change, providing a reference point for assessing the introduction of development.

5.24 Scenario 2 forms the primary assessment, focusing on the vulnerability and resilience of the Proposed Development under future climate conditions, accounting for embedded mitigation measures.

5.25 Scenario 3 (Cumulative Development) has not been assessed, as climate resilience effects are site-specific and not materially influenced by interactions with surrounding developments.

Limitations and Assumptions

5.26 The assessment has been undertaken at scoping stage using a qualitative approach, based on preliminary design information (RIBA Stage 2). No detailed modelling (e.g., CIBSE TM59 overheating analysis or hydraulic/drainage modelling) has been undertaken at this stage; such assessments will be completed at detailed design where required.

5.27 It is assumed the development will be designed in accordance with Approved Document O (Overheating) and Approved Document L (Energy Efficiency), with embedded mitigation (e.g., passive design and SuDS).

5.28 Climate projections are based on UKCP18 (high emissions scenario), acknowledging inherent uncertainties in future climate conditions. The baseline reflects a brownfield site with no existing sensitive receptors; the assessment therefore focuses on the introduction of new receptors.

5.29 A Whole Life Carbon Assessment (WLCA) will be undertaken in accordance with the RICS Professional Statement (2023); at this stage, it is based on high-level assumptions regarding material quantities and building systems, which will be refined as design progresses. External infrastructure performance (e.g., wider drainage network) is assumed to be managed by statutory undertakers. All design information and outputs are subject to refinement through subsequent design stages.

Daylight, Sunlight and Overshadowing

5.30 This section has been prepared by the project's Daylight, Sunlight and Overshadowing (DSO) consultant, Proximity, who have over 20 years' experience in assessing DSO effects and have prepared over 35 EIAs.

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

5.32 This assessment has used the completed background studies and available information set out in the table below.

Baseline

5.33 The Site is currently vacant, with no buildings or massing present save for an existing substation that fronts onto Ellesmere Street.

5.34 The surrounding area comprises a mixed-density urban environment, including higher-density development to the east, south-east and west, and lower-density residential properties to the south. To the north, the absence of built form, combined with the presence of the tram corridor and canal, allows for relatively open conditions.

5.35 As a result, neighbouring buildings currently experience comparatively high levels of daylight and sunlight relative to what would typically be expected within a dense urban setting. The introduction of the Proposed Development will reduce daylight and sunlight levels to some surrounding properties compared to this baseline condition.

Scope of Assessment

Non-Significant Effects

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Reduced daylight and sunlight amenity	All residential buildings outside of those noted below	Operation	All neighbouring buildings outside of those noted below will experience no significant adverse impacts. Whilst the massing of the Proposed Development may be visible through their windows once constructed, given their spatial relationship with the Site and / or their distance from it, the Proposed Development will have no adverse significant impact on the daylight or sunlight amenity of these buildings.

Potentially Significant Effects

Effect	*Receptor*	*Construction/Operation*
Reduced daylight and sunlight amenity	Castlefield Locks, Ellesmere Street	Operation
Reduced daylight and sunlight amenity	The Trilogy Apartments, Ellesmere Street	Operation
Reduced daylight and sunlight amenity	Vox, Trentham Street	Operation
Reduced daylight and sunlight amenity	33 Ellesmere Street	Operation

Effect	*Receptor*	*Construction/Operation*
Reduced daylight and sunlight amenity	Pomona Wharf, Waterways Avenue	Operation
Reduced daylight and sunlight amenity	Excelsior Works, Hulme Hall Road	Operation
Reduced daylight and sunlight amenity	No.1 Cornbrook	Operation

Assessment Methodology

Limitations and Assumptions

5.36 A site inspection will be undertaken to identify the extent and location of windows serving neighbouring buildings that face the Site, based on observations from publicly accessible areas. This will be supplemented by a review of available aerial imagery.

5.37 Internal layouts of neighbouring buildings will not be available for direct inspection. Assumptions will therefore be made regarding room arrangement and use, informed where possible by publicly available information, including planning records and other relevant sources.

5.38 The position of the internal working plane, used to assess daylight distribution, will be based on reasonable assumptions regarding floor-to-window cill heights within neighbouring properties, in accordance with standard practice.

5.39 Assumptions will also be made regarding the use and function of neighbouring buildings, based on site observations and publicly available data, including records identifying residential uses.

5.40 Where relevant, committed or emerging developments will be included within the baseline through modelling of their anticipated form and massing, based on approved plans and elevations obtained from publicly available planning information.

Solar Glare

5.41 This section has been prepared by the project's Solar Glare consultant, Proximity, who holds MRICS qualifications and has over 15 years of experience in the field.

Baseline

5.42 No specific technical solar glare modelling has been undertaken at the date of this Scoping Report. However, given the scale, height and urban context of the Proposed Development, and the potential for reflective façade materials to be incorporated within the final design, solar glare has been identified as a topic requiring further assessment within the Environmental Statement.

5.43 The Site is located within a dense urban environment, in close proximity to a number of potentially sensitive transport and operational receptors. These include, but are not necessarily limited to, the local highway network, Metrolink infrastructure, railway infrastructure, pedestrian routes, nearby residential receptors and other public realm receptors. The identification of relevant receptors for glare assessment is not a purely desk-based exercise, particularly in complex urban environments where asset-specific operational constraints may not be publicly mapped or readily modelled at the scoping stage.

5.44 The detailed glazing specification, façade treatment and reflectivity values are not yet fixed. As such, any glare modelling undertaken at this stage would necessarily rely on assumed parameters. Notwithstanding this, the scale and orientation of the Proposed Development, together with the proximity of transport infrastructure and other sensitive receptors, means that there is potential for solar glare effects to arise and these may be significant in EIA terms if not appropriately assessed and mitigated.

Consultation

5.45 No consultation has been undertaken with relevant statutory or asset stakeholders regarding solar glare at the date of this Scoping Report. Consultation will be undertaken in due course with relevant stakeholders, which may include Network Rail, Transport for Greater Manchester (TfGM), the Highways Department of Manchester City Council, National Highways where relevant, and any other asset owners or operators identified during the assessment process.

5.46 The purpose of this consultation will be to confirm the scope of sensitive receptors, identify any asset-specific operational requirements or risk thresholds, and ensure that the assessment methodology is appropriately targeted and proportionate.

Scope of Assessment

Non-Significant Effects

5.47 At this stage, no solar glare effects are proposed to be scoped out of the EIA. The assessment will determine whether effects on identified receptors are likely to be significant, having regard to receptor sensitivity, the duration and frequency of any potential glare, the angle of reflection, and the potential for mitigation through design refinement or material specification.

Potentially Significant Effects

5.48 The following effects have been identified as potentially significant and will be considered further within the EIA:

- potential solar glare effects on users of the local highway network, including driver distraction or reduced visibility at sensitive locations;
- potential solar glare effects on railway and Metrolink infrastructure, including driver sightlines, signalling visibility or operational safety considerations;
- potential solar glare effects on pedestrians, cyclists and users of public realm surrounding the Site;
- potential solar glare effects on neighbouring residential or commercial receptors where reflected glare could affect amenity; and
- cumulative solar glare effects arising from the Proposed Development in combination with existing, consented or emerging tall buildings in the surrounding area, where relevant.

Assessment Methodology

5.49 A Solar Glare Assessment will be undertaken and reported within the Environmental Statement. The assessment will identify potentially sensitive receptors within an

appropriate study area, informed by site context, professional judgement and consultation with relevant statutory and asset stakeholders.

5.50 The assessment will consider the potential for reflected sunlight from the Proposed Development to affect identified receptors. This will include consideration of the proposed building form, façade orientation, glazing or cladding specification where available, and the likely duration, timing and location of any predicted reflections.

5.51 Where detailed façade specifications are not fixed, reasonable worst-case assumptions will be adopted in order to ensure a robust assessment. The assessment will be refined as the design develops and, where required, mitigation measures will be identified. Such measures may include refinement of façade materials, specification of lower-reflectivity glazing, design amendments, screening, or other appropriate measures to reduce glare risk.

5.52 The assessment will draw on relevant professional guidance and established solar glare assessment practice, including consideration of the occurrence, duration and direction of reflected glare relative to sensitive receptor sightlines. The significance of effects will be determined using professional judgement, taking account of receptor sensitivity, magnitude of impact, duration and potential mitigation.

Limitations and Assumptions

5.53 The assessment will be based on the design information available at the time of preparation of the Environmental Statement. Where detailed glazing or façade reflectivity values are not available, conservative assumptions will be made.

5.54 The identification of receptors will be informed by desk-based review, site observations and consultation with relevant stakeholders. However, it is acknowledged that some asset-specific receptors or operational constraints may only be confirmed through stakeholder engagement.

5.55 Although reasonable care will be taken to identify typical and sensitive viewpoints, this does not guarantee that every possible location where reflected solar glare could occur will be assessed individually. The assessment will therefore focus on receptors considered most sensitive and most likely to experience potential glare effects.

5.56 The assessment will consider the occurrence, duration and location of reflected solar glare relative to receptor sightlines. It will not seek to quantify every potential instance of glare intensity in absolute terms, but will provide a proportionate assessment of whether predicted glare could give rise to significant environmental effects and, where required, identify mitigation to reduce those effects.

Heritage

5.57 This section has been prepared by Civic Heritage, the project's heritage and archaeology consultant, with Katie Fletcher acting as lead consultant. Katie holds a BA (Hons) in Archaeology and has eight years' experience across heritage, archaeology, and the built environment.

Consultation & Available Information

5.58 Consultation with Manchester City Council confirmed the scope of the heritage assessment. The 500m study area was agreed with the Strategic Planning and Project Lead on 29 May

2026, reflecting the urban context and scale of development, and subsequent consultation on 3 June 2026 confirmed that Built Heritage should be scoped into the EIA.

5.59 The following sources have informed the heritage baseline for the Proposed Development. A Heritage Assessment was completed on 3 June 2026, supported by analysis of historic mapping to establish the evolution and context of the Site and surrounding area. Listed building descriptions were reviewed using Historic England's 'Search the List' database to inform an understanding of asset significance, alongside a review of Conservation Areas and associated appraisal documents via the Manchester City Council website. A site and study area walkover were also undertaken to observe heritage assets and their settings in context.

Baseline Conditions

5.60 The Site is not subject to any statutory heritage designations and is not located within a Conservation Area. However, it lies approximately 100m west of the Castlefield Conservation Area and within an established urban context containing a number of designated heritage assets.

5.61 A study area of 500m has been adopted, reflecting the scale of development and the dense urban character of the surrounding area. Within this study area, several designated heritage assets have been identified, including Grade II and Grade II* listed buildings such as the Former Turville Public House, Albert Mill, Railway Bridge over the Canal, Church of St George, and associated structures. In addition, the Castlefield Conservation Area forms a key heritage receptor within the wider setting.

5.62 The Site itself is currently vacant and makes no positive contribution to the significance or setting of surrounding heritage assets.

Scope of Assessment

Non-Significant Effects

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
Not significant (Negligible)	Hulme Barrack Brindleys Wier Hulme Lock Branch Canal Church of St Clements Rectory of St Clement's Church School House Roman Catholic Church of St Wilfrid Essence Factory	C,O	Construction During the construction stage there will be a visible change to the setting of the identified heritage assets due to temporary structures and facilities to deliver the scheme resulting in a change to their setting and potentially their significance as a result. Where a change to setting is perceived, it will be temporary and will result in 'no' to 'negligible' impact on the significance of the identified assets overall. Furthermore, the construction will take place within a dense city context where construction activities are part of the existing baseline environment. The development programme will temporarily, indirectly impact the setting and there will be no permanent impact on setting and therefore significance derived from the construction stage. Mitigation will include traffic and noise control, and the site will be kept tidy. Operation

Effect	*Receptor*	*Construction/ Operation*	*Discussion*
	Cornbrook Terrace Chester Terrace School furniture Works Hadfield Street Works 1 Lund Street Empress Machine Tool Works 215 to 219 Chester Road Queen Street School (former)		The operational stage will result in a change to the setting of the identified heritage assets. The setting of most of the heritage assets identified within the 500m study area is mixed, comprising mid-rise 20th-century residential development, the Metrolink tracks, the railway, canal, vacant plots of land, commercial units, car parks and the A57 Chester Road, a main vehicular route providing access into the city centre. High-rise development is visible within the wider setting and within the backdrop of views of several of the heritage assets within the study area. The surrounding townscape is scattered with heritage assets, though there is a lack of intervisibility between most of these and much of the areas industrial use has been lost. The townscape, therefore, has no distinct character and the overall setting of the Site does not contribute to the significance of most of the heritage assets (neutral). The Proposed Development will not form part of key views of the heritage assets and will likely have a negligible magnitude of impact, resulting in neutral to slight impact upon the significance of the heritage assets. Therefore, the change in setting and impact on significance is not considered to be significant and will not be considered further in the EIA or reported in the ES. A TVIA has been prepared to test viewpoints.

Potentially Significant Effects

5.63 The following heritage assets have been identified as requiring proportionate consideration, having regard to their proximity to, and potential intervisibility with, the Proposed Development. In the absence of verified views, it is difficult to determine the precise extent of effect; however, on the basis of current information, effects are anticipated to be minor and therefore not significant in EIA terms.

5.64 Notwithstanding this preliminary assessment, and further to initial consultation with Manchester City Council, Heritage has been scoped in and will be assessed within a dedicated EIA Chapter.

Effect	*Receptor*	*Construction/Operation*
Minor	Railway Bridge Over Canal	Operation
Minor	Former Turville Public House	Operation
Minor	Former Albert Mill	Operation

Effect	*Receptor*	*Construction/Operation*
Minor	Church of St George	Operation
Minor	Churchyard Walls, Gate Piers, and Gates at St George	Operation
Minor	Talbot Mill	Operation
Minor	Cornbrook Bridge	Operation
Negligible	Castlefield Conservation Area	Operation
Negligible	Empress Conservation	Operation

Assessment Methodology

5.65 The assessment will be undertaken in accordance with relevant Historic England guidance, including *The Setting of Heritage Assets (GPA3)* and *Statements of Heritage Significance (HEAG279)*, adopting a proportionate, staged approach to assessing the significance of heritage assets and the contribution of their setting.

5.66 The methodology considers the sensitivity of heritage receptors and the magnitude of change arising from the Proposed Development to determine the significance of effects. The assessment will focus on potential changes to the setting of designated and non-designated heritage assets within the defined study area.

Baseline Data

5.67 Baseline data has been informed by a Heritage Assessment completed in June 2026, supported by desk-based research and site survey. This comprises, an analysis of historic mapping; a review of listed building descriptions obtained from Historic England's 'Search the List' database, and a review of Conservation Area appraisals and information available from Manchester City Council.

5.68 A site and study area walkover has also been undertaken to verify baseline conditions and understand the relationship between the Site and surrounding heritage assets.

Scope of Assessment

5.69 The assessment will consider the potential effects of the Proposed Development on the setting and significance of heritage assets within a 500m study area, including Listed Buildings, non-designated heritage assets, and Conservation Areas.

5.70 Effects will be considered during both the construction and operational phases. The assessment will focus on indirect impacts, as no direct physical impacts on heritage assets are anticipated.

Method of Assessment

5.71 The assessment will follow a qualitative approach based on professional judgement, informed by established guidance and best practice. The significance of effects will be determined through consideration of the sensitivity of heritage assets and the magnitude of change to their setting arising from the Proposed Development.

Standard Methodology

5.72 The assessment will use the standard methodology as set out in Section 2 of the Scoping Report.

Assessment Scenarios

5.73 The following scenarios will be assessed:

- Scenario 1 (baseline as per site May 2026),
- Scenario 2 (baseline plus Proposed Development), and
- Scenario 3 (baseline plus Proposed Development plus cumulative development).

Limitations and Assumptions

5.74 The heritage assessment is based on desk-based research and site observations undertaken from publicly accessible locations and therefore is limited to views available at ground level. No access has been obtained to privately owned land or the interiors of heritage assets.

5.75 The assessment focuses on above-ground built heritage and does not consider below-ground archaeological remains, which are addressed separately within the archaeology assessment.

5.76 An assessment of significance and setting is inherently based on professional judgement, and while established guidance has been followed, alternative interpretations may be possible.

5.77 The evaluation of effects is based on the design information available at the time of assessment, and any subsequent design changes may influence the nature and extent of effects identified.

5.78 The assessment draws upon third-party data sources, including Historic England's 'Search the List' database and information available from Manchester City Council, which are assumed to be accurate and up to date at the time of writing.

5.79 Potential effects on heritage assets are based on a qualitative appraisal of change to setting, informed by current baseline conditions and anticipated development parameters. The findings will be further refined, where necessary, through supporting assessments such as the Townscape and Visual Impact Assessment.

Socio-Economic

5.80 This section has been prepared by the project's Socio-economics consultant, GC Insight, with Kirsten Powell as the lead consultant. Kirsten holds a BA (Hons) in Geography and is a Member of the Institute of Economic Development, with 25 years of experience in the field.

Consultation & Available Information

5.81 No consultation has been completed specifically in relation to socio-economics. All evidence has been assembled through a desk-based research exercise. An initial analysis of socio-economic conditions has been completed, drawing on published datasets, to determine the baseline position. A local assessment area has been selected to understand factors including the existing population and employment base and social and community infrastructure provision within the area to be impacted by the development. The assessment area varies for different socio-economic receptors.

5.82 Datasets accessed include: ONS Annual Population Survey (2025), ONS Business Register and Employment Survey (2024), ONS Regional gross value added (balanced) by industry

(2023), NHS General Practice Workforce Survey (2026), ONS Census (2021), DfE School Capacity (2025), and ONS Family Spending Workbook (2025). The assessment was completed during May 2026, using the latest available datasets. While all committed developments identified in the area are relevant, due to data availability and time lags in reporting updates, it is unlikely that publicly available baseline data will reflect them all.

Baseline Conditions

5.83 The Site is located to the west of Manchester City Centre within Hulme ward. This initial baseline assessment draws on district-level data (Manchester City Council – MCC) alongside smaller catchments aligned with national guidance.

5.84 MCC has a population of 589,670, with around 71% of working age. There are approximately 457,375 jobs, with strengths in professional, scientific and technical, and business administration sectors. The unemployment rate is around 5.2%. In 2021 there were 214,732 homes within MCC, with 3,020 new housing completions in 2024/25.

5.85 Average weekly household expenditure is £540 across the North West, slightly below the national average. Local service provision shows an 11% surplus of primary (within 1 mile) and 5% surplus of secondary school (within 2 miles) places, compared to 7% DfE guidance. GP provision within 1 mile equates to a 1:1,806 GP to patient ratio (against a 1:1,800 benchmark).

Scope of Assessment

Non-Significant Effects:

5.86 The following effects have been identified and are not considered significant. They will not be considered further within the EIA or reported in the ES:

- Construction worker spending on the local economy is scoped out as it is not possible to make a robust assessment of the quantity of 'local' spending from construction workers, and based on similar sized schemes, the spending from an estimated less than 300 workers per annum would equate to between £1,800 and £4,500 per day, accounting for less than 0.4% of spending per day in Greater Manchester, and is therefore considered insignificant.

- Labour supply effects on the local economy are scoped out because the increase in economically active residents arising from the Proposed Development (estimated at 0.2% of existing district levels) is unlikely to be significant in the context of existing district levels of economically active residents (c.310,000).

- Reduction in crime or fear of crime for the resident population, while beneficial through 'Secured by Design' compliance, is unlikely to be significant in EIA terms and is therefore recommended to be scoped out.

Potentially Significant Effects:

5.87 The following effects have been identified and are considered potentially significant and will be considered further within the EIA:

- Temporary employment within the construction sector affecting individuals seeking construction employment;

- provision of new housing affecting local (district) housing supply;

- operational employment affecting individuals seeking employment;
- contribution to economic performance (through uplift in household spend and GVA) affecting the local economy;
- effect on annual fiscal contributions affecting local authority revenue;
- additional demand for early years, primary and secondary school places affecting education facilities; additional demand for healthcare facilities (GP services and dentists) affecting primary healthcare facilities; and
- effect on capacity of open space and play space affecting users of open space and play space.

Assessment Methodology for Likely Significant Effects

5.88 In respect of socio-economics, the effects of the Proposed Development will be considered across the following geographies:

- a Local Impact Area (LIA), which will vary depending on the effect being assessed and any associated need to use bespoke catchments and/or administrative spatial scales;
- the District (Manchester City Council) as the administrative area for housing and employment targets;
- and the Sub-regional (Greater Manchester) for temporary construction employment effects.

5.89 Wherever possible, Greater Manchester and national level data will also be included within the baseline assessment to provide additional context and to help determine the sensitivity of baseline conditions in other geographies.

5.90 Effects expected to be generated by the development will be assessed against baseline conditions using scheme specific details and appropriate benchmarks from published data sources. This approach reflects standard practice for preparation of a Socio-economic ES chapter.

Baseline Data

5.91 For the construction phase, the baseline for individuals seeking construction employment will be 72,000 construction workers and £107,500 GVA per FTE for the sector, drawing from the Business Register and Employment Survey (2024) and ONS Gross Value Added (2023) (uprated to 2026 prices) for the sub-regional (GM) impact area.

5.92 For the operational phase, the baseline for local (district) housing supply is 214,732 households (Census 2021) for the District (MCC); for individuals seeking employment, a 5.0% unemployment rate (ONS Annual Population Survey 2025) for the working age population; for the local economy, £540 household spend per week (ONS Family Spending Workbook 3: Expenditure by Region 2024); for local authority revenue, £268m Council Tax income for 2026/27 (Medium Term Financial Strategy and 2026/27 Revenue Budget); for education facilities, an 11% surplus of primary school and 5% surplus of secondary school places (DfE School Capacity Statistics 2025) within a 1-mile primary and 2-mile secondary walking radius; for primary healthcare facilities, a 1:1,806 GP to Patient Ratio (NHS GP

Workforce Survey March 2026) within a 1-mile walking radius; and for users of open space and play space, 8 parks and green spaces.

Method of Assessment

5.93 The assessment method involves:

- establishing a local assessment (or technical study) area defined by the Proposed Scheme's anticipated catchment, which will vary according to different socio-economic receptors;
- drawing upon a range of published data sources to understand the social and economic characteristics of the assessment area;
- establishing a baseline position against which the scheme's impacts will be assessed; and
- considering effects generated by the scheme itself and cumulative effects using the standard cumulative developments listed.

Standard Methodology

5.94 The assessment will use the standard methodology as set out in Section 2 of the Scoping Report.

Assessment Scenarios

5.95 The following scenarios will be assessed:

- Scenario 1 (baseline as per site May 2026),
- Scenario 2 (baseline plus Proposed Development), and
- Scenario 3 (baseline plus Proposed Development plus cumulative development).

Limitations and Assumptions

5.96 There are no recognised criteria for the assessment of socio-economic impacts, and therefore GC Insight has taken a structured approach to quantifying and assessing the scale and nature of potential impacts relative to baseline conditions, drawing on their expertise and professional experience.

5.97 In cases where impacts cannot be quantified, a qualitative judgement will be made. The most up-to-date data from official published sources will be used wherever possible; however, where limitations in baseline data exist, GC Insight will gather data most closely aligned to the chosen study/local impact area and clearly state the geography the data collected refers to.

Townscape and Visual Impact

5.98 This section has been prepared by the project's Townscape and Visual Impact Assessment (TVIA) consultant, re-form landscape architecture limited. The assessment will be undertaken by Chartered Members of the Landscape Institute (CMLI) with extensive experience in the preparation of TVIA, Landscape and Visual Impact Assessments (LVIA), and Environmental Impact Assessment (EIA) chapters for major urban development projects

throughout Greater Manchester. The project team has specific experience preparing TVIA chapters for tall buildings, city centre regeneration schemes, and residential-led mixed-use developments, including relevant experience within Manchester city centre, Salford, Trafford, and wider Greater Manchester.

Consultation & Available Information

5.99 The scope of the TVIA chapter will be informed by consultation with Manchester City Council through the EIA Scoping process. The selection of viewpoints has been informed by the site's context, Zone of Theoretical Visibility (ZTV), surrounding townscape character areas, heritage assets, transport corridors, and publicly accessible viewpoints within the study area.

5.100 The following background studies and available baseline information have been completed to inform the EIA scoping process: site location, context and baseline plans; existing urban grain analysis; existing building height analysis; heritage designations mapping including listed buildings and conservation areas; planning policy and planning designation review; transport, movement and route analysis; townscape character assessment; Zone of Theoretical Visibility (ZTV); thirteen representative viewpoints; relevant national and local planning policy; and Historic England and Manchester City Council heritage datasets.

Baseline Conditions

5.101 The Site occupies a prominent brownfield site on Ellesmere Street within Castlefield, Manchester. The surrounding townscape is characterised by a dense urban grain comprising residential, commercial, industrial, and mixed-use development. Building heights within the immediate area vary considerably, ranging from traditional low-rise development to recently completed and consented tall buildings associated with the wider city centre expansion.

5.102 The Site is located within a highly accessible urban environment adjacent to strategic transport corridors including the railway corridor, Metrolink network, canal corridors, and principal routes connecting Castlefield to the city centre. The wider study area contains a number of designated heritage assets including the Castlefield Conservation Area and numerous Grade I, Grade II*, and Grade II listed buildings.

5.103 The Proposed Development comprises a single residential tower reaching approximately 46 storeys and a lower U-shaped block, arranged around a central landscaped residents' courtyard. Additional landscape proposals include a residents' podium and associated public realm improvements. Owing to the scale and height of the Proposed Development, potential townscape and visual effects may extend beyond the immediate site context.

Scope of Assessment

Non-Significant Effects:

5.104 The following effects have been identified and are not considered significant. They will not be considered further within the EIA or reported in the ES:

- Effects on landscape character are scoped out because the Site is located wholly within a densely urbanised city centre environment, with no landscape character areas of rural or undeveloped character within the study area. Assessment will therefore focus on townscape character and visual amenity rather than landscape character.

- Effects on long-distance views beyond 1km are scoped out as the ZTV and urban context demonstrate that the majority of meaningful visual effects are likely to occur within approximately 1km of the Site. Receptors beyond this distance are unlikely to experience significant effects due to distance, intervening built form, and the nature of the surrounding urban environment. Effects on private residential views are not normally assessed within a TVIA, in accordance with established EIA practice and GLVIA3 guidance.

Potentially Significant Effects:

5.105 The following effects have been identified and are considered potentially significant and will be considered further within the EIA:

- Change to townscape character and townscape composition affecting Townscape Character Areas including Castlefield, St John's, Water Street, Great Jackson Street, and adjoining character areas during operation; changes to visual amenity and views affecting residents, pedestrians, cyclists, public transport users, recreational users, and visitors at representative viewpoints during operation; temporary visual effects associated with construction activity affecting nearby visual receptors and users of surrounding routes and public spaces; and changes to the setting and appreciation of heritage assets affecting the Castlefield Conservation Area and designated heritage assets within the study area during operation.

Assessment Methodology for Likely Significant Effects

5.106 The TVIA chapter will be prepared in accordance with: Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3); Landscape Institute Technical Guidance Note 06/19; relevant Landscape Institute guidance relating to townscape assessment; and EIA Regulations and associated guidance.

5.107 The assessment will consider existing townscape character; existing visual baseline; magnitude of change; receptor sensitivity; significance of effects; embedded mitigation; and residual effects.

Baseline Data

5.108 The baseline will comprise desk-based review and site survey, drawing upon: Ordnance Survey mapping; aerial photography; site survey and photographic record; heritage and conservation area datasets; local planning policy and design guidance; building height and townscape analysis; ZTV mapping; and Verified Views and photomontages prepared from the agreed viewpoint locations.

5.109 These viewpoints include: Castlefield Chapel (Grade II listed), Former Turville Public House (Grade II listed), Empress Conservation Area (junction of Chester Road and City Road), Hullard Park, Castlefield Basin, Old Birley Street Playing Fields, Bridgewater Way (Public Right of Way / Long Distance Path), Ordsall Hall (Grade II* listed), Ordsall Park, Factory Square, Hulme Park, Chester Road Roundabout, and Cornbrook Tram Stop (southbound platform).

Cumulative Development Approach

5.110 A cumulative assessment will be undertaken where relevant consented, under-construction, or submitted major developments have the potential to contribute to cumulative townscape or visual effects. The cumulative assessment will focus on schemes identified

through consultation with Manchester City Council and review of the planning register that have the potential to materially influence the townscape and visual baseline.

Standard Methodology

5.111 The assessment will use the standard methodology as set out in Section 2 of the Scoping Report, including the application of the defined sensitivity, magnitude, and significance criteria.

Assessment Scenarios

5.112 The following scenarios will be assessed:

- Scenario 1 (baseline as per site May 2026),
- Scenario 2 (baseline plus Proposed Development), and
- Scenario 3 (baseline plus proposed plus cumulative).

5.113 Scenario 1 will comprise the current site condition and surrounding townscape context as recorded during site survey and represented within the baseline assessment. Scenario 2 will consider the introduction of two residential buildings, associated podium development, landscaped residents' courtyard, public realm improvements, and associated infrastructure, with the tallest building extending to approximately 46 storeys. Scenario 3 will consider the Proposed Development alongside other relevant consented, under-construction, and submitted developments where these are considered capable of contributing to cumulative townscape and visual effects. The scenario of solely Block A will not be assessed due to the scale of development.

Limitations and Assumptions

5.114 The assessment study area will extend to approximately 1km from the Site boundary. Assessment will be informed by a ZTV prepared using available topographical and building height information. Thirteen representative viewpoints have been selected to assess potential visual effects.

5.115 The assessment will focus on publicly accessible viewpoints and publicly experienced views. Detailed design development may continue throughout the planning process, and assessment assumptions will be clearly stated within the ES chapter. Seasonal conditions, atmospheric conditions, and vegetation cover may influence visibility at individual viewpoints.

Wind Microclimate

Baseline

5.116 The wind microclimate of the area is predominantly influenced by prevailing winds from the south to west, which aligns with the typical climatic patterns observed in Manchester.

5.117 The presence of low- and mid-rise structures primarily to the east and south results in certain locations—particularly on the western side of the Site—being subject to increased wind speeds.

5.118 Assessment based on the Lawson Comfort Criteria (LCC) indicates that the majority of the area is suitable for pedestrian use, such as walking along the main streets and short

durations of standing or sitting near building entrances. Nonetheless, specific zones adjacent to certain building corners may occasionally experience conditions necessitating a brisk walking pace.

Scope of Assessment

Non-Significant Effects

5.119 No wind microclimate effects will be scoped out of the EIA.

Potentially Significant Effects

Effect	*Receptor*	*Construction/Operation*
Exceedance of the industry standard Lawson criteria for pedestrian safety.	Thoroughfares, entrances and waiting areas neighbouring the Site, within in the vicinity of the taller elements of the Proposed Scheme, where acceleration of wind has the potential to be most significant.	Construction
Exceedance of the industry standard Lawson criteria for pedestrian comfort	Thoroughfares, entrances and waiting areas neighbouring the Site, where acceleration of wind has the potential for the greatest level of effect or where pedestrian activities are most sensitive to wind and require the most benign conditions.	Construction
Exceedance of the industry standard Lawson criteria for pedestrian safety.	Thoroughfares, entrances, waiting areas and recreational spaces within and around the Site, where acceleration of wind has the potential to be most significant for the greatest level of effect.	Operation
Exceedance of the industry standard Lawson criteria for pedestrian comfort.	Thoroughfares, entrances, waiting areas and recreational spaces within and around the Site, where acceleration of wind has the potential to be most significant for the greatest level of effect ant or where pedestrian activities are most sensitive to wind and require the most benign conditions.	Operation

Assessment Methodology

5.120 The assessment will be informed by wind climate characterisation based upon at least 15 years of wind climate data from Manchester Airport and used to undertake a statistical analysis of the wind climate prevailing across the area.

5.121 The assessment will take into account the following factors:

- The effect of the geometry, height, massing, exposure and orientation of the Proposed Development; and
- The pedestrian activity to be expected, e.g. thoroughfare, ingress / egress, waiting areas, recreational spaces, outdoor seating spaces (such as cafes), and the Lawson comfort category that corresponds to the activity – long term sitting, short-term sitting / standing, strolling or walking.

- The season(s) in which the activity is anticipated to take place, e.g. thoroughfare, waiting (at bus stops, for example) and entrance use would all take place year-round and be assessed against a worst-case ('worst-seasonal' results) while prolonged outdoor seating (outdoor café spaces, for example) would be assessed during summer.

Limitations and Assumptions

5.122 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- Where adopted, a computational approach will adopt a steady-state 'RANS' CFD approach. This method employs turbulence models to approximate the magnitude of velocity fluctuations about the average wind speeds predicted, in order to derive an estimation of the effect of gusts. ArcAero conducts regular validation of proprietary CFD processes against experimental results.

- Where the wind tunnel based approach has been adopted to inform and appraise mitigation, this will adopt a discrete measurement approach and early stage CFD studies and professional judgement will be used to determine appropriate measurement locations. A longstanding approach of this nature would be expected to capture worst-case conditions.

Human Health

Baseline

5.123 Baseline health indicators for Manchester reflect comparatively poorer health outcomes when assessed against national averages. Office for Health Improvement and Disparities (OHID) data indicate that healthy life expectancy at birth (2021–2023) for males falls within the worst to 25th percentile for England, while female healthy life expectancy lies within the 25th to 75th percentile. Life expectancy at age 65 (2022–2024) for both males and females is also within the worst to 25th percentile nationally.

5.124 The Site is located within Hulme Ward, which has an Index of Multiple Deprivation (IMD) score of 30.6, indicating moderate to high levels of deprivation relative to other wards in Manchester. Socio-economic indicators, including unemployment and housing benefit claims, sit around the mid-range for the city.

5.125 Despite these indicators, the Site's city-centre location provides good access to healthcare, services, employment opportunities and sustainable transport, which are factors recognised as supporting improved health and wellbeing outcomes.

Scope of Assessment

Identification of Effect/s which are Not Significant

Effect	*Receptor*	*Construction/Operation*	*Discussion*
Health & wellbeing – heritage, archaeology, safety (Manchester	On-site workers; Nearby residents, including any particularly sensitive	C; O	Elements of these technical studies relevant to human health are considered to not give rise to likely significant effects and thus scoped out

Effect	*Receptor*	*Construction/Operation*	*Discussion*
airport & tall buildings)	receptors such care homes, schools; new residents		

Identification of Effect/s which are Likely to be Significant

Effect	*Receptor*	*Construction/Operation*	
Health & wellbeing – housing	New residents & wider communities	O	Provision of good quality housing is fundamental for health and wellbeing – to reduce stress, improve sleep & support both mental & physical health, including enhanced productivity and social engagement. Design that includes inviting entrances & open communal areas improves social interaction, strengthens communities, and increases feelings of security.
Health & wellbeing - Employment & economy	Local and wider communities	C, O	Work (and training) are well known to affect health and wellbeing - employment and the local economy will be considered through the socioeconomic impact assessment.
Health & wellbeing - services & facilities	New residents & local communities	O	Accessibility to health and social care services and other social infrastructure is vital for mental and physical health – capacity & accessibility to GPs, dentists, educational facilities etc will be considered through the socioeconomic impact assessment. Accessibility to other social infrastructure such as gyms, sports centres, bars, clubs, restaurants, museums, theatres, cinemas etc are important for social inclusion & mental health with further impacts on physical health.
Health & wellbeing – open, green space & nature	New residents & local communities	O	Access to open and green spaces is vital for health & wellbeing – encouraging relaxation, physical activity, and social inclusion, with effects for both mental and physical health. A visual connection with nature has been shown to lower cortisol levels.
Health & wellbeing - Air quality, noise,	New residents &	C, O	Building Design and location are key elements that affect air quality, noise and neighbourhood amenity. The

Effect	*Receptor*	*Construction/Operation*	
ground conditions, waste, and neighbourhood amenity	local communities		materials used in a building affect indoor air quality, comfort & aesthetics. Well designed spaces enhance movement, usability & adaptability. Ensuring high indoor air quality is essential for better health. Good design integrates natural and mechanical ventilation systems and air filtration to maintain a healthy indoor environment preventing respiratory problems by reducing pollutants & allergens, enhancing concentration & reducing fatigue, improving comfort for overall wellbeing. Noise is the second largest environmental risk factor in the UK & associated with health issues including sleep disturbance, chronic annoyance, high blood pressure, and cardiovascular disease. Reducing noise is better for focus, communication, stress levels & sleep. Road traffic is the largest source of noise but neighbour/community noise is increasing, especially in dense urban environments.
Health & wellbeing - Accessibility and active travel	New residents & local communities	C, O	Accessibility reduces stress & health issues for commuting & social interactions; active travel affects cardiorespiratory factors & mental health, including social interactions & changes to health related behaviours.
Health & wellbeing – social cohesion & inclusivity	New residents & local communities	O	Limited elements of social cohesion and inclusive design may be relevant to the Proposed Development and contribute to health-related behaviours and the social environment.
Health & wellbeing – crime, safety	New & nearby residents & visitors	C, O	Crime reduction and community safety are important for health and wellbeing. Crime & health inequalities are intrinsically linked with high-crime neighbourhoods often leading to higher rates of chronic illness, injury, and severe mental health issues for both victims and offenders.
Health & wellbeing –	New & nearby	C, O	The visual effects of building design - aesthetics, lighting, spatial layout, environmental quality —have a

Effect	*Receptor*	*Construction/Operation*	
townscape & visual impact	residents & visitors		significant impact on human health, affecting stress levels, cognitive function, and emotional well-being. Poorly designed spaces can cause stress and anxiety, whilst visually appealing design can improve mood and productivity. Environments with poor aesthetic appeal, lack of light, and low visual quality can result in fatigue, headaches, and low mental health. Maximising natural light regulates sleep-wake cycles & improves mood. Visually complex façades are associated with lower stress or anxiety levels. Natural materials & views of greenery into design lowers cortisol levels, reduces blood pressure, and improves mood.
Health & wellbeing – climate change; daylight, sunlight & overshadowing; wind and solar glare	New & nearby residents & visitors	O	Minimising the use of resources and climate change are key factors in considering environmental sustainability, a healthy environment, and reducing risks to health and wellbeing from the predicted effects of climate change. The main hazards posed by the UK's changing climate include heatwaves, flooding and drought. These direct impacts of climate change can lead to further, indirect impacts such as malnutrition, mental health impacts (stress, anxiety) and infectious disease spread.

Assessment Methodology for Likely Significant Effects

5.126 There is no standard approach to assessing health in EIA. Public Health England's Wider Determinants of Health tool highlights the need for cross-sectoral understanding due to multiple health factors.

5.127 The Institute of Sustainability & Environmental Professionals (ISEP) outlines five key categories for health determinants:

- Health Behaviours;
- Social Environment;
- Economic Environment;
- Biophysical Environment;
- Institutional & Built Environment.

5.128 The Healthy Urban Development Unit HIA Tool identifies four major themes:

- Healthy Housing/Buildings;

- Active Travel;
- Healthy Environment;
- Vibrant Neighbourhoods;

5.129 And eleven topics related to urban planning. The HUDU tool aligns with the ISEP guidance and is particularly relevant for city centre developments.

5.130 The overall approach to human health will be to consider the summary findings of each relevant technical topic –socioeconomic; townscape and visual impacts; air quality; noise and vibration; climate change; daylight, sunlight & overshadowing; solar glare; wind; ground conditions; traffic; ecology & biodiversity; waste; and water resources/flood risk - and align these with their interconnectedness into the themes for healthy urban planning and taking into account the relevant broad determinants of health. Different study areas will be used for the assessment of individual human health impacts, according to each relevant technical topic.

5.131 The overall likely significant effects on health will then be determined in a qualitative way using professional judgment. The key impacts for health will be considered, and inter-relationships will be integrated within the themes identified for healthy urban living, such that any significant impacts for human health are clearly presented in a separate chapter.

5.132 It is considered that the method proposed for the Human Health chapter constitutes an established approach to HIA applicable to new development in an urban context – and thus, satisfies the requirements of the GM JDP Policy JP-J6 Health for an HIA.

Limitations and Assumptions

5.133 The Health Chapter will consider the findings relevant to human health of each technical impact assessment scoped into the Environmental Statement and, as such, any key assumptions or limitations associated with each technical impact assessment are addressed within the individual chapters.

5.134 The overall approach for collating, assessing, and reporting impacts on human health and wellbeing is considered to be appropriate and proportionate such that there are no limitations. The assessment will be desk-based and with professional judgment using published information.

6 Summary

6.1 This EIA Scoping Report formally requests a Scoping Opinion from Manchester City Council (MCC) for the Proposed Development at No.1 Castlefield, Manchester. The scheme represents a major regeneration initiative, comprising two residential blocks (Block A: 46 storeys, Block B: 9 storeys) providing 593 residential units, along with ancillary amenities, parking, and landscaping.

6.2 The development falls under Schedule 2, 10(b) of the EIA Regulations 2017, necessitating an EIA due to exceeding the 150-dwelling threshold. This report outlines the proposed scope of the EIA, identifying disciplines to be assessed in detail and those proposed for scoping out, based on an assessment of likely significant environmental effects.

6.3 Disciplines that are proposed to be Scoped Out of the Environmental Impact Assessment are:

- Agricultural Circumstances: Scoped out as the Site is entirely brownfield land with no agricultural activity or potential.

- Air Quality: during construction, potentially significant effects should be possible to mitigate through the implementation of measures within a CEMP to control the impact associated with existing nearby residential receptors. During operation, the proposals have a limited amount of car parking proposed and can mitigate the potential effects on residential receptors associated with emissions of NO_2 and PM_{10}/$PM_{2.5}$ generated by nearby traffic, considering impacts on existing and future sensitive receptors, and cumulative effects.

- Archaeology: Scoped out on the basis that any potential impacts on industrial archaeological remains (primarily from the former Cornbrook Brewery) can be fully mitigated through a pre-commencement Archaeological Desk-Based Assessment, trial trenching, and subsequent archaeological excavation and archiving as secured through planning conditions.

- Aviation: Scoped out as an Aviation Safety Assessment, prepared in consultation with Manchester Airport Group and NATS, is expected to identify and mitigate any potential risks related to radar impact, safeguarding, and flight procedures, concluding no significant effects.

- Broadband Connectivity: Scoped out as superfast broadband is anticipated to be readily available due to the urban location, with Fibre to the Premises (FTTP) infrastructure available for provision if required, ensuring sufficient services for future occupants.

- Ecology and Biodiversity: Scoped out as the Site comprises previously developed land of low ecological value, with no identifiable impact pathways to statutory or non-statutory designated sites. Potential localised and temporary impacts (e.g., nesting birds) can be managed through standard mitigation measures, resulting in no likely significant effects.

- Ground Conditions: Scoped out based on the understanding that potential effects from Made Ground contamination (heavy metals, PAHs, asbestos, PCBs, ground gases) and geotechnical issues can be effectively mitigated. This includes covering contaminated

ground, implementing control measures for ground gases, and undertaking a detailed UXO Report and intrusive ground investigation to inform foundation design and remediation strategies.

- Noise and Vibration: Scoped out as operational noise from residential use and limited plant is expected to be negligible, and construction noise/vibration will be temporary, short-term, and managed through a Construction Noise Management Plan, ensuring effects remain low to moderate and not significant.

- TV Reception: Scoped out as potential interference with terrestrial TV reception for neighbouring properties can be addressed through alternative sources or equipment adjustments, typically managed via a planning condition.

- Transport and Traffic: Scoped out due to the site's high accessibility and low operational traffic generation (12 two-way movements in AM peak, 10 in PM peak). Construction traffic will be temporary and managed via a Construction Traffic Management Plan. Both operational and construction traffic increases are well below IEMA screening thresholds, indicating no significant effects.

- Water Resources and Flood Risk: given the Site is located within Flood Zone 1 (low probability of fluvial or sea flooding), and a comprehensive Flood Risk Assessment and Drainage Strategy will be undertaken to assess potential changes in surface water flow, water quality, flood risk to the Site and surrounding areas, potable water demand, and foul water drainage requirements. With the implementation of standard sustainable drainage systems (SuDS) and adherence to regulatory requirements, the effects on these receptors are not expected to be potentially significant.

6.4 The following disciplines are proposed for inclusion in the Environmental Impact Assessment:

- Climate Change and Greenhouse Gas Emissions: This chapter will quantify embodied carbon (product, construction process, in-use stages) and GHG emissions from operational energy, water, end-of-life processes, and transport over a 60-year reference study period.

- Daylight, Sunlight, and Overshadowing: This chapter will assess the potential reduction in daylight and sunlight amenity for nearby residential properties and the increase in shadow to surrounding amenity spaces.

- Human Health: This chapter will assess the potential effects on the physical and mental health of local residents, new residents, and workers, considering various determinants of health including housing quality, access to services, environmental quality (air, noise, ground), active travel, crime, and social cohesion.

- Socio-Economics: This chapter will evaluate the potential impacts on the local economy, housing market, and social infrastructure, including employment, housing provision, local spending, and demand for educational, healthcare, and recreational facilities.

- Townscape and Visual Impact: This chapter will assess the effects of the development on views and visual receptors, as well as the impact on the character of the surrounding townscape.

- Solar Glare: this chapter will assess the development's design and orientation could potentially cause significant glare impacts on nearby sensitive receptors such as roads or railway lines, with any potential effects addressed through mitigation to be set out in the Chapter.

- Wind Microclimate: This chapter will assess the potential for exceedance of Lawson Comfort and Safety Criteria for pedestrians on thoroughfares, entrances, waiting areas, and recreational spaces within and around the site, before proposing any necessary mitigation to reduce the effects to non-significant levels and resolve any safety issues.

- Heritage - This chapter will assess the potential effects of the Proposed Development on the setting and significance of designated and non-designated heritage assets within a 500m study area. The assessment will focus on indirect effects arising from changes to setting during construction and operation, informed by the Heritage Assessment, site walkover, Historic England data, Conservation Area information and the Townscape and Visual Impact Assessment.

6.5 The process of identifying likely significant effects on the environment that should be addressed by the EIA is termed 'scoping' and the results are presented in this Scoping Report.

6.6 Regulation 15 of the EIA Regulations sets out the process for obtaining a Scoping Opinion from the relevant planning authority. This Scoping Report has set out the approach taken to the topic areas and information that would be contained within the Environmental Statement. Statutory consultees are invited to express their views on the proposed scope of the EIA or suggest additional issues that may be of significance. The views expressed by statutory consultees will then be used by the LPA to inform the formal EIA Scoping Opinion.

6.7 The LPA is requested to respond to the formal request for an EIA Scoping Opinion within five weeks of registering receipt. Should the proposed scope of the EIA be accepted by MCC, the intention would be that any future application relating to the Proposed Development would be accompanied by an EIA, which would be produced by the team as set out in Table 1.1 and coordinated by Deloitte LLP (IEMA EIA Quality Mark registered).

Appendix 1 - Site Location Plan



No.	Date	Dwn	Chk	App	Revision or reason for issue
P01.01	19.02.26	JJ	GS	GS	ISSUED FOR PLANNING

DRAFT

General Notes.
Do not scale from drawing. Use marked dimensions.
To be read in conjunction with all other Consultant's drawings.
The Architect to be immediately notified of any discrepancies.
Copyright on this drawing retained by the Architect.

Client
KIRINDOLAM 8 LIMITED

DENTON CORKER MARSHALL
Architect
Denton Corker Marshall LLP
Old Exchange, 6 St. Ann's Passage, Manchester, M2 6BE
Mariner House, 32-34 Greville Street, London, EC1N 8TB
Telephone 020 7833 2020
Email mail@dentoncorkermarshall.co.uk

Project Title
NO. 1 CASTLEFIELD

Scale / North Point
1:1250 @ A3
0 12.5 25 37.5M

Drawing Title
SITE LOCATION PLAN

Drawing Number
N1C-DCM-ZZ-00-PL-A-50090

Drawing Purpose: **PLANNING**
CDE Status: **S0**
Revision: **P01.01**

Appendix 2 - Committed Developments

Figure 1 and Table 1 comprise a Committed Development List identified in March 2026 relevant to the No 1 Castlefield Site – within 1000m radius given its proposed scale. The radius is shown in Figure 1 below. Several sites within the 1000m radius benefit from extant Planning Permission or are currently under consideration by the Local Planning Authority. They are set out in the table below:

Figure 1: 1000m radius of the Site. The Site is indicated by the red square, and the baseline/cumulative developments labelled by number

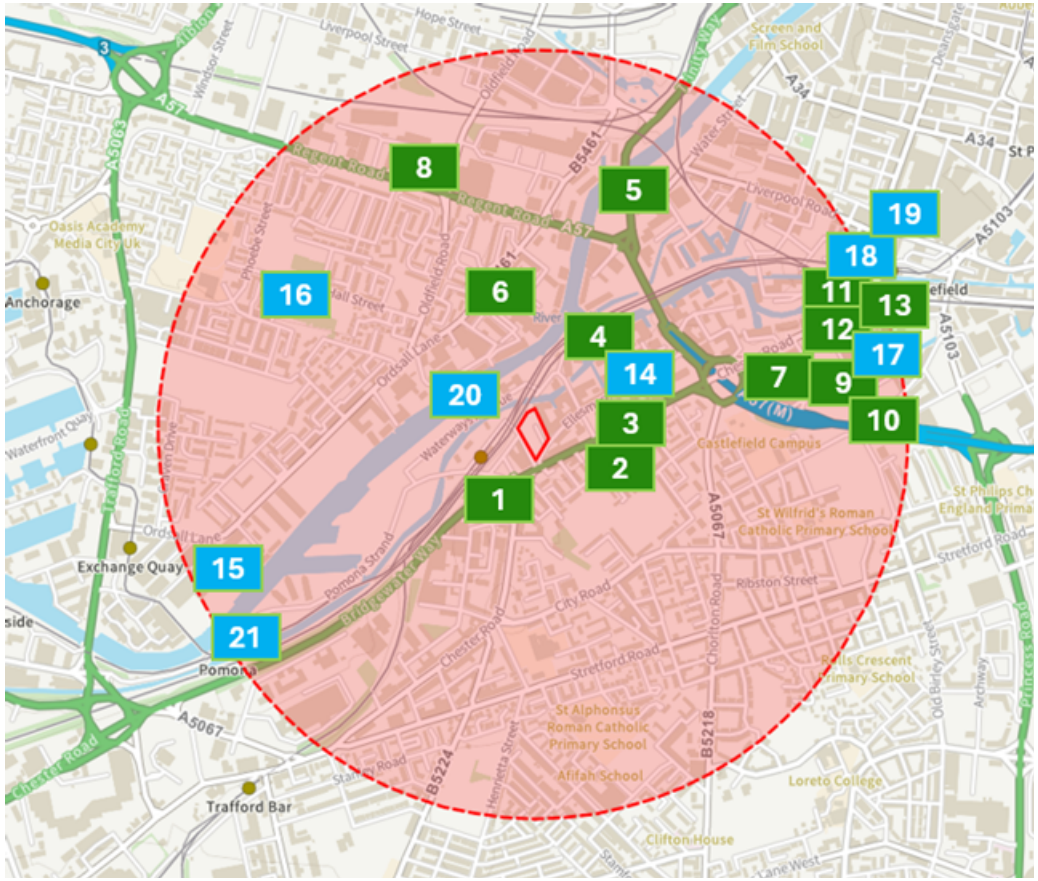


Table 1: Committed Development List identified in March 2026 relevant to the No. 1 Castlefield Site

Map No.	PP Reference, Name & Status	Description of Development	Distance from Site
Baseline Developments			
1	No. 1 Cornbrook: 139133/FO/2024 Amended by NMA: 142148/NMC/2025 Groundwork commenced (as of 23/09/25)	Erection of a 24-storey mixed use building incorporating 224 residential apartments (Use Class C3a), 87 apart-hotel studios (Use Class C1), amenity space, flexible commercial space (Use Class E), and cafe (Use Class E(b)), together with infrastructure, landscaping, and other associated works.	120m south west
2	Gallery Gardens: 124302/FO/2019 Groundworks commenced (as of 23/09/25)	The demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height. The development consists of 366 residential units (C3); 217 sqm of commercial floor space (Use Classes A1, A2, A3, A4, B1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements and other associated works.	170m east
3	Talbot Mill: 117595/FO/2017 Construction started, to be completed Q2 2026. Amended by NMA: 121350/NMC/2018 and 134192/NMC/2022	Conversion of the Talbot Mill complex to create residential apartments (Use Class C3), including extensions to Mill 1 and 2; demolition of Buildings A, B and C; retrospective application for demolition of Building E; erection of a 9 storey building plus 1 basement level, to provide residential apartments (Use Class C3); and creation of new landscaped courtyard, with associated structures, lighting and other associated works.	285m east

4	Embassy Village: 129923/FO/2021 Started construction, to be completed Q2 2026.	Full planning permission for the creation of the Embassy Village (Sui Generis) comprising 40 single-occupancy residential accommodation pods; a site reception pod; a flexible multi-use 'Village Hall' providing internal amenity space, and a staff accommodation pod, four car parking spaces and cycle parking provision; soft and hard landscaping; drainage arrangements; servicing and access arrangements; and other associated works.	300m north
5	River Gardens (formerly Trinity Islands): 132429/FO/2021 Started construction, to be completed Q2 2026.	Erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.	600m north
6	Gresham Mill: 15/67048/FUL Amended by NMA: 19/74275/NMA Groundworks started (as of 23/09/25)	The retention of existing offices, reconfiguration of existing car park and erection of 7 storey residential block comprising of 142 No. apartments	380m north
7	Plot F, Great Jackson Street: 132199/FO/2021 Approved in July 2022.	Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.	700m east
8	Duncan Street: 22/80362/FUL Started construction, to be completed Q3 2025.	Demolition of existing buildings on site and construction of a new residential development within a 12 storey building. The development consists of 85 residential units (C3), ancillary communal floorspace, associated car and cycle parking at ground floor, access and servicing arrangements and other associated works.	775m north
9	Part Of Plot C And Plot E Great Jackson Street: 137226/FO/2023 Approved in August 2024	Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.	880m east

10	Plot D Great Jackson Street: 137227/FO/2023 Approved in August 2024	Full planning permission for the demolition of existing structures and the erection of one residential building to a height of 71 storeys comprising 642 homes (Use Class C3) with food and drink uses (Use Class E) and / or drinking establishment (Sui Generis); and one office building (Use Class E); with basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.	880m east
11	Fusion Tower, Deansgate: 129406/FO/2021 Approved at appeal in May 2022	Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis), providing a total of 534 student bed spaces.	900m east
12	2-4 Whitworth Street: 141773/FO/2024 Approved at committee in April 2025	Demolition of buildings at 2 and 4 Whitworth Street West and the construction of a 264 apartment residential building (Class C3) with associated servicing arrangements, landscaping, and associated works.	1000m east
13	325 Deansgate: 125804/FO/2019 Amended by MMA: 139059/JO/2024	Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works.	1000m east
Cumulative Developments			
14	Arundel Street: 123261/FO/2019 Approved in August 2019	Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work.	400m east

15	Soapworks: PA/2023/0435 Approved in May 2025	Hybrid planning permission comprising: - Full planning permission for the demolition of the existing gatehouse; the conversion and redevelopment of Block D including partial demolition and erection of upwards extension to create a part single, part 3, part 6 and part 9 storey building comprising 78 residential units (Use Class C3) and commercial, business and service floorspace (Use Class E); the creation of a 12-storey Transport Hub comprising a multi-storey car park with commercial, business and service floorspace (Use Class E); associated public realm and landscaping, infrastructure and highways improvement works; and - Outline planning permission with all matters reserved except for access for a mixed-use development of up to 33/17/10 storeys comprising: up to 500 residential units (Use Class C3) and associated car parking; up to 500sqm of commercial, business and service floorspace (Use Class E); the creation of a pavilion building (up to 470sqm, Use Class F2); public realm and landscaping; highways improvement works; and other associated infrastructure.	990m west
16	Robert Hall Street: PA/2023/0425 Approved in March 2024	Proposed Development of 274 dwellings (comprising 137 houses and 137 apartments) with associated substations, parking, drainage, landscaping and highways works.	750m north west
17	10-12 Whitworth Street: 111003/FO/2016/C1 Approved in April 2016; now consent has lapsed.	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	1000m east
18	Viadux Phase 2: 139715/FO/2024 Approved in May 2025 at committee.	Full Planning Permission for the phased construction of 2 buildings to include: a tall mixed-use building to include residential (Use Class C3) and hotel with associated bars and restaurant (Use Class C1) (Plot 2a), a second tall building with residential accommodation (Use Class C3) with flexible commercial units (Use Class E) (Plot 2b), landscaping and public realm, servicing, drainage and access arrangements, highways alterations, and other associated works.	1000m east
19	Great Northern: 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;	1100m east

	Approved in February 2023 at committee.	and Refurbishment, restoration, partial demolition and erection of a 3-storey extension to Deansgate Terrace (northern section) 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 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 section) 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.	
20	Waterways Avenue, Old Trafford: 112131/FUL/23 Approved in February 2024.	Erection of two residential blocks (12 and 14 storeys) providing 159 residential apartments, a mix of one, two and three bedrooms, with parking, landscaping and associated works.	150m north
21	Pomona Strand, Old Trafford: 117953/OUT/25 Awaiting decision.	Outline planning application (with all matters reserved except for access from Hulme Hall Road, Cornbrook Road, and Trafford Road) for a mixed-use development comprising residential uses; (Use Classes C2 up to 100 care beds; and C3 up to 2,600 units), purpose built student accommodation (Sui Generis Use Class up to 500 units), hotel accommodation (Use Class C1 up to 200 bedrooms), offices (Use Class E(g)(i) up to 70,000 m2), non-residential uses (Use Classes E(a), E(b), E(c), E(d), E(e), and E(f)) up to a combined maximum of 7,000 m2), and associated public open space, hard and soft landscaping works, internal access roads, infrastructure and ancillary works.	1000m west

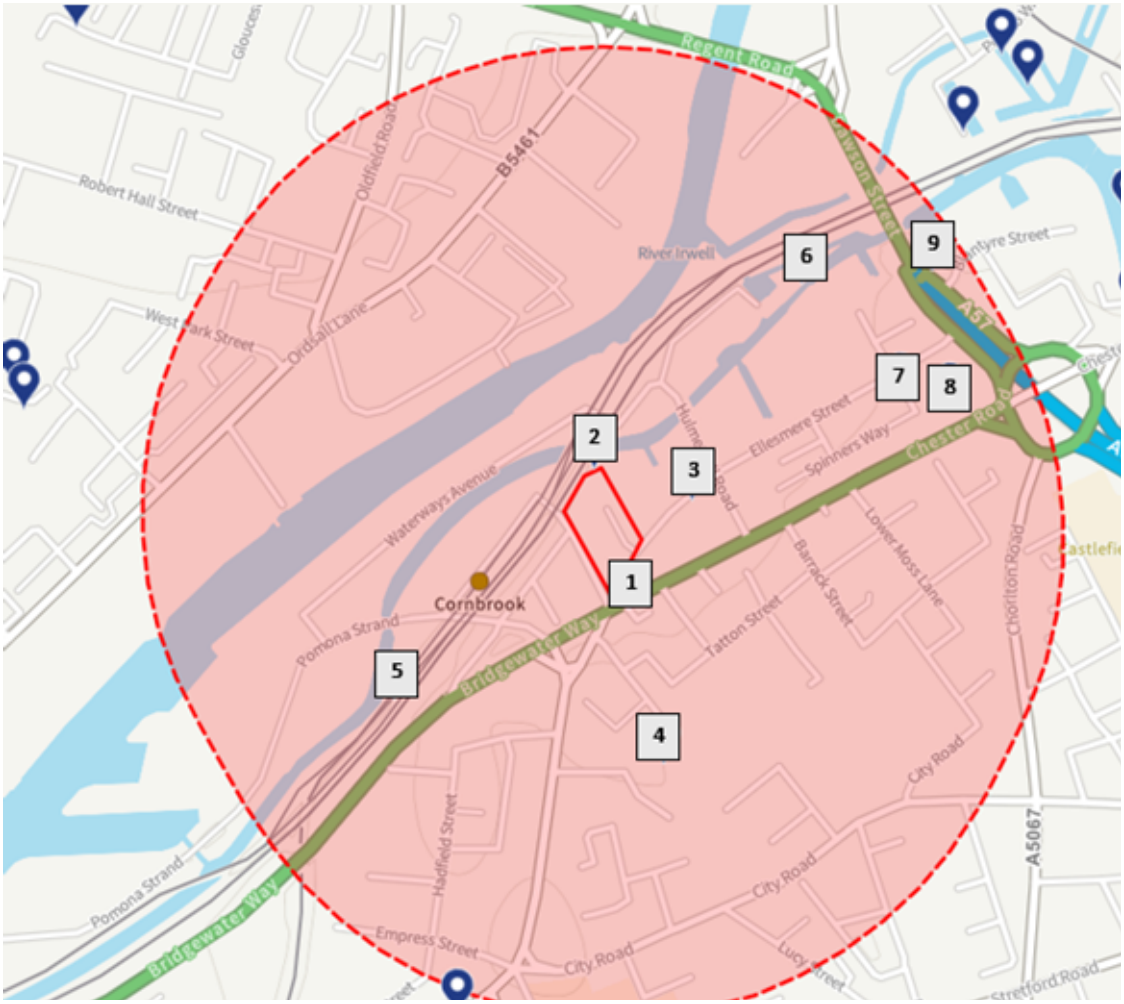
.

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.
Wind	• The accuracy of the results is dependent upon the accuracy of the architectural CAD used to construct the model. • There is an inherent assumption that on-site wind speeds will scale linearly with the measured wind speeds at Manchester Airport. • 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 demolition and construction will be able to withstand a higher category of pedestrian comfort level than for the Completed Proposed Development. • It is assumed that site hoardings would be in place throughout the demolition and construction phase and would not be removed until the Proposed Development is operational and any necessary mitigation measures are installed.
Daylight, Sunlight and Overshadowing	• Where floor plans are not available, assumptions will be made based on external inspection as to the use and internal configuration of the rooms behind the fenestration observed. • Unless building form dictates otherwise, a standard 4.2 m (14 ft) room depth will be assumed. This is common practice where access to buildings for surveying is unavailable. • Floor levels will be assumed for surrounding properties where access or detailed planning drawings cannot be obtained. Where floor levels are assumed, the working plane will be located 850 mm above the assumed Finished Floor Level (FFL).
Solar Glare	• Although reasonable care will be taken to identify typical and sensitive viewpoints, this does not guarantee that every possible location where reflected solar glare could occur will be assessed individually. The assessment area will be defined having regard to the Site context, Proposed Development, professional judgement and consultation with relevant stakeholders. At greater distances, the likelihood of solar reflections causing significant glare is generally reduced, as the duration and prominence of reflections decrease and the visible façade area forms a smaller angle of view. • The solar glare assessment methodology is not intended to quantify every instance of glare intensity in absolute terms. Instead, it will focus on the occurrence, duration and location of reflected solar glare relative to an

Discipline	Limitations and Assumptions
	individual receptor's line of sight. This approach has been adopted using professional judgement and by reference to relevant guidance, including Commission Internationale de l'Éclairage (CIE) guidance.
Socio-Economic	• There are no recognised criteria for the assessment of socio-economic effects and therefore GC Insight, drawing on its expertise, relevant guidance and experience in the subject area, will take a structured approach to quantifying and assessing the scale and nature of potential effects relative to baseline conditions. Where effects cannot be quantified, a qualitative judgement will be made based on professional experience. • The most up-to-date data from official published sources will be used wherever possible; however, there are some limitations in the baseline data. Where this is the case, GC Insight will gather data most closely aligned to the chosen Local Impact Area and clearly state the geography to which the data relates.
Climate Change	• Detailed scheme information required to undertake a full detailed Whole Life Carbon Assessment, including final construction material quantities and building systems specifications, may not be available at the time of assessment. As such, the assessment will use the best available design information, supplemented where necessary by appropriate energy and carbon benchmarks based on floor area, building use and relevant industry publications. These assumptions will be conservative and will be refined as the design develops.
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.
Human Health	• There is no universally recognised quantitative methodology for assessing health significance in EIA. The Human Health chapter will therefore adopt a proportionate qualitative approach, drawing on established frameworks such as the HUDU/NHS Planning for Health Rapid HIA Toolkit, relevant public health evidence and professional judgement. This aligns with the methodology set out in the main body of this Report. • Baseline health and socio-economic conditions may change over time, and there may be a time lag in published statistical datasets. The assessment will therefore use the most recent available data at the time of preparation and will clearly identify any relevant limitations.

Appendix 4: Historic England Listed Asset Map



Map No.	Title	Grade	List Entry Number	Distance from Site
1	Former Turville Public House	II	1283069	70m
2	Railway Bridge over the Canal	II	1283078	70m
3	Former Albert Mill	II	1200817	100m
4	Hulme Barracks	II	1247392	225m
5	Brindley's Weir	II	1255540	333m
6	Hulme Lock Branch Canal	II	1208196	395m
7	Churchyard Walls at Church of St George	II	1197789	400m
8	Church of St George	II*	1208640	405m
9	Former Canal Flour Mills	II	1200858	475m

Deloitte.

This report has been prepared for Kirindolam 8 Limited and on the understanding that it will be made publicly available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than Kirindolam 8 Limited is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist Kirindolam 8 Limited with securing an EIA Screening and coping Opinion. The report makes use of a range of third-party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.

© 2026 Deloitte LLP. All rights reserved.