Environmental Impact Assessment (EIA) Scoping Report

St Mary's Parsonage, Manchester

Client: Relentless

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This Environmental Impact Assessment (EIA) Scoping Report ('the Report') is submitted in respect of the proposals for the demolition of Cardinal House and the construction of a mixed-use development including residential apartments, office accommodation, retail / commercial units and a hotel, located on a previously developed site in Manchester City Centre ('the 'Site'). The proposals are being developed by Relentless.

1. Introduction

BACKGROUND

1.1 This Environmental Impact Assessment (EIA) Scoping Report ('the Report') has been prepared by Zerum on behalf of Relentless (hereafter known as 'the Applicant').

1.2 This is to facilitate the adoption of a Scoping Opinion by Manchester City Council (MCC) to guide the content of any subsequent application submission for the demolition of Cardinal House and the construction of a mixed-use development including residential apartments, office accommodation and a hotel (the Proposed Development), at St Mary's Parsonage, Manchester M3 2LG (the Site).

1.3 The term 'Proposed Development' used within this Report refers to all stages of construction and the operation of the development.

1.4 This Scoping Report is submitted to MCC as a request for a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'Regulations'). In accordance with Regulation 15, paragraph 2, this report contains:

- a plan sufficient to identify the land;
- a brief description of the nature and purpose of the development, including its location and technical capacity;
- an explanation of the likely significant effects of the development on the environment;
- such other information or representations as the person making the request may wish to provide or make.

1.5 In response, the Local Planning Authority must consider if it has all the sufficient information to adopt a Scoping Opinion (Regulation 15(3)) and must offer its formal opinion within 5 weeks beginning the date of receipt of this request (Regulation 15(4)).

1.6 Regulation 15(6) requires the opinion to take into account the following information:

- any information provided by the applicant about the proposed development;
- the specific characteristics of the particular development;
- the specific characteristics of development of the type concerned; and
- the environmental features likely to be significantly affected by the development.

THE SITE

1.7 The 0.36 hectare Site is within the St Mary's Parsonage area, in Manchester City Centre. The Site is bounded by Trinity Bridge walkway to the east, St Mary's Parsonage to the south, Albert Bridge House (car park) to the west and the River Irwell to the north-west. The Site is identified for redevelopment within the St Mary's Parsonage Strategic Regeneration Framework (SRF), occupying a prominent riverside site on the southern bank of the River Irwell adjacent to Albert Bridge.

PROPOSED DEVELOPMENT

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

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

- The demolition of Cardinal House
- Construction of two new buildings comprising residential apartments (Class C3), office accommodation (Class E) and a hotel (Class C1) with ground floor flexible commercial/ retail floorspace (Use Class E - exact uses TBC)
- The creation of a new public realm space including landscaping.

1.10 As set out above, the quantum of Proposed Development has not yet been fixed and continues to be reviewed alongside technical design development.

1.11 Request is based on realistic parameters of the Proposed Development. These parameters therefore act as a 'worst case' scenario for EIA assessment purposes and include a 'buffer' to the current design quantum's which are being developed by the design and project team. Should these parameters be exceeded or otherwise materially change then the EIA scope would be further reviewed. The proposed maximum parameters for development are set out within Table 1.1, which have been the basis of the analysis as set out in this Report.

Table 1.1 – Development Parameters

Measurement Detail	Maximum parameter
Maximum Height (Storeys and AOD Metres – not including roof)	**Building A** – 35 Storeys / AOD parapet 145.550m **Building B** – 46 storeys / AOD parapet 188.235m
Maximum Office Floorspace (sq.m)	**Building A** – 0 sqm

	Building B - GEA – 13662.15 sqm (Level 01 – 08) GIA – 12,657 sqm (Level 01 – 08) Additional Meeting Room and Lounge Space on Mezzanine Level Approximately 175sqm NIA.
Maximum Number of Hotel Rooms	**Building A** - 172 **Building B** - 0
Maximum Number of Apartments	**Building A** (Total Units – 193) Studio - 34 One Bed – 33 Two Bed – 88 Three Bed – 20 Penthouse (3B) – 2 **Building B (**Total Units – 241) Studio - 34 One Bed – 33 Two Bed – 88 Three Bed – 20 Penthouse (3B) – 2
Maximum flexible commercial/retail Floorspace (sqm)	Building A – 415sqm Building B – 397sqm
Number of Cycle Spaces	**Building A** - Resi Cycle Spaces – 97 Hotel Cycle Spaces –TBC **Building B** - Resi Cycle Spaces – 121

Number of Car parking Spaces	0

Figure 1.1: Site Location Plan

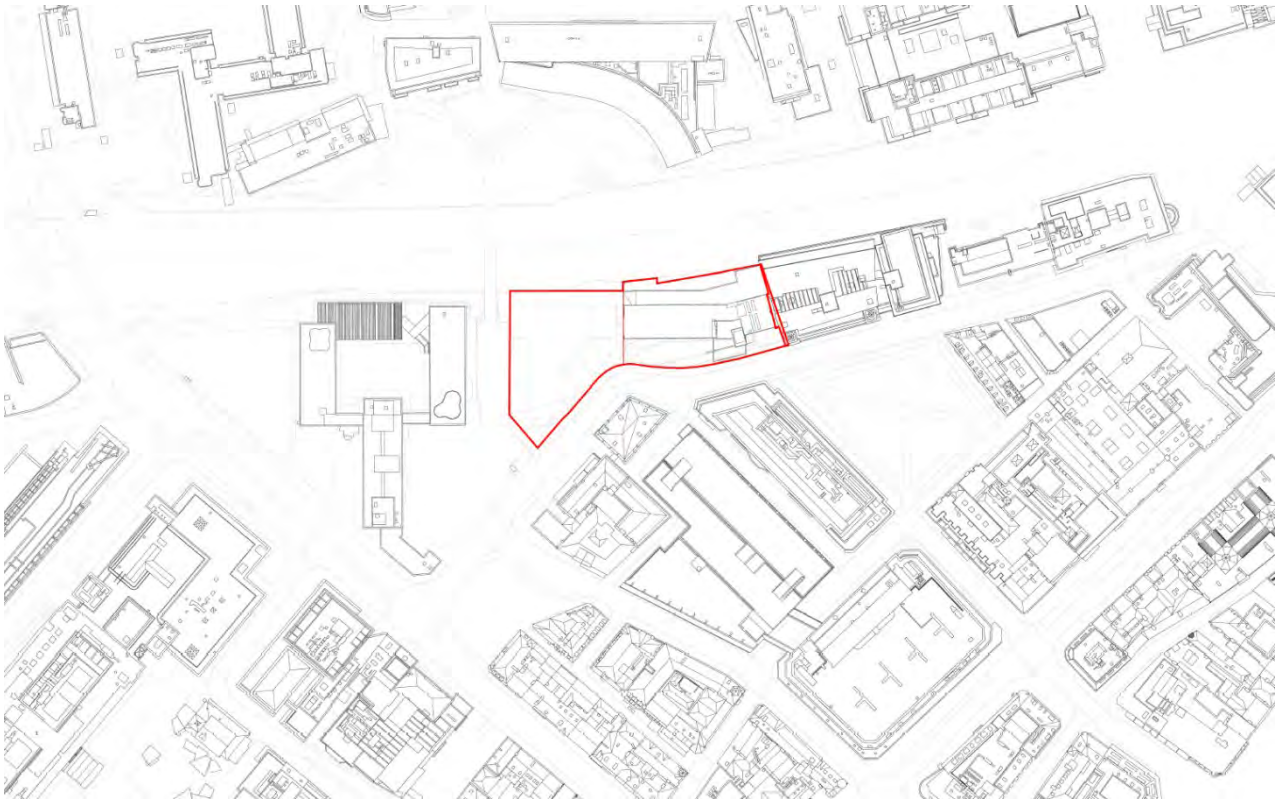
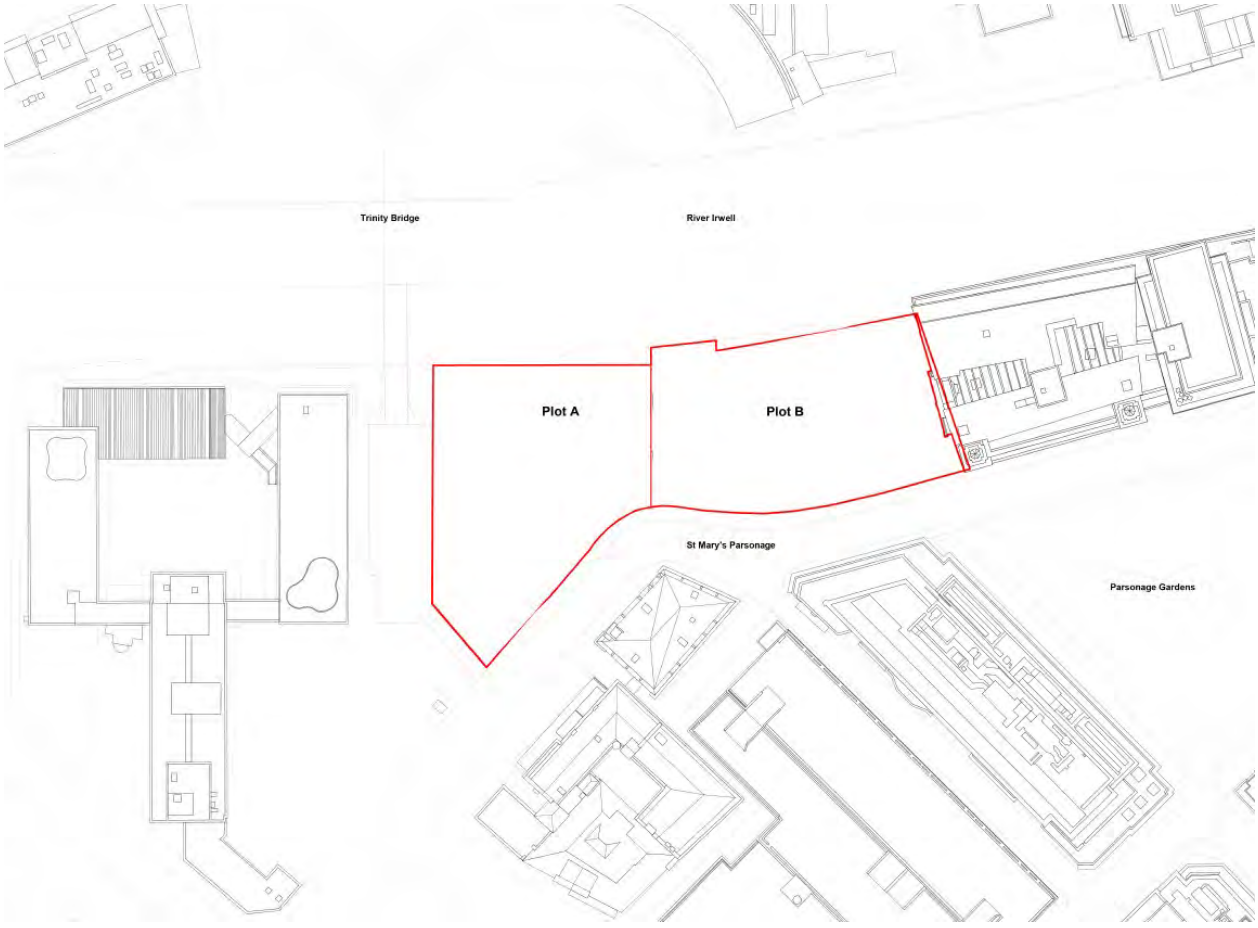


Figure 1.2: Development Parameters Plan



1.12 For the purpose of the above, Building A is proposed on the Cardinal House plot (Plot B), and Building B is proposed on the former Alberton House plot (Plot A).

1.13 The Proposed Development will be delivered as either one phase or alternatively across two phases - Phase 1 (Plot B) and Phase 2 (Plot A), with construction and completion dates extending from Phase 1 practical completion in August 2031 to Phase 2 practical completion in April 2034. It is anticipated that the Phase 1 construction phase will be 148 weeks and Phase 2 construction phase will be 208 weeks.

1.14 Please refer to **Appendix A** for a copy of the Site Location Plan and Development Parameters Plan.

EIA PROJECT TEAM

1.15 The EIA team, as set out in Table 1.1, will be co-ordinated and lead by Zerum.

1.16 The 2017 EIA Regulations requires that the EIA be prepared by 'competent experts' (i.e., those with sufficient expertise) to ensure the completeness and quality of the statement (Regulation 18 (5) (a)). It is confirmed that the team proposed to be involved in the EIA

have the relevant experience and competency to carry out the technical assessment work. The ES will include a statement on confirming how the requirements of the Regulations have been met.

Table 1.2: EIA Project Team

Topic	Assessment Carried out By	Qualifications
Townscape and Visual Impact	rbmp	Rbmp is an award-winning practice founded by Richard Bennett, a chartered landscape architect with extensive experience of design communication, landscape design, planning and development, working on projects including small-scale urban sites through to large-scale masterplanning and historic parks and gardens. He has held an associate lecturing position at the Manchester Institute of Research and Innovation in Art and Design (MIRIAD/MMU).
Air Quality	Redmore Environmental	An environmental consultants offering services including Air Quality Assessments, Air Quality Monitoring, Ammonia Assessments, BREEAM Assessments, Dust Monitoring, Dispersion Modelling etc.
Archaeology	Civic	CIVIC are a consultancy that specialise in built environment engineering, transport, heritage, archaeology, sustainability and place making.
Ecology	ERAP	ERAP (Consultant Ecologists) Ltd specialises in undertaking a full range of ecological specialist services.
Ground Conditions	Curtins	Curtins has specialised in the built environment for over 60 years and offers services which include civil and structural engineering; transport planning; environmental engineering; infrastructure; geotechnical; conservation and heritage; and principal designer.
Hydrology		
Transport		
Noise and Vibration	Jameson Acoustics	Jameson Acoustics is an acoustic consultancy specialising in noise assessments, performing sound insulation and vibration testing, producing acoustic reports, recommending mitigation solutions, and advising architects, engineers, and clients.
Socio-economics	Buro Happold	Buro Happold is an international, integrated consultancy of engineers, designers and advisors, delivering creative, value-led solutions for the benefit of people, places and planet.

Built Heritage	Levrant Heritage Architecture Ltd	Architectural and heritage advisory practice originally established in 1948 that specialises in the historic environment and conservation.
Daylight, Sunlight and Overshadowing and Wind Microclimate	GIA	Chartered Building Surveyors (BSc (Hons) MRICS) with 25 years' experience who specialise in Rights to Light, Daylight and Sunlight, CFD Wind Microclimate Analysis, Building Consultancy and Party Wall.
Glint and Glare	Gtech Surveys	GTech Surveys Limited is a specialist TV, Radio Signal Surveyors and Telecommunications Consultants Since 2006
Aviation / Radar		
TV/Radio		

2. Background and Legislative Context

2.1 This section seeks to detail the background of the submission of this Scoping Report and how the content of the Report interrelates to the requirements laid out within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the Regulations').

LEGISLATIVE REQUIREMENTS FOR EIA SCOPING

2.2 The Regulations came into force on 16th May 2017. The findings of the EIA undertaken on the Proposed Development will be reported in an Environmental Statement ('ES') prepared in accordance with Regulation 18 and Schedule 4 of the Regulations and submitted alongside a full planning application.

EIA SCOPING

2.3 In accordance with Regulation 15 (1), a person who is minded to make an EIA application may ask the relevant planning authority to state in writing their opinion as to the scope and level of detail of the information to be provided in the ES (a 'Scoping Opinion'). Regulation 15 (2) continues by confirming that a Scoping Request must include:

- A plan sufficient to identify the land;
- A brief description of the nature and purpose of the development, including its location and technical capacity;
- An explanation of the likely significant effects of the development on the environment; and
- Such other information or representations as the person making the request may wish to provide or make.

2.4 The above information is provided within the subsequent sections of this Scoping Report. When detailing the topics to be 'Scoped In' to the EIA, information has been provided regarding any key legislative, guidance, planning policy or background information that has informed the methodology proposed. The report also details the baseline and methodology of the assessments considered necessary to assess the environmental impact of the proposed development. Topics or areas of assessment proposed to be 'Scoped Out' are also identified where appropriate and justification for their exclusion provided.

2.5 In addition to the above, Section 4 of this report also details the 'Approach to the EIA', including overarching methodological approaches relating to the structure and format of the Environmental Statement, consideration of alternatives and the assessment of cumulative impacts.

THE SCOPING EXERCISE

2.6 When forming a Scoping Opinion, the relevant planning authority should be proportional in their approach to the EIA. It should be remembered that there are three main purposes in undertaking the scoping exercise, as outlined within *'The Planning Act 2008: Environmental Impact Assessment: Scoping Process'*, including:

- To focus the EIA on the environmental, social, and economic issues and potential impacts which need the most thought and attention;
- To provide a means to discuss methods of impact assessment and reach agreement on the appropriate way forward; and
- To identify those issues which are unlikely to need detailed study and will not, therefore, form part of the EIA.

2.7 The scoping process should address the concerns of all of those likely to be affected by the proposals, including statutory and non-statutory consultees, and the public. Good practice also requires that the opinion of stakeholders should also be sought at this stage. Stakeholders should be asked to identify their concerns, sources and gaps in information, and additional options or sites that may not have been considered.

2.8 The content of this report is intended to provide MCC and the relevant consultees with the information necessary to come to an opinion on the issues that should be addressed in the ES. The value of all consultees and stakeholders in inputting into the Scoping Opinion is recognised by the Applicant and Zerum, and both parties will be pleased to discuss any aspect of the proposed scheme with any relevant organisation.

3. Site Description and Proposed Development

SITE DESCRIPTION

3.1 The Site is located at 20 St Mary's Parsonage, Manchester, M3 2LG, comprising Cardinal House and former Alberton House plot, positioned within the urban boundary of Manchester City Centre.

3.2 The Site occupies a prominent position on St Mary's Parsonage, immediately adjacent to the River Irwell, which forms the boundary between Manchester and Salford. The Site is situated within a highly urbanised commercial area characterised by office, retail, leisure and hospitality uses. The River Irwell lies immediately north-west of the site, with views across the river towards Salford and the adjacent riverside developments, and immediately adjacent to the Site, is the access to the pedestrian footbridge (Trinity Bridge), which provides a key connection between Salford and Manchester City Centre.

3.3 The Site benefits from excellent accessibility and connectivity, being located a short distance from the Spinningfields business district, Deansgate and Manchester's primary commercial core. St Mary's Parsonage connects directly to Bridge Street (A34), providing convenient access to the wider city centre highway network. The surrounding area comprises a mixture of modern office buildings, commercial premises and high-quality public realm spaces.

3.4 Immediately adjacent to the Site, to the west of the Cardinal House, is the access to the pedestrian footbridge (Trinity Bridge), which provides a key connection between Salford and Manchester City Centre. The existing footbridge access off St Mary's Parsonage is positioned between the Albert Bridge House car park and the former Alberton House plot. The wider site context beyond the River Irwell (accessed via the pedestrian footbridge) lies The Lowry Hotel and several residential apartment blocks situated off Dearman Place and Clowe Street.

3.5 In regard to the existing buildings, Alberton House previously occupied the site, which comprised a part 12, part 4 storey office building, which had an L-shaped footprint with its main entrance set back from the street edge of St Mary's Parsonage. This has now been demolished as per planning application ref 134287/FO/2022 (discussed further in 'Planning History' Section at Paragraph 3.20). Cardinal House currently comprises a ten-storey commercial office building, built in the 1970's, and sits adjacent to where Alberton House was situated.

DESIGNATIONS

3.6 The Site is identified for redevelopment within the endorsed St Mary's Parsonage Strategic Regeneration Framework ('the SRF'), which will form a material consideration in the determination of all future planning applications within the SRF area.

3.7 Cardinal House is not a listed building and sits outside of the boundary of Parsonage Gardens Conservation Area. The building does sit adjacent to Grade II listed National Buildings, St Mary's Parsonage and Arkwright House. There are a number of other heritage assets in the setting of the Site, including 15 built heritage assets within a 250m radius of the Site boundary. Further information relating to the Site and Proposed Development's heritage context is set out in Section 5 of this Report.

3.8 The Site, for the majority, is located in Flood Zone 1 in accordance with the Environment Agency Flood Maps. This portion of the Site is of a low risk of flooding. The north western boundary of the Site is located within Flood Zone 3 as a result of the River Irwell forming this boundary. This part of the Site is within an area with a high probability of flooding however the development will be cantilevered approximately above the river level which is to be confirmed by an accompanying Flood Risk Assessment.

SITE CONTEXT

Strategic Regeneration

3.9 The St Marys Parsonage Strategic Regeneration Framework (SRF), in which the Site is located, was endorsed by MCC Executive Committee on 3rd July 2020.

3.10 The SRF sets out a clear vision for the future enhancement and regeneration of this part of the city centre, through the identification of opportunity sites that will catalyse further investment and drive positive change. In particular, the development that will take place within the framework will help to create a commercially-led mixed use neighbourhood in the heart of Manchester City Centre.

3.11 Additionally, Motor Square, an area of public realm is located to the south east of the Site, forming one of the gateways into the Parsonage Gardens area. Motor Square is currently recognised as a disjointed and underused space and so is identified by the SRF as requiring a comprehensive redesign to enhance activity and vibrancy.

3.12 The main SRF vision is to establish Parsonage Gardens as a clearly definable and cohesive part of the City Centre, recognised by its distinctive character and sense of place, stating:

> *'...Parsonage Gardens will be a thriving and sustainable neighbourhood which fully embraces Manchester's zero carbon ambitions and builds on the strength of the existing residential and business communities, to deliver jobs and opportunities for all, a place for enterprise as well as innovation and an important driver of inclusive socioeconomic productivity for Manchester. Parsonage Gardens will build upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an eco-system of best in class employment - from global businesses to start ups - and other high quality uses including residential, hotel, retail and leisure...'*

3.13 There are three Character Zones within the SRF which have been identified as a result of master planning and heritage analysis. This site is located within 'Zone 2: Albert Bridge' which is characterised by large scale outdated commercial buildings. Alberton House was constructed in the 1970s and took the form of two blocks arranged in an L-shaped office

building stepping from 5 storeys to 11 storeys. It formed the eastern boundary to the pedestrian walkway towards the bridge and backs onto the River Irwell to the north-west. The SRF also recognises that despite its highly accessible location, Alberton House was not fully utilised due to its dated internal configuration and inability to compete with newer Grade A commercial office spaces that are being brought forward in the City Centre, stating *'…the building is in need of major reinvestment including a wholesale environmental improvement through to the mechanical and engineering services and visual quality…'*

3.14 Cardinal House is also located within Zone 2, and the SRF goes onto describe the building as being designed and constructed as a 'sister' building to former Alberton House, which was constructed in 1963 and subsequently renovated in 2006. The SRF recognises that the building benefits from a unique vista over the River Irwell and Salford to its rear, and is considered suitable for either full refurbishment, minor extension or wholesale redevelopment.

3.15 Notably, the St Mary's Parsonage SRF states the following in relation to the Site:

- Seek to collaborate with the Albert Bridge House site to explore the potential to improve the pedestrian environment and streetscape (relating to the footbridge / pedestrian connection to the west of the Site), accessibility and visibility of the route, in order to improve the experience and encourage increased use of this valuable asset.
- Whilst the district is full of buildings of architectural merit, there is a considerable number that are underused and no longer fit for purpose, which include Cardinal House and former Alberton House. There is therefore an opportunity to visually enhance this area of the SRF and help provide the district with a more holistic synergy. Any future proposals will of course need to be considered in respect of their impact on the setting of surrounding heritage assets.
- Many of the streets and frontages suffer from a lack of activity and vibrancy. There is therefore opportunity to encourage a more curated and balanced mix of uses promoting a stronger streetscape and stronger role as a destination for residents, businesses and leisure. Active frontages along key routes will promote better permeability and connection throughout the entire district.
- Considers the fact that Alberton House was a transitional location between Albert Bridge House and Century Building. The SRF therefore considers that there is an opportunity for a more substantial increase in height in this location, although any increase in height will need to respect the landmark status of buildings to the south. When approaching the district from various streets and bridges the terminating view does not offer welcome focal points. An increase and variation in height will serve to provide a more enhanced background to these key entry views and create a welcome connection between views from surrounding areas.
- The existing servicing and parking arrangements are off-street, which is an approach that would be expected to be continued as part of any future proposals.

- Considering the current set back from street and the resulting dead space that is creates, there is an opportunity for to engage more with St Mary's Parsonage, by bringing the ground floor entrance forwards and incorporating publicly accessible ancillary uses that will help to animate this key route.

3.16 The proposals will be directly informed by the strategic objectives of the SRF, and detailed options testing will be undertaken to ensure they can be supported wherever feasible and where other strategic objectives can also be maintained.

Economic Regeneration

3.17 Manchester's increasingly buoyant economy continues to benefit from growth. Manchester has experienced significant growth in the last decade and has ambitious plans for this to continue, with the city centre renaming remains the driver of economic growth for the city region.

3.18 Between 2015 and 2024, Manchester's population increased by an estimated 92,000, meaning that 627,700 people now call this city home. With a growing population, Manchester has also a growing workforce with 426,000 employees, with growth in the economy being driven by highly skilled jobs in industries sch as digital, biotech and advanced materials.

3.19 The 'Our Manchester Strategy 2025 – 2035' also outlines the ambitions that MCC has for Manchester over the next 10 year period, including:

- The delivery of 36,000 new homes in Manchester between 2022 and 2032, including at least 10,000 affordable homes to meet the needs in every area of the city.
- Reducing the carbon emissions associated with Manchester's housing and its new-build homes, helping meet Manchester's climate goals and making residents' bills cheaper.
- Promoting growth in Manchester's strongest sectors, such as life sciences, digital technology, advanced manufacturing and the creative economy, to generate jobs
- Promoting Manchester as a global business destination, and supporting businesses to have a positive impact in the city through Manchester's leading work on social value.
- Helping people to choose walking, cycling and public transport instead of using private cars.
- Rapidly reducing carbon emissions to become zero carbon by 2038.

PLANNING HISTORY

3.20 A planning application was granted in November 2022 for the redevelopment of Alberton House, under planning application reference: 134287/FO/2022. The full description of development is stated below:

'Demolition of existing building and erection of a 19 storey (ground including mezzanine, plus 18) building above basement level to form a mixed use office development with ancillary office amenity including gym for use by office occupiers, (Use Class E(g(i)) flexible commercial floorspace at ground floor and mezzanine (Use Class E (a), (b), (c) and/ or drinking establishment Sui Generis), flexible office floorspace (Use Class E(g(i)) at Levels 1-16, and two floors of wellness centre (Sui Generis) at Levels 17 and 18 including ancillary food and beverage (Use Class E (a), (b), (g(i)) and/ or drinking establishment Sui Generis), cycle parking, landscaping, highways and other associated works.'

3.21 The planning application was recommended approval for the following reasons:

- It was demonstrated that that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight.
- The proposal would help to regenerate a key site within the St Mary's Parsonage SRF Area providing much needed high quality office accommodation. It would develop an underused poor quality site on a key route linking Manchester and Salford.
- The new buildings would be sustainable and high quality and contribute to the SRF Area through its materials, elevational treatment and how it addresses street frontages.
- Others benefits include job creation and public realm improvements.
- It was recognised that the scale of the proposal would cause a low level of harm to the significance of the nearby listed buildings. However, this would be outweighed by the public benefits delivered. There would be some localised impacts on amenity at nearby residents in terms of daylight and sunlight.
- The level of harm would be less than substantial and would be outweighed by the public benefits delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the tests set out in paragraphs 189, 197, 199, 201 and 202 of the NPPF (note, this would now refer to NPPF 2026, specifically Chapter 20, Policies HE4, HE5, HE6, HE9, HE10).

3.22 The planning permission has been implemented through the demolition of Alberton House in 2025 and remains extant.

3.23 In summary, although the scale and use of the Proposed Development differs from the proposal consented under planning application reference 134287/FO/2022, the key themes remain the same. The Proposed Development wishes to redevelop an underperforming site that has been identified as a regeneration opportunity within an adopted SRF. These benefits will be drawn out throughout this Scoping Report and any subsequent planning application.

PROPOSED DEVELOPMENT

3.24 The Applicant is proposing to submit a planning application for the comprehensive redevelopment of the Site.

3.25 The Proposed Development will be delivered as either one phase or alternatively across two phases - Phase 1 (Cardinal House plot B) and Phase 2 (former Alberton House plot A), with construction and completion dates extending from Phase 1 practical completion in August 2031 to Phase 2 practical completion in April 2034. It is anticipated that the Phase 1 construction phase will be 148 weeks and Phase 2 construction phase will be 208 weeks.

3.26 For completeness, Phase 1 (Cardinal House plot B) is proposed to site 'Building A', and Phase 2 (former Alberton House plot A) is proposed to site 'Building B'.

3.27 The Proposed Development is set out in Table 3.1 below. The proposals are currently being developed and refined in consultation with a range of stakeholders.

Table 3.1: Proposed Development

Measurement	Proposed Development
Proposed Site Area	**Combined Site Area:** 3,641 sqm / 0.36 ha **Building A** – 1,811 sqm **Building B** – 1,829 sqm
Proposed Development	• The demolition of Cardinal House • Construction of two new buildings comprising residential apartments (Class C3), office accommodation (Class E) and a hotel (Class C1) with ground floor flexible commercial/ retail floorspace (Use Class E - exact uses TBC), • The creation of a new public realm space.
Proposed Building Footprint	**Building A** - 1314.34 sqm (GEA of Ground Floor) **Building B -** 1430.20 sqm (GEA of Ground Floor)
Proposed Development Floorspace	**Residential (Class C3)** **Building A** 21,274 sqm (GIA) 15,167 sqm (NSA)

	Building B 30,438 sqm (GIA) 22,831 sqm (NSA) **Hotel (Class C1)** **Building A** 10,210 sqm (GIA) (Level 01 – 08) 6,314 sqm (NIA) (Level 01 – 08) **Office (Class E)** **Building B** 12,657 sqm (GIA) (Level 01 – 08) 6,314 sqm (NIA) (Level 01 – 08) Additional Meeting Room and Lounge Space on Mezzanine Level Approximately 175sqm NIA.
Proposed No. of Units	Residential (Class C3) – 434 Units Hotel (Class C1) – 172 Rooms
Proposed Development Height (Storeys and AOD Metres – not including roof)	**Building A** – 35 Storeys / AOD parapet 145.550m **Building B** – 46 storeys / AOD parapet 188.235m
Proposed Landscaping	Approximately 977 sqm (site wide)
Proposed Amenity Space (Internal & External)	**Building A** Residential Rooftop Amenity Space (Internal) – Approximately 152 sqm Residential Rooftop Amenity Terrace (External) – Approximately 385 sqm Residential and Hotel Spa / Fitness (Internal) – Approximately 586sqm

	Building B Residential Rooftop Amenity Space (Internal) – Approximately 684sqm Residential Rooftop Amenity Terrace (External) – Approximately 385 sqm Office Amenity Space (Changing Rooms / Co-working) – Approximately 367sqm Office Rooftop Amenity Space (External) – Approximately 470sqm

CONSULTATION

3.28 Consultation is an important part of the EIA and design development. Information and views will be sought from a range of statutory and non-statutory bodies through meetings and public consultation and the intention is for consultees to be involved in the evolution of the design and assessment of environmental impacts.

3.29 Initial consultation has been undertaken with Manchester City Council, acting as the Local Planning Authority, to obtain initial feedback on a range of design and technical matters and to inform the proposals. Further pre-application engagement is planned with the LPA and other key statutory consultees, including but not limited to:

- MCC Highways
- Transport for Greater Manchester (TfGM)
- Historic England (HE)
- Greater Manchester Archaeological Advisory Service (GMAAS)
- Greater Manchester Police (GMP)
- Environment Agency (EA)
- United Utilities
- National Air Traffic Services
- Manchester Airport Group (MAG) and the Manchester Airport Safeguarding Team.

3.30 In addition, a programme of community consultation will be undertaken to brief ward councillors, local residents, and adjacent landowners and occupiers on the proposals, and to seek their feedback through a combination of stakeholder meetings, public consultation events, and the provision of accessible consultation materials.

4. Approach to Environmental Statement

4.1 The following sections of the Scoping Report deal specifically with EIA Scoping considerations. This includes consideration of the approach to an EIA, including:

- Methodology;
- Structure and Format of ES;
- The Team;
- Associated Application Submission;
- Consideration of Alternatives; and
- Committed Developments.

4.2 Further detail regarding the topics which would be 'Scoped in' and those topics proposed to be 'Scoped out' of any ES are detailed within Sections 5 and 6 of this report respectively.

METHODOLOGY

4.3 The EIA will be prepared in accordance with the requirements of the Regulations and with reference to best practice guidance, including that published by the Institute of Environmental Management and Assessment ('IEMA'). All information required or reasonably required to identify the significant environmental effects of the development, as defined by Schedule 4 of the Regulations, will be provided as part of the ES.

4.4 The assessment will also include consideration of relevant policy and legislation of relevance whilst also considering comments received through both the scoping exercise and any pre-application consultation undertaken.

4.5 Each technical assessment will follow a consistent approach and format, which will include the following details:

- Review of relevant policy, legislation, and guidance;
- A detailed topic specific assessment methodology, consultation undertaken, and confirmation of how the assessment relates to the standardised significance criteria adopted for the EIA;
- Consideration of baseline conditions, including identification of sources of information, site history, current environmental conditions and future trends/anticipated changes to current conditions that could be anticipated without the scheme (i.e. the 'future baseline');

4.6 Identification of the potential effects, including a summary of those resources/receptors likely to be affected, the sensitivity of those receptors to accommodate change; the magnitude (degree) of change resulting from the proposal; the change of events or pathways linking cause to effect and a prediction in the significance of effects in terms of nature, extent, and magnitude including whether it is direct/indirect, short/long term, temporary/permanent, and adverse/neutral/beneficial in nature;

- The scope for incorporating mitigation measures to avoid, reduce, remedy, or compensate for any identified effects and the need for any monitoring measures; and
- Identification of any effects remaining after mitigation (the 'residual effects');
- And consideration of any cumulative effects.

4.7 The effects of individual environmental matters will be transcribed, where appropriate, against a common list of significance criteria for the EIA. However, the use of the common list of significance criteria will be dependent upon any specific legislative and assessment guidance requirements for each topic (i.e. ECIA or GLVIA3). At this stage, it is proposed that the common list of significance criteria will comprise the below (Table 4.1), as per the significance of effect matrix.

Table 4.1: Significance of Effect Matrix

		Magnitude of change / impact			
		Large	**Medium**	**Small**	**Negligible**
Receptor sensitivity	**High**	Major	Major	Moderate/Minor	Negligible
	Moderate	Major	Moderate	Minor	Negligible
	Low	Moderate/Minor	Minor	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

STRUCTURE AND FORMAT OF ENVIRONMENTAL STATEMENT

4.8 The findings of the EIA will be set out in the ES which will comprise three volumes, as follows:

- **Volume 1** – Main Report containing the individual ES Chapters and Technical Appraisals;
- **Volume 2** – Technical Appendices; and
- **Volume 3** – Non-Technical Summary

ASSOCIATED APPLICATION SUBMISSION

4.9 The planning application submission will be supporting by a range of information and technical assessments which will include:

- Environmental Statement
- Planning and Tall Building Statement
- Statement of Community Involvement
- Design and Access Statement
- Air Quality Assessment
- Archaeological Desk Based Assessment

- Aviation Safeguarding Assessment
- Biodiversity Net Gain Assessment
- Blue and Green Infrastructure Statement
- Broadband Connectivity Assessment
- Climate Change Risk Assessment and Adaption Plan
- Construction Environmental Management Plan
- Crime Impact Statement
- Daylight Sunlight Assessment
- Drainage Strategy
- Environmental Standards Statement
- Financial Viability Assessment
- Flood Risk Assessment
- Heritage Statement
- Noise Impact Assessment
- Phase 1 Preliminary Risk Assessment
- Phase 2 Intrusive Ground Investigation Report
- Preliminary Ecological Assessment and Bat Survey
- Social Value Statement
- Socio-economic Assessment
- Townscape and Visual Impact Assessment
- Transport Statement and Travel Plan
- TV and Radio Reception Assessment
- Ventilation Strategy
- Wind Microclimate Assessment

These will consider the comments and pre-application advice that we have received from MCC through our on-going discussions.

CONSIDERATION OF ALTERNATIVES

4.10 Schedule 4 of the Regulations requires a description of the 'reasonable alternatives' for the development which have been studied by the developer and the main reasons for selecting the chosen option, including a comparison of the environmental effects.

4.11 The EIA will include a review of:

- The likely effects in the event that the development does not come forward ('the no development scenario'); and
- Details of alternatives considered with regard to location and the design of the development itself.

4.12 The consultant team has been involved in the process of design iteration and emergence of the development proposals. This process will be documented as part of the EIA. It is not necessary to provide consideration of theoretical alternatives (i.e. alternatives not considered through the design process).

COMMITTED DEVELOPMENT AND CUMULATIVE EFFECTS

4.13 In accordance with the Regulations, the EIA will include an assessment of any direct and indirect cumulative effects arising from the development when considered alongside any other developments in the area surrounding the site. The objective is to identify any combined effects from the development of effects from several developments; and if, whilst individually the effects may be insignificant, could when considered together, cause a further significant or indirect impact requiring mitigation.

4.14 In relation to other development, best practice dictates that cumulative assessments of this nature should have regard to those schemes which are 'reasonably foreseeable' (i.e. usually those under construction, with an extant planning permission or are subject of a suitable development plan allocation). The assessment is only capable of being carried out based on the information available at the time of assessment.

4.15 The assessment should focus only where there is the potential for significant cumulative effects and, for this development, an initial review of potential developments requiring review has therefore focussed on those developments which due to their proximity or scale are most likely to give rise to cumulative effects. Consideration has been given to the areas within which cumulative effects are most likely.

4.16 The search for committed developments has been conducted within a 1 km radius of the Site and has identified the following. Please note the below criteria for inclusion:

- Recently submitted, pending decision or approved planning applications comprising:
  - 50 residential units or more
  - 10,000sqm GEA area or more

Table 4.2: Committed Developments – Planning Applications

Ref	Application Ref	Description	Decision	Status
Within Manchester City Council administrative area				
1	Albert Bridge House, Bridge Street Manchester M3 5AH	143164/FO/2025	Creation of a mixed use development comprising three separate components: an office building of up to 18 storeys (Use Class E (g)) with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis) with rooftop plant and roof top amenity; a residential building up to 37 storeys (Use Class C3a) with roof top plant level, basement car and cycle parking; and a residential building up to 49 storeys (Use Class	Approved at committee with conditions 23.10.25 (decision not yes issued, subject to S106)

			C3) with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), roof top plant level, basement cycle parking, together with landscaping and public realm, drainage, sub-station, servicing and access arrangements, surface car parking for 7 cars, highway alterations and other associated works following demolition of the existing building complex	
2	Reedham House Land Bound By King Street West, St Marys Parsonage, Garden Lane And Smithy Lane Manchester M3 2JP	135028/FO/2022	Erection of 14 storey building and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor extension to form office accommodation (Class E) with front of house and commercial floorspace at ground floor (Class E) with associated landscaping and other works following demolition of existing buildings at 27-29 King Street West and 31-33 King Street West and link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Mary's Parsonage	Approved with conditions 08.09.23
3	Kendals & Frasers 98-116 Deansgate And 35-47 King Street West Manchester M3 2GQ	129251/FO/2021	Change of use of upper floors and erection of three storey rooftop extension, including plant level, to Kendal Milne building to provide offices on floors 1-9 (Use Class E), together with change of use of ground, lower ground and basement levels of Kendal Milne building to flexible commercial spaces (Use Class E, F2 and /or Sui Generis (Drinking Establishments) and associated elevational alterations and works; Demolition of adjacent Fraser Building and link bridges and erection of 14 storey office building (Use Class E), including plant level, together with associated amenity space and ground and basement floor flexible commercial units (Use Class E, F2 and / or Sui Generis	Approved with Conditions 04.06.21

			(Drinking Establishments)) and basement areas for cycle storage and plant; Highways landscaping and public realm works, engineering and infrastructure works and other associated works.	
4	One North Parade One North Parade No.1 North Parade And No. 5 Parsonage Manchester M3 2NH	144653/FO/2025	Erection of a 14-storey office building (Use Class E(c)), with commercial ground floor use (Use Class E (b)), basement, provision of cycle storage together with landscaping and public realm, highways, drainage and associated works following demolition of One North Parade and 5 Parsonage.	Validated Under Consultation
5	Colloco Land Bound By New College Street, New Quay Street, NCP Car Park And Gartside Street Manchester M3 3BE	138273/FO/2023	Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements.	Approved with Conditions 07.03.24
6	Northlight Land Bounded By Quay Street & Manchester College To The North, Gartside Street & Quay Street To The East, Granada House & Studios & The Victoria & Albert Marriott Hotel To The South & Water Street & The River Irwell To The North	109660/FO/2015/C1	Demolition of existing buildings and structures, including Albert Shed and Globe and Simpson Building, to enable the construction of four buildings comprising : hotel use (Class C1) and residential use (Class C3) within building 1 (ground floor plus 51 storeys); hotel use (Class C1) within building 2 (ground floor plus 7 storeys); residential use (Class C3) within building 3 (ground floor plus 17 storeys); and, residential use (Class C3) within building 4 (ground floor plus 3 storeys), providing a total of 387 residential units; retail use (Class A1) or Financial and Professional Services use (Class A2) or Restaurant and Cafe use (Class A3) or Drinking Establishment use (Class A4) at the lower floors of all buildings, together with associated	Approved with conditions 21.10.16

	West Manchester		external seating areas; creation of new public realm and landscaping, riverside walkway, car and cycle parking, access arrangements and highways works, rooftop plant, and other associated works	
7	One Cathedral Square	132088/FO/2021	Erection of a part ground and 26 storey, part ground and 13 storey building to form 300 no. residential apartments (Class C3) and ground floor retail/ leisure floorspace (Class E/ Sui Generis (drinking establishments), together with private amenity space for residents (gym, cinema room and external terraces), new public realm to include riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis (drinking establishments/ drinking establishments with food provision/ hot food takeaways), new landscaping, parking (36 spaces level -1), 300 cycle parking spaces, servicing, supporting infrastructure and associated works.	Approved with Conditions 28.02.23
8	Maybrook House 40 Blackfriars Street Manchester M3 2EG	PLA-2026-000657	Change of use of basement, part ground and all upper floors from gymnasium, restaurant and office use (Use Class E) to hotel (Use Class C1) together with the erection of a two storey extension, external alterations and other associated works	Validated Under Consideration
Within Salford City Council				
9	Ralli Quays 3 Stanley Street, Salford, M60 9HL	21/78277/FUL	Demolition of existing buildings and the erection of a 12-storey office building (Use Class E(g)) and a 16-storey hotel building (Use Class C1) with associated ancillary facilities, servicing, means of access, landscaping and public realm	Approved with Conditions 15.02.23
10	Salford Central Plot A1 Salford Central	PA/2024/1691	Erection of a 22-storey apartment building comprising 189 no. residential apartments with	Approved with

	Masterplan, Irwell Street, Salford, M3 5EN		associated amenity space and landscaping works.	Conditions 20.05.25
11	Obsidian Site Between Trinity Way And Audacious Church To The West Of Bury Street And Local Blackfriars Salford M3 7DA	23/81487/FUL	Demolition of all existing on-site buildings and structures and the development of a Class C3 residential building comprising 250 dwellings, including Class E ground floor unit, together with associated landscaping, highways and other works.	Approved with Conditions 21.03.24
12	Parkside Land Bound By Greengate, Collier Street, Queen And King Street And Gravel Lane , M3 7BN	19/74465/HYBEIA	Hybrid planning application for demolition of existing buildings on the site and comprehensive redevelopment to create between 1,407 and 1,521 dwellings, comprising of: (a) Phase 1 (submitted in full with no matters reserved) for development of a 50-storey residential building; commercial floor-space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new public park; highways and public realm improvements and other associated works; and, (b) Phases 2 and 3 (submitted in outline with all matters reserved) for the development of two residential buildings up to 42 storeys in height; commercial floor- space (Use Classes A1, A2, A3, A4, A5, B1, D1 and D2); new highways; a public square; public realm improvements and other associated works.	Approved with Conditions 27.03.20
13	Waterloo Place Land Corner New Bridge Street And, Greengate, Salford	19/74205/FULEIA	Erection of a mixed use development comprising a single building with two blocks (14 and 55 storeys) to include: 542 residential apartments, associated residents' facilities and basement parking; and 3 no. commercial units (use classes	Approved with Conditions 08.12.23

			A1, A2, A3, B1 & D1) with associated landscaping and public realm works.	
14	Enclave Land At Gorton Street And Adjacent Railway Arches, Gorton Street, Greengate, Salford	23/82208/FUL	Demolition of existing lean-to building adjacent to railway arches 6-8 and erection of a 42-storey building, including basement and rooftop plant levels, comprising 568 co-living units with associated amenity, management and back of house space, plant rooms, accessible roof terraces, with ancillary facilities comprising amenity space, sporting facilities and waste storage in arches 1-3, and associated landscaping and engineering works	Approved with Conditions 20.03.25

4.17 Zerum is unaware of any other extant or proposed applications, allocations, Nationally Significant Infrastructure Projects (NSIP) or known minerals development proposals within the MCC administrative area which may need to be considered as part of the cumulative assessment.

4.18 Notwithstanding, consideration of the effects associated with existing operational developments within the immediate vicinity of the Site will already be contained within the technical assessments given that they will form part of the baseline environment.

4.19 If the planning authority is aware of any other proposals that it considers will need to be assessed in terms of potential cumulative effects, these should be identified as part of the EIA Scoping Opinion duly adopted by MCC.

4.20 The approach to the Cumulative Effects Assessment (CEA) within the Environmental Statement will consider other plans or projects on a tiered basis (relating to certainty of implementation) as follows:

- Projects Under Construction
- Consented Projects (not yet under construction)
- Projects with consent applications but not yet determined

4.21 Additionally, as well as the consideration of Committed Developments, each technical discipline Chapter within the ES will include a CEA to consider the potential effects from enabling works, construction, operation, and decommissioning, both alone and cumulatively. This also applied to the study areas which will be defined separately for each topic assessed within the ES.

5. Environmental Issues to be Scoped In

5.1 Under each section topic, a summary of the content of the section, the methodology and scope of assessment is given. Where relevant, the assumptions of the assessment are described. Current relevant legislation or recognised guidance for individual assessments will be adhered to, where necessary.

5.2 This Section is structured as follows:

- Built Heritage prepared by Levrant
- Townscape and Visual Impact prepared by rbmp
- Ground Conditions prepared by Curtins
- Wind and Microclimate prepared by GIA
- Daylight, Sunlight and Overshadowing prepared by GIA
- Socio-economics prepared by Buro Happold
- Climate Change prepared by GIA
- Human Health prepared by Zery

BUILT HERITAGE

Introduction

5.3 This section of the EIA Scoping Report has been prepared by Levrant's and has considered the potential effects relating to Built Heritage for the proposed development.

Guidance, Legislation and Background Information

National Planning Policy

- National Planning Policy Framework (NPPF) (2026) – Chapter 20, Policies HE4, HE5, HE6, HE9, HE10
- Planning Practice Guidance: Historic Environment

Regional/ Local Planning Policy

- Places for Everyone (PfE) Joint Development Plan Document 2024
- Manchester Core Strategy (2012) Policy CC9 Design and Heritage
- St Mary's Parsonage Strategic Regeneration Framework (SRF) (August, 2020)

Historic England Guidance

- Conservation Principles, Policies and Guidance (2008);
- Advice Note 12, 'Statements of Heritage Significance: Analysing Significance in heritage Assets' (October 2019)
- Good Practice Advice Note 3: The Setting of Heritage Assets (2017);
- Advice Note 4: Tall Building Guidance (2022); and
- Understanding Place: Conservation Area Designation, Appraisal and Management (2019).2

Establishing the Baseline / Assessment Context

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

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

5.6 The baseline assessment was undertaken using a combination of desk-based review of plans, maps, records and other documents. Principal sources of baseline information will include Historic England's National Heritage List for England (NHLE) and the Historic Environment Record (HER).

5.7 Desk based research will be supplemented by on-site surveys in order to identify and assess the heritage significance of the heritage asset receptors. It will also establish the way in which the settings and the Site contribute to the heritage significance of these assets. The relevant Conservation Area Appraisals of Manchester's designated areas will be a primary data source.

5.8 Consideration will also been given to the historical development of the Site and the local area, building types and materials, key views to the notable historic buildings which contribute to the identification of the built form, and understanding of the special interest of the area

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

Potentially Sensitive Receptors

5.10 Within the 500m study area there are approximately 97 listed buildings and 5 Conservation Areas and 2 recognised non-designated heritage assets. Once a Zone of Theoretical Vision (ZTV) has been established, this will allow for a review of which heritage assets will be scoped in and out of the heritage assessment.

5.11 Of greatest sensitivity are the heritage receptors located within the immediate vicinity of the Site. These will be subject to potential indirect temporary and permanent impacts from the demolition, construction and operation stages and include:

- The Parsonage Gardens Conservation Area,
- Century Building (National Buildings) (Grade II)
- Victoria Bridge (Grade II)
- St Mary's Parsonage (Grade II)
- Arkwright House (Grade II)
- Blackfriars Bridge (Grade II)
- Nos. 98-116 Deansgate (Grade II)
- 31 and 33 King Street West (Grade II)
- No. 1 North Parade (NDHA)
- No. 5 Parsonage (NDHA)

Potential Effects

5.12 During the demolition and construction stages, the Proposed Development has the potential to adversely affect the settings of the identified built heritage assets within close proximity to the Site. This is likely to result in significant temporary indirect impacts.

5.13 The operational stage of the Proposed Development has the potential to result in beneficial and adverse impacts on the settings of the identified built heritage assets within the wider study area. This is likely to result in significance permanent indirect impacts.

Assessment Methodology

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

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

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

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

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

5.18 The assessment section of the Chapter will:

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

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

5.20 The assessment will use the following methodology:

Table 5.1: Significance Criteria for determining the value of heritage assets:

Significance / Sensitivity	Definition of receptor
Very High	- Grade I listed buildings / Grade I registered parks and gardens - World Heritage Sites
High	- Grade I and Grade II* listed buildings. - Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. - Conservation Areas containing very important buildings.
Medium	- Grade II listed buildings. - Historic buildings that can be shown to have exceptional qualities in their fabric or historical associations. - Conservation areas containing buildings that contribute significantly to its historic character.
Low	- Locally listed buildings. - Historic buildings of modest quality in their fabric or historical association. -
Negligible	- Recorded on the HER in record form or as 'Find Sites' - buildings, structures, or designed landscape features, which detract from the architectural design, historic, communal, or townscape interest of the principal heritage asset.
Unknown / none	- Buildings/sites where the potential importance interest requires determination - Or sites determined to be of no heritage interest

Table 5.2: Criteria for determining the magnitude of impact

Magnitude of Impact	Criteria for Assessing impact
Major beneficial	*The development considerably enhances the heritage values of the heritage assets, or the ability to appreciate those values.*
Moderate beneficial	*The development enhances to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.*
Minor beneficial	*The development enhances to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.*
Negligible beneficial	*The resultant difference will be imperceptible but have a positive impact on the understanding or appreciation of the heritage asset.*

Neutral	*This does not necessarily mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible or appropriately balanced*
Negligible adverse	*The development would not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.*
Minor adverse	*The development erodes to a minor extent the heritage values of the heritage assets, or the ability to appreciate those values.*
Moderate adverse	*The development erodes to a clearly discernible extent the heritage values of the heritage assets, or the ability to appreciate those values.*
Major adverse	*The development severely erodes the heritage values of the heritage assets, or the ability to appreciate those values.*

Indicative Mitigation Measures

5.21 The mitigation of any potential impacts will be considered through the design of the scheme proposals, including the location, height, form, massing and materiality, and will therefore be 'embedded'.

Further Work Required

5.22 No further work is required to support the ES Chapter, other than the Heritage Statement.

Limitations and assumptions

5.23 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 only. As assessment of below ground archaeology does not form part of this assessment.

Summary

5.24 It is considered that the proposed development has the potential to generate significant effects. As such, it is concluded that Built Heritage should be scoped into the EIA, as per the scope set out in this Chapter.

TOWNSCAPE AND VISUAL IMPACT

Introduction

5.25 This section of the EIA Scoping Report has been prepared by RBMP Ltd (Chartered Landscape Architects) and considers the potential townscape and visual effects of the proposed development at St Mary's, Manchester. The assessment will be prepared in accordance with the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3) (Landscape Institute and Institute of Environmental Management and Assessment, 2013), the GLVIA3 Notes and Clarifications (LITGN-2024-01, August 2024), the Landscape Institute Technical Guidance Note 06/19: Visual Representation of Development Proposals (2019), and Historic England Advice Note 4: Tall Buildings (HEAN 4) (2nd edition, March 2022).

Guidance, Legislation and Background Information

5.26 The following studies and sources have been completed or reviewed prior to this EIA Scoping process and inform the baseline and scope of assessment set out below.

Table 5.3: ZTV Table

Study / analysis	Overview	Date
Zone of Theoretical Visibility (ZTV) — 1 km (Drawing 2608/01/ZTV [1km])	Close-range ZTV from the top of the Phase 2 tower element. Environment Agency LiDAR Composite First Return DSM 2022 at 1 m resolution. 1 km radius from site centre, modelled at the set maximum parameter height (188.235 m AOD parapet).	October 2026
Zone of Theoretical Visibility (ZTV) — 3 km (Drawing 2608/02/ZTV [3km])	Extended ZTV from the top of the Phase 2 tower element. Environment Agency LiDAR Composite First Return DSM 2022 at 1 m resolution. 3 km radius from site centre, with 500 m, 1 km, 2 km and 3 km rings shown. Modelled at the set maximum parameter height (188.235 m AOD parapet).	October 2026
Proposed viewpoint plans (Drawings 2608/03/Proposed Viewpoints [1km] and 2608/04/Proposed Viewpoints [3km])	Viewpoint location plans at 1 km and 3 km radii, showing the 27 proposed viewpoints and their relationship to the ZTV output and surrounding heritage assets.	April 2026
Desktop heritage asset review	Identification of nationally and locally listed heritage assets, conservation areas, scheduled monuments, registered parks and gardens, and non-designated heritage assets within and surrounding the site. Heritage setting relationships to be coordinated with the Built Heritage Assessment.	April 2026

Study / analysis	Overview	Date
St Mary's Parsonage Strategic Regeneration Framework (SRF)	Endorsed by Manchester City Council Executive Committee on 3 July 2020 as a material consideration for planning applications within the area. The SRF identifies the Cardinal House and Alberton House sites (section 5.14–5.19) as coordinated development opportunities, and identifies delivery of a landmark building within the SRF area as one of the four key SRF principles. The SRF identifies key views within the area, including views along King Street and Bridge Street.	July 2020
Precedent review — adjacent and comparator EIA scoping and TVIA documents	Review of the scoping report, scoping opinion, Townscape and Visual Impact Assessment and Heritage Statement for the adjacent Albert Bridge House scheme (MCC ref. 143164/FO/2025, consented October 2025), and the Environmental Statement for the Alberton House Application (MCC ref. 134287/FO/2022).	2022–2025

5.27 The TVIA will be prepared with reference to the following national and local policy and guidance:

- **National policy:** National Planning Policy Framework (NPPF) (2026), in particular policies L1, L2, L3, DP3 and Heritage Policies including HE5, HE6, HE9, HE10.
- **Development plan:** Places for Everyone Joint Development Plan (adopted March 2024) — Policies JP-Strat5 (Inner Areas), JP-P1 (Sustainable Places), JP-P2 (Heritage). Manchester Core Strategy (2012) — Policies SP1, EN1, EN3.
- **Emerging plan (limited weight):** Draft Manchester Local Plan (Regulation 18, September 2025) — Policy D3 (Tall Buildings), which recognises tall buildings' contribution to and cumulative effect on the Manchester skyline as a material consideration.
- **Locally specific policy:** St Mary's Parsonage Strategic Regeneration Framework (endorsed July 2020).
- **Professional guidance:** Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3) (2013) with Notes and Clarifications (LITGN-2024-01, August 2024); Landscape Institute Technical Guidance Note 06/19: Visual Representation of Development Proposals (2019); Historic England Advice Note 4: Tall Buildings (2nd edition, March 2022); Historic England Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2nd edition, 2017).

Establishing the Baseline / Assessment Context

Site context and baseline conditions

5.28 The site comprises two adjacent plots at Cardinal House and former Alberton House, plot, fronting St Mary's Parsonage to the east of the River Irwell, within the Deansgate ward of Manchester. The site lies within the St Mary's Parsonage Strategic Regeneration Framework area, bounded by Deansgate, Bridge Street and Blackfriars Street. The existing Cardinal House building is nine storeys and the now demolished Alberton House building was part-twelve and part-four storeys. The proposed development would replace Cardinal House with two new tall buildings at parameter heights of 35 storeys (Building A, Phase 1; 145.550m AOD parapet) and 46 storeys (Building B, Phase 2; 188.235m AOD parapet).

5.29 The site is a gateway location at the western edge of Manchester city centre, with frontage to the River Irwell and visibility across the river into Salford. The immediate townscape context is characterised by the commercial core of the city centre to the east (including Deansgate, King Street and Spinningfields), the Parsonage Gardens Conservation Area to the north-east, and the River Irwell and Chapel Street Conservation Area (Salford) to the west. The immediately adjacent Albert Bridge House scheme (MCC ref. 143164/FO/2025, consented October 2025), comprising two residential towers at 49 and 37 storeys and an 18-storey office building, is located on the same River Irwell frontage and forms the most significant consented tall building development in the immediate vicinity.

5.30 Heritage assets within the wider context include — among others — Manchester Cathedral (Grade I listed) and the Chetham's complex (Chetham's Library, Grade I listed) to the north, St Ann's Church (Grade I listed) and John Rylands Library (Grade I listed) to the east, Manchester Town Hall (Grade I listed) and the Albert Square Conservation Area to the south-east, Salford Cathedral (Grade II* listed) and the Chapel Street Conservation Area to the west, and the Scheduled Monument of the Roman fort of Mamucium (HE list entry 1013077) within the Castlefield Conservation Area to the south-west. Peel Park, Salford (Grade II Registered Park and Garden, opened 1846) is located approximately 1.5 km to the west of the site.

Study area and spatial scope

5.31 The TVIA will adopt a tiered study area reflecting the site's parameter heights, gateway location and the scale of anticipated visual influence. A townscape character study area of 3 km from the site boundary is considered proportionate to the assessment of effects on townscape character and heritage townscape context at the scale of the proposed development. The study area extent is supported by recent accepted Manchester practice at tall building schemes, including the adjacent Albert Bridge House TVIA (MCC ref. 143164/FO/2025, consented October 2025), which adopted a 2 km townscape study area. The 3 km study area proposed here reflects the site's position at the edge of the existing city-centre tall-building cluster and its gateway relationship to the wider Manchester and Salford conurbation, where effects are expected to extend beyond the immediate cluster. A preliminary Zone of Theoretical Visibility (ZTV) has been prepared at 1 km and 3 km radii (Drawings 2608/01/ZTV [1km] and 2608/02/ZTV [3km]) to inform viewpoint selection. Please refer to **Appendix B** to view the ZTVs.

5.32 The site is at the edge of the emerging tall building cluster in Manchester city centre, rather than fully within it, with the River Irwell frontage creating a significant gateway relationship to Salford to the west and elevated receptors to the north. The proposed Phase 2 tower at

46 storeys would be a tall building in the context of HEAN 4 and would be visible over a substantial area. HEAN 4 acknowledges at section 3.4 that the definition of a tall building is contextual, and the proposed development engages the guidance on the extent of the study area (section 4.8), cumulative and skyline effects (section 4.16), and views at range including fixed and kinetic views (section 5.9).

5.33 This approach is also consistent with Historic England's general advise that, where a tall building would be visible across a wider area, the assessment should justify that the extent of the study area is proportionate. The St Mary's Parsonage SRF similarly identifies that development within this area will require the assessment of key heritage views.

5.34 Extended visual viewpoints are proposed in the long-range (1–2 km) and distant (beyond 2 km) bands, principally in the directions away from the existing city-centre tall-building cluster, where the proposed development reads as an addition to the city's edge rather than a cluster-internal element. This includes receptors to the west (Peel Park), north (Higher Broughton, Kersal Wetlands) and south-west (Pomona / Salford Quays / Trafford Wharf). Directions in which the proposed development would be seen through or beyond the existing city-centre cluster are tested at mid-range only, proportionate to the distinct assessment question at those receptors.

Potentially Sensitive Receptors

5.35 In accordance with GLVIA3, townscape character receptors and visual receptors are identified separately. Townscape character receptors are the areas and features that contribute to the character of a place and may be affected by physical change. Visual receptors are the people who experience changes in views.

Townscape character receptors

- The site itself, including the Cardinal House and the former Alberton House plot and the St Mary's Parsonage street frontage;
- The St Mary's Parsonage Strategic Regeneration Framework area, within which the site is located;
- The Parsonage Gardens Conservation Area;
- The Deansgate/Peter Street Conservation Area;
- The Upper King Street Conservation Area;
- The St Ann's Square Conservation Area;
- The Albert Square Conservation Area;
- The Cathedral Conservation Area;
- The St John Street Conservation Area and the Castlefield Conservation Area;
- The Chapel Street Conservation Area (Salford);
- The Adelphi / Bexley Square Conservation Area (Salford);

- The River Irwell corridor as a townscape and landscape feature linking Manchester and Salford;
- The emerging tall building cluster along the Deansgate / Irwell corridor; and
- Peel Park (Grade II Registered Park and Garden) as a designated heritage landscape.

Visual receptors

- Residents of housing within the city centre and the adjacent areas of Salford, including Lower Broughton, Higher Broughton, Pendleton, Charlestown and Kersal;
- Pedestrians on principal city centre streets, pedestrianised areas and public realm, including Deansgate, King Street, St Ann's Square, Cross Street, Albert Square, St Peter's Square, Exchange Square, Cathedral Gardens and the Cathedral approach;
- Pedestrians and cyclists using the River Irwell walking and cycling routes, including the Irwell Sculpture Trail and the Irwell River Park;
- Road users on principal approach corridors including Deansgate, Bridge Street, Blackfriars Street, Chapel Street and Trinity Way;
- Metrolink passengers and pedestrians at St Peter's Square, Piccadilly Gardens and Victoria Station interchanges;
- Users of the Castlefield Conservation Area and its Scheduled and listed heritage assets;
- Recreational users of Peel Park (Grade II Registered Park and Garden), Albert Park (Salford), Kersal Wetlands and the Trafford Wharf / Salford Quays waterfront;
- Visitors to cultural and civic destinations, including the National Football Museum, The Bridgewater Hall, Manchester Central, The Lowry theatre and Imperial War Museum North;
- People experiencing views of or towards nationally designated heritage assets, including Manchester Cathedral, Chetham's Library, St Ann's Church, John Rylands Library, Manchester Town Hall, Salford Cathedral, the Roman fort of Mamucium, and other listed buildings and conservation areas within the study area.

Potential Effects

Effects scoped into the EIA for further assessment

Demolition and construction effects

5.36 The proposed development involves the demolition of the existing Cardinal House (9 storeys) and the construction of the two new tall buildings and their podium. These works would give rise to temporary townscape and visual effects including the presence of demolition and construction activity, cranes, scaffolding, hoardings, site compounds and construction lighting, in a heritage-sensitive context with a high density of close-range

visual receptors. Given the duration of construction anticipated for a scheme of this scale and the sensitivity of the receiving environment, these temporary effects have the potential to be significant and are scoped into the assessment. Demolition is considered as the opening phase of the construction effects, rather than as a separate assessment stage. The proposed development may be delivered in a single phase or across two phases; where delivery is phased, the assessment will address the interim condition in which Phase 1 is complete and operational while Phase 2 remains under construction.

Operational effects

5.37 The proposed development would introduce two tall buildings at 35 and 46 storeys onto a gateway site at the western edge of the Manchester city centre tall building cluster, overlooking the River Irwell and Salford to the north-west. The following operational effects are scoped in for assessment:

- Effects on the townscape character of the St Mary's Parsonage SRF area and the immediate Parsonage Gardens Conservation Area arising from the introduction of the proposed development and its physical presence at street level and in the roofscape;
- Effects on the townscape character of the wider conservation areas within the study area, in particular where the proposed development would alter the townscape composition of the Deansgate / Irwell corridor and cross-river relationships with the Chapel Street Conservation Area in Salford;
- Effects on the River Irwell corridor as a townscape and landscape feature;
- Visual effects on identified receptors (residents, pedestrians, cyclists, road users, Metrolink passengers, recreational users, cultural destination visitors) arising from the scale, massing and materiality of the proposed buildings;
- Effects on key views identified in the St Mary's Parsonage SRF, including views along King Street and Bridge Street;
- Effects on the emerging Manchester skyline as experienced from long-range receptors to the west, north and south-west of the site, including Peel Park (Grade II Registered Park and Garden), elevated receptors in Higher Broughton and Kersal, and the Salford Quays / Trafford Wharf waterfront;
- Night-time effects on townscape character and visual amenity arising from the additional quantum of lighting introduced by the proposed development; and
- Cumulative townscape and visual effects arising from the proposed development in combination with consented and emerging tall building schemes within the wider city centre context, including the immediately adjacent Albert Bridge House scheme (MCC ref. 143164/FO/2025).

5.38 Effects on the setting of heritage assets, including asset-by-asset assessment of the change in significance of designated heritage assets through change in their setting, will be coordinated with the separately-produced Built Heritage chapter or Heritage Statement. The TVIA will provide shared Zone of Theoretical Visibility analysis and Accurate

Visual Representations that support both the TVIA's own visual amenity assessment and the heritage setting assessment undertaken separately. Additional heritage-specific viewpoints beyond those proposed within the TVIA scope would be produced where identified as necessary by the Heritage consultant.

Effects scoped out of the EIA

5.39 No operational townscape or visual effects are proposed to be scoped out at this stage.

5.40 Kinetic views (sequential views from moving receptors) are not proposed as a distinct deliverable of the TVIA; the tiered static viewpoint approach is considered proportionate to the assessment of significant effects. Should Manchester City Council or Historic England identify specific approach corridors or public realm axes where kinetic assessment would add material assessment value, these would be considered.

5.41 Construction effects would be managed through a Construction Environmental Management Plan (CEMP), the details of which will be set out in the ES.

Assessment Methodology

Baseline assessment

5.42 The baseline assessment will comprise a desk study and field survey. The desk study will include a review of relevant planning policy, published townscape character assessments, heritage asset data (National Heritage List for England, MCC locally listed assets, SCC locally listed assets), OS mapping, aerial photography, and ZTV analysis. The field survey will include baseline photography from agreed viewpoint locations, a townscape character assessment of the site and study area, and identification of receptor sensitivities.

Effect prediction and assessment of effect significance

5.43 The assessment will follow the methodology set out in GLVIA3 (2013) with reference to the GLVIA3 Notes and Clarifications (LITGN-2024-01, August 2024). Townscape effects and visual effects will be assessed separately, in accordance with GLVIA3 guidance that these are "related but very different considerations."

5.44 ***Significance*** of effect will be defined as major, moderate, minor or negligible, whereby major and moderate **are considered to be** 'significant' and minor or negligible considered 'not significant'.

Accurate Visual Representations (AVRs)

5.45 ***Accurate*** Visual Representations (AVRs) will be prepared by RBMP Ltd in accordance with LI TGN 06/19 to Type 4 standard (survey-verified photomontage) for all proposed viewpoints. Type 4 visualisations provide the highest level of accuracy as set out within Table 2 of TGN 06/19 and are considered appropriate given the heritage-sensitive context and the scale of the proposed development.

5.46 High-resolution photographs will be taken from agreed viewpoint locations using a digital SLR camera with a 35mm (full-frame) sensor. The camera will be levelled horizontally and laterally by means of a tripod-mounted levelling base and camera-mounted spirit levels. An adequate number of visible features at each viewpoint location will be subsequently

surveyed, including the precise location of the camera, using Leica GPS and Total Station equipment to the OSGB36 coordinate system.

5.47 Lens selection will be determined on a viewpoint-by-viewpoint basis to capture the full extent of the proposed development and an appropriate amount of context. A 50mm lens (39.6° horizontal field of view) will be used as the standard lens. A 28mm lens (65.5° HFoV) will be used where a wider field of view is required to capture the proposals and surrounding context. A 24mm tilt-shift lens (73.7° HFoV) will be used for close-proximity views where the vertical extent of the proposed development requires correction of converging verticals, in accordance with LI TGN 06/19 Appendix 13. This approach ensures that each view is proportionate, legible, and representative of the likely visual experience on site.

5.48 A 3D model of the proposed development will be created by RBMP Ltd from supplied architectural drawings and models, aligned to the OSGB36 coordinate system. The model will be verified against survey reference points at each viewpoint location. Rendered views will be produced using V-Ray for Autodesk 3ds Max and composited with the baseline photography in Adobe Photoshop.

5.49 Cumulative assessment will be presented through a three-scenario AVR methodology at each viewpoint: baseline (existing condition as photographed), with Proposed Development, and with Proposed Development plus cumulative schemes. Cumulative schemes already under construction or completed at the time of baseline photography will be captured in the baseline scenario; consented but unbuilt schemes will be modelled in the cumulative scenario only.

5.50 One or more viewpoints from the close-range bands will be selected for night time AVR production where the proposed development would materially change night time views through lit built form. Night-time AVR production would be undertaken in coordination with the scheme's lighting strategy.

Proposed viewpoints

5.51 A total of 27 viewpoint locations are proposed, distributed across Immediate (within approximately 250 m), Near (250–500 m), Mid-range (500 m – 1 km), Long-range (1–2 km) and Distant (beyond 2 km) bands. Viewpoints have been selected to be representative rather than exhaustive, in accordance with GLVIA3 paragraph 6.19, with each viewpoint selected to test a distinct receptor relationship, heritage asset setting, townscape character area or directional skyline composition. All 27 viewpoints will be produced as Type 4 Accurate Visual Representations. Please refer to **Appendix C** to view the proposed viewpoint locations.

5.52 Cumulative effects will be assessed at all viewpoints where consented cumulative schemes are within the ZTV and would contribute to the view, in accordance with the three-scenario AVR methodology set out above. The cumulative schemes to be modelled in each viewpoint will be determined on a view-by-view basis following confirmation of the final cumulative schemes list with the EIA coordinator. Several viewpoints, particularly those along the River Irwell corridor, will specifically test the cumulative reading of the proposed development with the consented Albert Bridge House scheme (MCC ref. 143164/FO/2025) on the adjacent site.

5.53 Close-range viewpoints (Immediate and Near bands, within approximately 500 m) are proposed at specific locations with fixed grid references as set out in the viewpoint tables below. Mid-range and distance viewpoints (beyond approximately 500 m) are proposed as indicative receptor areas, with the precise camera position to be confirmed following baseline photography and field verification of actual visibility, intervening screening, and the availability of safe and accessible viewing positions. Additional viewpoints may be identified following the Scoping Opinion and baseline fieldwork. Viewpoint locations will be shown on the Proposed Viewpoints drawings at 1 km and 3 km radii (Drawings 2608/03/Proposed Viewpoints [1km] and 2608/04/Proposed Viewpoints [3km]) accompanying the TVIA submission.

Indicative Mitigation Measures

5.54 The principal mitigation for townscape and visual effects is embedded in the design of the proposed development itself, which is being progressed through pre-application consultation with Manchester City Council and Historic England and through the appointed Design Review Panel process. Embedded design mitigation will include the articulation, massing, roofscape treatment and materiality of the proposed buildings, the podium response to the surrounding historic townscape and street grain, and the detailed design of publicly accessible routes and public realm at ground level.

5.55 Construction phase mitigation will be set out in a Construction Environmental Management Plan (CEMP) and will include the management of hoardings, site lighting, crane locations and materials handling to minimise construction phase visual effects.

5.56 Operational phase mitigation will be addressed through the scheme's lighting strategy, in particular the control of light spill and façade illumination, to manage night-time effects on townscape character and visual amenity

Further Work Required

5.57 The following further work is required to complete the TVIA:

- Confirmation of the detailed design within the set maximum parameter heights at the project information freeze;
- Finalisation of the cumulative schemes list in coordination with the EIA coordinator and reflecting Manchester City Council's cumulative schemes list as issued at scoping response;
- Baseline photography from agreed viewpoint locations, with precise positions surveyed to OSGB36;
- Production of a townscape character assessment of the study area;
- Refinement of the viewpoint locations following the Scoping Opinion, site survey and consultation with Manchester City Council and Historic England;
- Preparation of the 3D model of the proposed development from supplied architectural drawings;

- Production of Type 4 Accurate Visual Representations for the agreed viewpoint set, in three scenarios (baseline / with proposed development / with cumulative);
- Coordination with the Built Heritage chapter or Heritage Statement on the identification of heritage receptors, the use of shared ZTV and AVR evidence, and the identification of any additional heritage-specific viewpoints required;
- Coordination with the scheme's lighting strategy to inform night-time character assessment and identification of any night-time AVR requirements; and
- Confirmation of the final ZTV at confirmed parameter heights for the TVIA submission.

Limitations and assumptions

- The ZTV represents a worst-case assessment of theoretical visibility. It is based on a Digital Surface Model (DSM) which captures buildings and tree canopy, but actual visibility on the ground will be reduced by features not fully represented in the model, including seasonal variation in vegetation cover and street-level screening;
- The ZTV has been modelled at the set maximum parameter heights (145.550m and 188.235m AOD parapet);
- The assessment will be based on the scheme design as confirmed at the project information freeze. Maximum parapet heights are set at 145.550m AOD (Building A) and 188.235m AOD (Building B); roof-level plant above parapet is excluded from the set parameters and will be confirmed through detailed design;
- Close-range viewpoint positions are fixed; mid-range and distance viewpoint positions are indicative and will be confirmed on site following baseline photography and field verification of actual visibility;
- The cumulative schemes assessed will be those identified in the final cumulative schemes list issued by the EIA coordinator. Any additional schemes coming forward prior to submission will be incorporated where material; and
- The TVIA will rely on coordination with the separately-produced Built Heritage chapter or Heritage Statement for the asset-by-asset heritage setting assessment. The TVIA's own treatment of heritage assets is limited to their contribution to townscape character and visual amenity, in accordance with GLVIA3.

Summary

5.58 The proposed development has the potential to give rise to significant townscape and visual effects, including on the townscape character of the St Mary's Parsonage SRF area and the immediately surrounding conservation areas, on visual receptors within the city centre and its wider hinterland in Manchester and Salford, on the setting of nationally

designated heritage assets (to be coordinated with the Built Heritage assessment), and on the emerging Manchester skyline. As such, it is concluded that Townscape and Visual Impact Assessment should be scoped into the EIA, as per the scope set out here.

GROUND CONDITIONS

Introduction

5.59 This section of the EIA Scoping Report has been prepared by Curtins and has considered the potential effects relating to St Marys Project for the proposed development. The site is situated in Manchester city centre with varied industrial historical uses.

Guidance, Legislation and Background Information

5.60 The legislative framework for contaminated land is set out principally in Part 2A of the Environmental Protection Act (EPA), 1990. The legislation endorses the principle of a 'suitable for use' approach for contaminated land, where remedial action is only required if there are unacceptable risks to health or the environment, considering the use of the land and its environmental setting.

5.61 The statutory guidance, Circular 01/2006: Part 2A, EPA, describes a risk assessment methodology in terms of 'significant pollutants' and 'significant pollutant linkages' within the source-pathway-receptor model of the Site. The model comprises:

- The principal pollutants hazards associated with the Site (the sources);
- The principal receptor at risk from the identified hazards; and
- The existence, or absence, of plausible pathways which may exist between the identified hazards and receptor.

5.62 For the land to be determined as 'contaminated' in a regulatory sense, and thereby requiring remediation (or a change to a less sensitive use), all three elements (source-pathway-receptor) of a significant pollutant linkage must be present.

5.63 The legislation endorses the principle of a 'suitable for use' approach for contaminated land, where remedial action is only required if there are unacceptable risks to health or the environment, considering the use of the land and its environment setting.

5.64 The National Planning Policy Framework, with specific relevance to Policy P1 'Planning for clean and safe places', states:

To support efforts to avoid and mitigate risks from natural and man-made hazards, minimise levels of pollution and create clean, liveable and safe places for people to live, work and visit, development plans should:

a) Allocate land for development where, taking into account the potential for mitigation:

i) Opportunities can be taken to improve local environmental conditions, such as by remediating despoiled, degraded, derelict, contaminated and unstable land;

ii) Ground conditions will not inhibit or pose a risk to the nature of the development proposed (such as due to land instability), and occupiers and users will not be put at risk from, or be adversely affected by, unacceptable levels of pollution;

iii) Development proposals will not cause unacceptable levels of pollution, either alone or in combination with other pollution sources, taking into account communities which may be particularly vulnerable to its effects, such as children and older people, as well as habitats and species which may be vulnerable to pollution; and

iv) The intended uses will not place unreasonable restrictions on the operation of existing businesses, community facilities, public services, defence and security activities

Policy P2 'Ground conditions' should also ensure that:

1. *Sites proposed for development should be suitable for their proposed use taking into account:*

    a) *Ground conditions, including any risks arising from land instability or contamination (whether due to natural hazards or current and former activities such as mining or fuel storage);*

    b) *The extent to which any such risks can be mitigated, and the potential impacts on the natural environment arising from remediation.*

2. *Where land is remediated it should, as a minimum, not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.*

3. *Adequate site assessment information, prepared by a competent person, should be available to inform these considerations.*

4. *Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.*

5.65 The guidance given in Planning Policy Statement 23: Planning and Pollution Control, although this document has been formally revoked, it can still provide useful guidance with relevance to this assessment, states:

'The following matters should be considered in the preparation of development plan documents and may also be material in the consideration of individual planning applications where pollution considerations arise:

- *The possible impact of potentially polluting development (both direct and indirect) on land use, including effects on health, the natural environment or general amenity;*

- *The potential sensitivity of the area to adverse effects from pollution and the need to protect natural resources;*
- *The environmental benefits that the development might bring; and*
- *The remediation of past contamination'*

5.66 Environment Agency: Land Contamination Risk Management (LCRM) 2020 can be used to develop a robust methodology for assessing and evaluating the significance of effects, and it states:

'Use Land Contamination Risk Management (LCRM) to:

- *Identify and assess if there is an unacceptable risk;*
- *Assess what remediation options are suitable to manage the risk;*
- *Plan and carry out remediation;*
- *Verify that remediation has worked.*

You can use LCRM in a range of regulatory and management contexts. For example, voluntary remediation, planning, assessing liabilities or under the Part 2A contaminated land regime.'

5.67 The presence of contamination can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land, but development presents an opportunity to deal with these risks successfully.

5.68 Local Planning Policy: Manchester's Core Strategy is the key Development Plan Document in the Local Development Framework and covers a period of 15 years from 2012 to 2027. It was updated in 2024 by GMCA. It sets out the long term strategic policies for Manchester's future development and will form the frameworks that planning applications will be assessed against.

5.69 Policy EN 18 within the framework relates to Contaminated Land and Ground Stability, it states:

'The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.'

5.70 Policy H1 relating to housing, states:

'The Council's target is for 90% of new development to be on previously developed land. This is in line with historical trends across Manchester and will ensure a

sustainable approach is taken regarding the use of land as a limited resource.'

Establishing the Baseline / Assessment Context

Site History and Contamination Sources

5.71 Based on initial review of the site there is potential for contamination to have arisen from the historical production of town gas on Site as well as from metal manufacturing works on Site. Contamination may include coal tar, heavy metals, ammonium compounds and cyanide compounds. The Site has been subject to various phases of development since, however the extent of contamination remaining is unknown.

5.72 Theses historical uses of the Site, along with various historical on-site warehouses and off-site garages may have also resulted in localised contamination from fuel or chemical spills. Made Ground of unknown composition from uncontrolled deposition of historical construction/demolition waste onsite associated with the previous developments on the Site and historical/present Site uses, could result in contamination of soils including ash, asbestos, fuels and oils.

Geology

5.73 While Made Ground is not indicated to be present on BGS mapping, the Site's history suggests that there is potential for localised Made Ground deposits to be present.

5.74 Published mapping indicates the Site is not underlain by any superficial deposits but is underlain by bedrock of the Chester Formation comprising weathered sandstone. The BGS records borehole logs off-site (172m and 173m West) recorded Made Ground to 2.80m bgl (sandy clay and brick fill) overlying predominantly sandstone to 25.0m. The second borehole recorded clayey silty sand from 2.0m to 2.70m overlying dense red sand to 3.0m overlying predominantly sandstone to 111m bgl.

5.75 The Site is located within a Coal Mining reporting area but not located within a Development High-Risk Area and there are no recorded mine entries, coal workings or probable coal workings within 1km of the Site.

5.76 The Site is located in a low probability radon area where <1% of homes are estimated to be at or above the radon Action Level.

Hydrogeology

5.77 Environment Agency data indicates the Chester Formation Sandstone is designated as a Principal Aquifer.

5.78 The Site is not located within a Source Protection Zone (SPZ). There is one active groundwater abstraction point within 500m of the site, located 269m northeast of the site, from a borehole at Dial House, Chapel Street, Salford, for general cooling. No active potable groundwater abstractions are present within 1km of the site. The nearest historical potable groundwater abstraction point is recorded 760m north at Interbrew UK Ltd.

Land Gas

5.79 UK Radon Mapping confirms the Site is situated in an area where <1% of homes are above the radon action level.

5.80 Made ground soils on Site may act as a source of gas generation. Putrescible content may generate hazardous gases including carbon dioxide and methane. Volatile Organic Compounds (VOC's) may also be present in made ground soils.

5.81 There are no BGS recorded landfill sites within 250m of the Site. There are no historical landfill sites recorded within 500m of the Site.

5.82 There are no potentially infilled land features within 250m of the Site; both water and non-water features, and therefore there are no potentially gas generating features within influencing distance of the Site.

Hydrology

5.83 The nearest surface water feature identified by PRA is 1m to the north-west which is the River Irwell, river quality E with a southwest flow direction.

5.84 There are no recorded pollution incidents to controlled waters in the past 20 years within 1km.

5.85 There are no surface water abstractions within 1km.

5.86 United Utilities discharge storm sewage overflow into the River Irwell 138m, 141m southwest and 188m northeast of the site. Cooling water is also discharged into the River Irwell, from Manchester Civil Justice Centre, 174m southwest of the site. Site drainage is also discharged in to the River Irwell from BT Dial House, 239m northeast of the site. No further active discharge consents are recorded within 250m of the site

Potentially Sensitive Receptors

5.87 During the demolition and construction phase potential human receptors include construction workers and neighbours/ public passing by. Environmental receptors include controlled waters (Principal Aquifer associated with bedrock deposits and the adjacent River Irwell).

5.88 During the operational phase potential receptors include site end users and maintenance workers. Environmental receptors include controlled waters (Principal Aquifer associated with bedrock deposits and the adjacent River Irwell).

Potential Effects

5.89 During the construction and demolition phase Ground Conditions (contamination) has the potential to pose a risk to construction workers and neighbours (direct contact/ingestion and inhalation) over a temporary short term basis. Without mitigation procedures the risk/effect significance of harm to Site construction workers during the operational phase of the development is considered to be elevated.

5.90 Once operational Ground Conditions have the potential to pose a risk to site end users and maintenance workers through (direct contact/ingestion and inhalation). Therefore,

without mitigation procedures the risk/effect significance of harm to Site end-users and maintenance workers during the operational phase of the development is currently assessed as elevated.

5.91 During operational phase a potential pollutant linkage also exists between any historic contamination existing within the ground on Site which may exist owing to the historic industrial uses of the Site, through vertical and horizontal migration into Principal Aquifer and the adjacent River Irwell through leaching of contaminated soil. Therefore, without mitigation procedures the risk/effect significance of harm to Site end-users and maintenance workers during the operational phase of the development is currently assessed as elevated.

Assessment Methodology

5.92 The baseline conditions should be further defined through production of a Phase 1 Preliminary Risk Assessment Report, followed by Phase 2 intrusive ground investigation works.

5.93 This assessment will use the above legalisation, policy and best practice guidance to aid in establishing risk ratings.

5.94 The assessment objective is to identify and evaluate the likely significant effects arising from the Proposed Development by assessing the magnitude of change caused by an impact and assessing the receptor sensitivity. Whilst there would be a degree of professional judgement involved in determining the significance of effect related to the Site's ground conditions, they can broadly be determined by the interaction of the sensitivity of the receptor and the magnitude of change. The assessment uses the methodology outlined herein.

5.95 Significance of effect will be defined as major, moderate, minor or negligible, whereby major and moderate are considered to be 'significant' and minor or negligible considered 'not significant'.

Indicative Mitigation Measures

5.96 Effects during the construction phase may be mitigated though appropriate construction management in accordance with CDM Regulations 2015. Effects during the operational phase may be largely mitigated through the planning process and associated planning conditions. Where contamination is found a Remediation Strategy report would be required and subsequent Verification Report, on completion of any required ground Remediation.

Further Work Required

5.97 A ground investigation is required across the site to further establish the baseline conditions and inform the assessment. This will include carrying out exploratory boreholes and trial pits to allow collection of soil and groundwater for laboratory analysis. Ground gas monitoring will also be undertaken. It is envisaged that this would be undertaken in two stages, a pre-demo and post-demo to ensure we can obtain the information needed from below the current building footprint.

5.98 Following site works a Phase 2 Ground Investigation Report would be produced which will include a Generic Quantitative Risk Assessment and Conceptual Site Model. Findings would be used to inform the ES Chapter.

Limitations and assumptions

5.99 This assessment uses both desk-based research including historic mapping records, British Geological Society published information and Environment Agency published information. Ground investigation will be required to determine ground conditions and assess the potential for ground and groundwater contamination, and impacts during construction and operational phases. Based on the findings of relevant Ground Investigation Reports, a Remediation Strategy can be produced, where required, to address potential contamination risks.

Summary

5.100 An initial desktop site review completed to date has identified a range of potential impacts on sensitive receptors. Overall, in absence of any mitigation, the results indicate that likely significant environmental effects would arise from the proposals in respect of ground conditions and therefore should be scoped in to the forthcoming EIA. Our further analysis will seek to identify appropriate mitigation to ensure all residual impacts are not significant.

WIND AND MICROCLIMATE

Introduction

5.101 This section of the EIA Scoping Report has been prepared by GIA and has considered the potential effects relating to Wind Microclimate for the proposed development.

Guidance, Legislation and Background Information

5.102 There is no UK legislation with regards to Wind Microclimate.

5.103 The Wind Microclimate assessment will be undertaken with respect to the following policy and guidance.

- National Planning Policy Framework (2026)
- Greater Manchester, Places for Everyone Joint Development Plan (2024)
- Manchester Core Strategy (2012 – 2027)
- National Planning Practice Guidance (2021)
- Historic England Advice Note 4: Tall Buildings, 2022

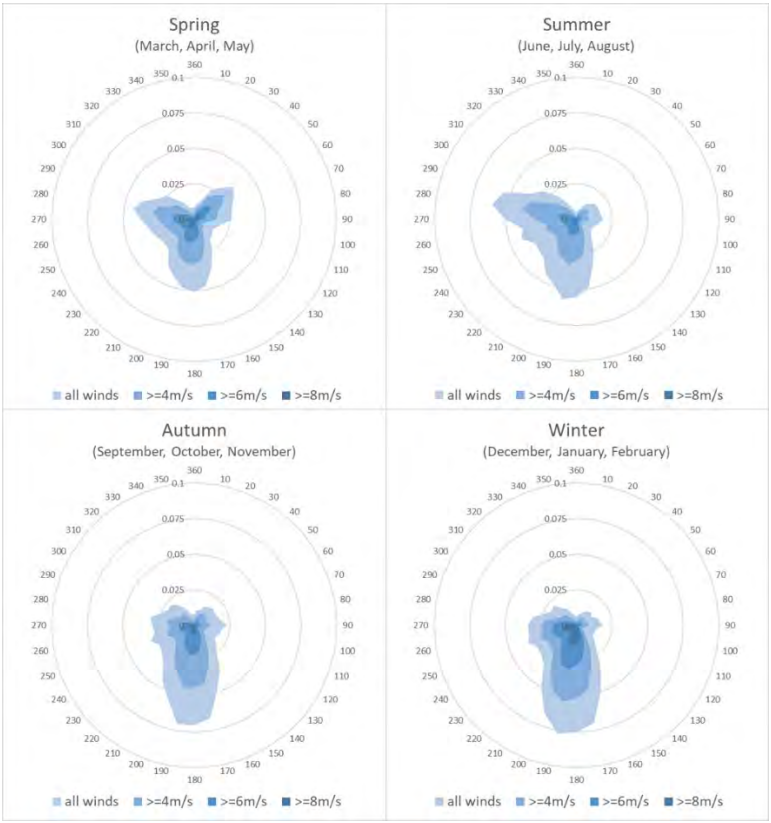
Establishing the Baseline / Assessment Context

5.104 Winds for the Manchester area are predominantly from the south, with a secondary peak from the north-west west during spring and summer. Winds are typically stronger in the winter season, and lighter throughout the summer. Wind roses per season for the Manchester area are shown in Figure 1, from data attained from Manchester airports over a period of 30 years. These wind roses provide the frequency of occurrence and magnitude of winds from all directions within the 30-year period.

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

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

Figure 5.4: Seasonal Wind Roses for Manchester International Airport (~30 years data)



Potentially Sensitive Receptors

5.107 The main interactions of wind with a building occurs relatively close to the building, particularly when there are neighbouring buildings and streets along which the wind can be channelled. This means that the focus of the assessment is within the site boundary and the immediate surrounding streets and public realm, on the relative comfort of site residents, visitors and users of the public, communal and private open spaces and pedestrians utilising other public realm areas, such as pedestrian routes within and bordering the site.

5.108 Existing receptors within the site's surrounding area include:

- Off-site thoroughfares and crossings;
- Existing ground level amenity spaces (such as Parsonage Gardens or Clermont Ferrand Square);
- Existing offsite entrances; and
- Bus stops on Bridge Street.

5.109 Newly introduced receptors within the Proposed Development include:

- On-site throughfares;

- Proposed entrances;
- Proposed ground level amenity spaces; and
- Proposed elevated level amenity terraces or balconies.

5.110 Areas inaccessible to the public are not included in the assessment, due to the lack of regular use and thus sensitivity of such spaces.

Potential Effects

5.111 The scope of the Wind Microclimate assessment in relation to the demolition and construction activities associated with the Proposed Development will include:

- Potential temporary wind safety risks due to strong winds at introduced receptors within the site;
- Potential temporary wind safety risks due to strong winds at existing off-site receptors; and
- Potential temporary unsuitable comfort conditions for existing off-site receptors.

5.112 The scope of the Wind Microclimate assessment in relation to the completed Proposed Development, will include:

- Potential permanent wind safety risks due to strong winds at introduced receptors within the site;
- Potential permanent wind safety risks due to strong winds at existing off-site receptors;
- Potential permanent unsuitable comfort conditions at introduced receptors within the site; and
- Potential permanent unsuitable comfort conditions for existing off-site receptors.

Assessment Methodology

Demolition and Construction

5.113 As construction works progress, the conditions on and around the Proposed Development site would be expected to gradually transition between those of the baseline and the final completed Proposed Development. A qualitative approach will be taken to the assessment of the demolition and construction works, based on professional judgement and information from the baseline and Proposed Development scenarios.

Completed Development

5.114 To understand the future wind conditions at the site, CFD testing will be carried out to establish wind conditions once the Proposed Development is completed and operational.

5.115 Digital models of the Proposed Development, existing surroundings and nearby (within 400m) cumulative schemes, as appropriate, will be created and tested in CFD, to allow the future wind microclimate conditions to be quantified. Wind speeds will be measured at 1.5m above ground level and any raised areas which are accessible to pedestrians, for all wind directions.

5.116 The models will represent detailed models of the buildings, which will include relevant elements such as balconies, terraces, and façade details etc.

5.117 Four configurations will be tested in CFD as set out below:

- Configuration 1: Existing site with the existing surrounding buildings (baseline scenario);
- Configuration 2: Phase 1 only of the Proposed Development with the existing surrounding buildings;
- Configuration 3: Proposed Development with the existing surrounding buildings; and
- Configuration 4: Proposed Development with the cumulative surrounding buildings.

5.118 Levels of windiness will be compared to future usage using the Lawson Criteria for comfort and distress (safety), as set out below. If the measured wind conditions exceed the threshold wind speed for more than 5% of the time (whether that is seasonally or annually), then they are unacceptable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose.

Table 5.5: Lawson Criteria for comfort and distress (safety)

Lawson Comfort Criteria (LDDC Variant)		
Comfort Category	**Mean Wind Speed (5% exceedance)**	**Description**
Sitting	4 m/s	Acceptable for outdoor sitting use (e.g. cafes, benches, balconies)
Standing	6 m/s	Acceptable for main building entrances, pick-up / drop-off points and bus stops
Walking (leisure)	8 m/s	Acceptable for strolling
Walking (business)	10 m/s	Acceptable for external pavements, walking purposefully without lingering
Uncomfortable	>10 m/s	Not comfortable for regular pedestrian access

Lawson Safety Criteria (LDDC Variant)		
Safety Category	**Mean Wind Speed (0.025% exceedance)**	**Description**
No Safety Exceedance	<15 m/s	Wind conditions considered safe for all users
S15 (Distress)	>15 m/s	Unsafe for frail individuals, or cyclists
S20 (Safety)	>20 m/s	Wind conditions considered unsafe for all users

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

5.120 The suitability of the conditions both within and surrounding the site, both in terms of comfort and safety, will be presented and discussed within the ES.

Methodology for Determining the Significance of Effects

5.121 The significance of wind effects will be determined by the sensitivity of the receptor and the magnitude of the impact. All wind effects will be local and direct.

5.122 Adverse impacts will be defined as those which make conditions either unsuitable for the intended use or introduce wind safety risks. Beneficial impacts will be defined as those which make conditions which make conditions either suitable for the intended use or eradicate wind safety risks.

5.123 The sensitivity of the receptors will be determined in accordance with the scale in the table below.

Table 5.6: Sensitiity Receptor

Sensitivity	Examples of receptor
High	Any amenity spaces, public realm, footpaths or entrances to buildings
Moderate	Any general thoroughfares through or around the Proposed Development Site.
Low	Locations which are not accessible to pedestrians

5.124 The magnitude of Wind Microclimate impacts will be determined in accordance with the scale in the table below.

Table 5.7: Magnitude of Wind Microclimate

Magnitude of Impact	Criteria for assessing impact
Major	Wind conditions which are made suitable/unsuitable by the Proposed Development and are three categories windier/calmer than the target conditions OR Wind safety risks that are either introduced/eradicated by the Proposed Development
Moderate	Wind conditions which are made suitable/unsuitable by the Proposed Development and are two categories windier/calmer than the target conditions
Minor	Wind conditions which are made suitable/unsuitable by the Proposed Development and are one categories windier/calmer than the target conditions

5.125 The significance of effects will be determined in accordance with the EIA significance of effects Matrix.

Indicative Mitigation Measures

5.126 Should mitigation measures be required to provide wind conditions within a particular area or space to be suitable for their intended use, or are required to mitigate against predicted strong winds, the areas identified requiring suitable mitigation measures will be developed in consultation with the Applicant and the Design Team. Where necessary, mitigation measures will be tested through additional rounds of CFD studies. Following mitigation, the scale of any residual effects will be identified.

Further Work Required

5.127 No further work is envisioned to be required at this stage.

Limitations and Assumptions

- 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 the airport (Manchester International).
- It is assumed that, during the construction process, wind conditions will gradually change from the Baseline Conditions to the conditions for the Completed Proposed Development.
- It is assumed that on-Site activity during construction will be able to withstand a higher category of pedestrian comfort level that for the Completed Proposed Development.
- 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.
- The CFD testing will be undertaken using steady state analysis, with gust effects modelled indirectly based on empirical data. The empirical relationship used is chosen to give a conservative estimate of gust effects, so may mean that gust wind speeds are over-estimated (i.e. windier than reality), especially at lower mean wind speeds where gust effects tend to be dominant.

Summary

5.128 It is considered that the proposed development has the potential to generate significant effects. As such, it is concluded that Wind Microclimate should be scoped into the EIA, as per the scope set out here.

DAYLIGHT, SUNLIGHT AND OVERSHADOWING

Introduction

5.129 This section of the EIA Scoping Report has been prepared by GIA Surveyors and has considered the potential effects relating to daylight, sunlight and overshadowing for the proposed development

Guidance, Legislation and Background Information

5.130 The potential daylight, sunlight, and overshadowing effects to the surrounding sensitive receptors will be assessed by reference to the guidance within The Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice', Third Edition, 2022 (the BRE guide).

5.131 The BRE guide provides advice on site layout planning to achieve good sunlighting and daylighting within buildings. It is intended for use by building designers, developers, consultants and Local Planning Authorities (LPAs). The advice within the BRE guide is not mandatory and should not be used as an instrument of planning policy. The BRE guide states on page 4 (summary) that the guidance within is *"purely advisory and the numerical* target values within may be varied to meet the needs of the development and its location."

5.132 Sensitive residential receptors and outdoor amenity spaces surrounding the Site have been identified, and due diligence has been undertaken on the location and internal layouts of the relevant receptors.

5.133 There are no statutory consultees relevant to the area of daylight, sunlight and overshadowing. As such, no consultation has been undertaken.

Establishing the Baseline / Assessment Context

The potential daylight, sunlight, and overshadowing effects of the Proposed Development are outlined below:

- Changes to the levels of daylight and sunlight amenity to the surrounding sensitive receptors – scoped in due to the increase in massing upon the Site which is in close proximity sensitive receptors; and
- Increase to the amount of shadow upon surrounding areas of outdoor amenity space – scoped in as there are there are areas of outdoor amenity space in the immediately surrounding context.

5.134 The assessment scope has been determined through professional judgement, considering the location and orientation of the receptors relative to the height and massing of the Proposed Development.

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

5.136 The baseline conditions are the levels of daylight, sunlight and overshadowing that are experienced by the sensitive receptors with the Site in its existing configuration (April 2026).

5.137 Baseline daylight, sunlight and overshadowing assessments of the surrounding sensitive receptors are currently being undertaken. The baseline assessments will review the daylight, sunlight and overshadowing conditions within each of the sensitive receptors based on the Site existing configuration (i.e. the current baseline).

Potentially Sensitive Receptors

5.138 Figure 5.2 illustrates the potentially sensitive receptors.

Figure 5.2: Image of Sensitive Receptors



Daylight and Sunlight Sensitive Receptors:

1. Century Buildings
2. Albert Bridge House (*143164/FO/2025)
3. The Edge Apartments

4. The Bridge, Dearmans Place
5. Bradshaw House
6. Doodson House
7. Chapman House
8. Trinity Riverside
9. Manera Apartments, 118-124 Deansgate
10. 8 King Street
11. Alcock House

Overshadowing Sensitive Receptors:

A. Parsonage Gardens
B. Clermont Ferrand Square

Future Baseline Conditions:

5.139 The consented developments at Albert Bridge House (*143164/FO/2025) is considered reasonably likely to come forward prior to the Proposed Development and therefore may influence the future baseline conditions. As such, this consented development will be considered in the future baseline conditions.

Potential Effects

5.140 Due to the increase in massing on the Site there are likely to be changes in daylight, sunlight and overshadowing amenity to some of the surrounding sensitive receptors which contravene the recommendations of the BRE Guide.

5.141 Owing to the evolving and changing nature of construction activities, the assessment of potential effects during construction on daylight, sunlight and overshadowing sensitive receptors will not be modelled or assessed as the worst-case scenario will be considered by the assessment of the completed development (see below for further details). Demolition and construction effects are therefore scoped out of the assessment.

Assessment Methodology

5.142 The assessments will be carried out in accordance with the BRE guidelines. The analysis will be calculated from a 3D computer model using specialist software based on detailed architectural models, Ordnance Survey (OS) mapping and photogrammetry.

5.143 In line with the BRE guidelines, both the Vertical Sky Component (VSC) and, where floorplans are publicly available, No Sky Line (NSL) assessments will be undertaken in the Baseline and Proposed Development scenarios to assess the daylight effects upon the sensitive receptors identified.

5.144 Sunlight effects upon the relevant surrounding sensitive receptors will be considered by reference to the BRE recommended Annual Probable Sunlight Hours (APSH) method of assessment. Due to the southerly location of the sun in the sky, this assessment will consider those windows which face the Site and are orientated to within 90 degrees of due south.

5.145 The baseline and proposed sunlight amenity to outdoor amenity areas identified as sensitive to overshadowing will be considered by reference to the BRE recommended Sun Hours on Ground (SHOG) method of assessment.

5.146 The table below provides a summary of the criteria set out within the BRE Guidelines for daylight, sunlight and overshadowing.

Table 5.8: CRE Guidelines for daylight, sunlight and overshadowing

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

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

- 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).

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

5.149 When assigning significance criteria for daylight and sunlight effects, professional judgement will be used. Consideration will be given to the proportion of rooms/windows affected, as well as the percentage alterations, absolute changes, sensitivity of the receptor, and any other relevant factors. There may be mitigating factors such as location

and nature of development, balconies, overhangs or design features which may also affect the determination of assigning the criteria.

5.150 When assigning significance criteria for SHOG effects, consideration will be given to the nature of the adjoining amenity space, as well as the percentage alterations, absolute changes, sensitivity of the receptor, and any other relevant factors.

Indicative Mitigation Measures

5.151 Given the emerging nature of the surrounding context, there is the potential for cumulative effects to the sensitive properties and amenity areas. Where significant daylight and/or sunlight effects are identified, mitigation measures will be suggested.

5.152 The relevant cumulative schemes include the consented Albert Bridge House (*143164/FO/2025) redevelopment, which permits the creation of a mixed use development comprising three separate components: an office building of up to 18 storeys (Use Class E (g)), a residential building up to 37 storeys (Use Class C3a), and a residential building up to 49 storeys (Use Class C3) with ground floor commercial, leisure, food and drink uses (Use Class E). Depending on the status of surrounding developments, a cumulative assessment of the Proposed Development in conjunction with surrounding cumulative schemes will be undertaken to assess any cumulative daylight, sunlight and overshadowing effects.

Further Work Required

5.153 No further work is envisioned to be required at this stage.

Limitations and Assumptions

5.154 Access to surrounding properties was not obtained. Best estimates were, therefore, made in determining building uses (residential or commercial). Generally, these were made from external observations and recourse to the Valuation Office Agency's (VOA) council tax records. This is in accordance with standard industry practice.

5.155 Where publicly available, room layouts have been included within the modelling of the sensitive receptors. Reasonable assumptions as to the floor levels within these modelled rooms, which dictate the level of the working plane relevant for the NSL assessments, have been based on external observations. This is in accordance with standard industry practice.

Summary

5.156 It is considered that the proposed development has the potential to impart significant daylight and sunlight effects to the surrounding sensitive receptors. As such, it is concluded that daylight, sunlight and overshadowing should be scoped into the EIA.

SOCIO-ECONOMICS

Introduction

5.157 This section of the EIA Scoping Report has been prepared by Buro Happold and has considered the potential effects relating to socio-economics for the proposed development.

Guidance, Legislation and Background Information

5.158 No background or technical studies relating to socio-economics have been undertaken prior to this EIA Scoping process.

Establishing the Baseline / Assessment Context

5.159 The proposed development is located at St Mary's Parsonage, within the city centre of Manchester, occupying a prominent riverside site on the southern bank of the River Irwell adjacent to Albert Bridge. The site lies within the St Mary's Parsonage Conservation Area and is surrounded by a mix of historic and contemporary buildings, including a number of listed assets such as Arkwright House and the nearby National Buildings. Historically, the area formed part of Manchester's industrial quarter, including former copper and gas works, which continues to inform the character of the surrounding townscape. The site benefits from strong connections to the wider city centre, public transport infrastructure, and riverside pedestrian routes, and is identified within the city's strategic regeneration framework as an opportunity for high-density, mixed-use development that enhances public realm permeability and strengthens the relationship between the built environment and the River Irwell.

Potentially Sensitive Receptors

5.160 A socio-economic assessment is designed to examine the impact of a proposed scheme on the current economic performance of the area. It then identifies and quantifies, where possible, the impacts of the proposed development relating to employment, housing supply, economic output, spending within the local area, social infrastructure and local amenities and services.

5.161 The socio-economic assessment will consider the impacts during the construction and operational phases of the proposed development.

5.162 The following potentially sensitive receptors have been identified for the proposed development:

- The local labour market during both construction and operational phases (i.e., economically active residents);
- The local economy (i.e., local businesses and employees); and
- Local residents and households (in relation to education, healthcare facilities, open space and play space).

- Social infrastructure providers and facilities, including education, primary healthcare, open space and play space provision.

Potential Effects

Potential construction effects

5.163 The proposed development is expected to generate temporary employment opportunities, both direct and indirect, during the construction phase. Due consideration will be given to the potential beneficial effects on the local economy and labour market.

Potential operational effects

5.164 The socio-economic assessment will consider the following potential effects during the operational phase:

- The creation of long-term, direct, indirect and induced employment opportunities from any proposed commercial uses on site as well as impacts on any existing employment uses;
- Benefits of the provision of new private, intermediate and affordable housing including meeting Manchester's housing delivery targets;
- Additional local spending associated with the residents brought to the site by the proposed development;
- The provision of office floorspace in the Greater Manchester area;
- Additional hotel rooms in the Greater Manchester area; and
- The new population expected to reside within the proposed residential units and the demand for social infrastructure from the onsite population, including on primary healthcare, primary and secondary education places and open space and play space provision.

Assessment Methodology

5.165 The ES chapter will assess cumulative socio-economic effects with committed developments, allocated sites and reasonably foreseeable schemes, subject to the project-wide cumulative schemes list.

Baseline assessment

5.166 A baseline assessment will be undertaken to establish the socioeconomic conditions which currently surround the site, both at the local and regional level. The ES chapter will use data from a variety of sources including:

- **2021 Census Data:** Census data from 2021 will be utilised to provide insights into the demographic and economic makeup of the area, forming an integral part of the analysis;

- **Office for National Statistics (ONS):** Data compiled by the ONS will be harnessed to offer a comprehensive understanding of key local socioeconomic indicators;
- **National Health Service (NHS) Data:** Information sourced from the NHS will be used to comprehend healthcare and related socioeconomic facets within the vicinity of the site;
- **Local and regional studies and assessments:** Pertinent studies and assessments conducted at both the local (Manchester/Greater Manchester) and regional (North West) levels will be referenced to enrich the baseline assessment. These studies will provide valuable context and insights into the existing socio-economic dynamics of the site.

Effect prediction and assessment of effect significance

5.167 The proposed development will be delivered as either one phase or alternatively across two phases, Phase 1 (Cardinal House plot) and Phase 2 (former Alberton House plot). Construction and completion dates extend from Phase 1 practical completion in August 2031 to Phase 2 practical completion in April 2034. For the purposes of this EIA socio-economic chapter, the effects of both phases will be assessed together as a single, comprehensive development, reflecting the overall scale, duration and cumulative nature of the proposed scheme.

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

- Construction related employment effects will be assessed using standard ratios of construction output to employment;
- The employment expected to be accommodated by the completed / occupied commercial floorspace will be assessed by applying standard job density ratios using the Homes and Communities Agency (HCA) (2015), Employment Densities Guide 3rd Edition and/or information provided by the Applicant;
- The assessment will also consider additionality effects such as deadweight (effects that would occur regardless of the proposed development), leakage (the proportion of an effect that will occur outside the target area or group), displacement (the proportion of an impact accounted for by the reduction of existing outputs) and substitution effects (those which replace existing outputs) using HCA Additionality Guidance (2014);
- Population and child yield projections for the proposed development using relevant yield assumptions (The Department for Education (DfE) Pupil Yield Dashboard) or local authority guidance where necessary;
- Current capacity in schools in proximity to the site will be assessed based DfE Get Information about Schools data, as well as local authority data and studies where available;
- Availability of primary healthcare facilities in the local area will be assessed by using public NHS data. This information will be compared with the projected new population in the proposed development to estimate the

likely effect of the proposed development upon primary healthcare facilities;

- Play space provision will be assessed against Manchester City Council's standards and compared to the estimated child yield arising from the proposed development;
- An estimate of spending generated as a result of the completed/operational development will be calculated using average national household spending figures (ONS Family Spending Statistics (2026));
- The office floorspace brought by the proposed development will be assessed against the baseline market data by using the VOA Non-domestic rating: business floorspace data (2025);
- The hotel rooms brought by the proposed development will be assessed against the baseline market data produced by from recognised property market sources and public sector evidence bases where available.

5.169 The assessment of the socioeconomic effects will be made with reference to the standard EIA significance criteria terminology, in terms of the likely nature, scale, permanence and significance of effects.

5.170 The ES chapter will define topic-specific criteria for receptor sensitivity and magnitude of change, informed by baseline conditions, policy context, professional judgement and the scale, duration and reversibility of effects.

Indicative Mitigation Measures

5.171 The measures designed to secure and maximise the positive benefits will be outlined as part of this process.

5.172 Any significant negative impacts such as displacement impacts will be identified with mitigation measures recommended where necessary.

Further Work Required

5.173 No further work is required at this scoping stage. The socio-economics ES chapter will be prepared following confirmation of the final development parameters, baseline data review and assessment methodology.

Limitations and Assumptions

5.174 Assumptions made during the assessment include:

- Employment densities used to calculate employment from the commercial floorspace are based on the 2015 Homes and Communities Agency's (HCA) Employment Density Guidance; and

- Professional judgement is used to assess the significance of effects and the proportionate impact of the proposed development, as there are no standards or guidelines for defining socio-economic impacts. Relevant guidance has been used throughout where relevant, for example the HCA Employment Densities Guide has been used to calculate gross jobs based on commercial floorspace and use class.

5.175 Potential limitations of the assessment include:

- The baseline conditions used for the socio-economic assessment may change over time and this could influence the findings of the assessment, and could lead to the findings suffering from statistical time lag; and
- The latest Use Class Order, amended in 2021, does not include employment density guidance for calculations allowing additional flexibility to the new use classes it proposes. For the purposes of calculating employment generated during operation of the proposed development, the assessment applies the 2015 HCA Employment Densities Guide to use classes pre-2021. If facilities are used differently, then there may be variations in employment generation.

Summary

5.176 It is considered that the proposed development has the potential to generate potentially significant socio-economic effects. As such, it is concluded that socio-economics should be scoped into the EIA, as per the scope set out here.

CLIMATE CHANGE

Introduction

5.177 This section of the EIA Scoping Report has been prepared by GIA Surveyors Ltd ("GIA") and has considered the potential effects relating to Climate Change for the proposed development.

5.178 The work will focus on the likely significant effects that:

- The Proposed Development may have on climate change (Greenhouse Gas Emissions - GHG).
- Climate change may have on the Proposed Development (Climate Change Resilience and Adaptation - CCRA).

5.179 As part of this scoping phase, GIA will define a framework for the forthcoming assessment on:

- How to consider the physical effects of future climate change in other disciplines.
- The significance of the equivalent CO_2 emissions (GHG) arising from the construction and operational phases on climate change during its proposed design life.

- The vulnerability to climate change of the Proposed Development during its design life.

Guidance, Legislation and Background Information

International

Paris Agreement (2015):

5.180 The Paris Agreement is the principal international treaty governing the global response to climate change and provides the overarching strategic context for domestic climate legislation and policy. Its core objective is to hold the increase in global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit warming to 1.5°C. It also establishes a framework under which Parties are required to prepare, communicate and periodically strengthen nationally determined contributions, alongside action on adaptation, transparency and climate finance. In the UK context, the Paris Agreement is not typically the primary policy driver for development management decisions, but it remains an important source of high-level context for national decarbonisation policy and the long-term transition to a climate-resilient economy.

National

Climate Change Act 2008 / Climate Change Act (2050 Target Amendment) Order 2019

5.181 The Climate Change Act 2008 provides the principal statutory framework for the UK's response to climate change. It requires the UK Government to set legally binding carbon budgets, report on emissions performance, and establish policies for meeting long-term emissions reduction targets. The Climate Change Act 2008 (2050 Target Amendment) Order 2019 amended the original target so that the minimum reduction in the net UK carbon account for 2050 was increased from 80% to 100% below 1990 levels, thereby making net zero by 2050 the UK's legally binding long-term target. This legislation is important because it provides the primary domestic legal basis for the UK's decarbonisation pathway and the policy context against which greenhouse gas emissions are typically considered.

Town and Country Planning (Environmental Impact Assessment) Regulations 2017

5.182 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 provide the legislative framework for the assessment of likely significant environmental effects arising from certain categories of development before planning permission is determined. In the context of climate change, the Regulations are relevant both to the assessment of a development's likely greenhouse gas effects, where these are material, and to the consideration of how the Proposed Development may be affected by current and future climatic conditions over its lifetime. In practice, this means that climate change is typically considered through both mitigation and adaptation/resilience lenses within EIA, supported by proportionate evidence and professional guidance. The Regulations therefore form the procedural basis for the preparation of a climate change ES chapter.

National Planning Policy Framework (August 2026)

5.183 The National Planning Policy Framework sets out the Government's planning policies for England and is a key material consideration in the determination of planning applications. The current operative version is the Framework published in August 2026. In climate terms, the NPPF requires the planning system to support the transition to net zero by 2050 and to shape places in ways which are more resilient to the effects of climate change. Relevant policies include CC1, CC2 and CC3. For ES purposes, it is one of the most important policy references because it links national climate objectives directly to land use planning and decision-taking in England.

UK Climate Change Committee's (CCC) – 7th Carbon Budget (2025)

5.184 In February 2025, the Climate Change Committee (CCC) published its statutory advice to the UK Government on the level of the Seventh Carbon Budget, covering the period 2038 to 2042. The CCC recommended a budget of 535 MtCO2e, including international aviation and shipping, and advised that this would be consistent with a pathway to net zero by 2050. The advice is based on the CCC's "Balanced Pathway", which sets out an economy-wide decarbonisation trajectory intended to remain aligned with existing legislated carbon budgets and the UK's stated Nationally Determined Contributions. Although the Seventh Carbon Budget does not become legally binding unless and until it is set in law by Government, it is a highly relevant source of current UK policy evidence on the expected pace, scale and direction of national emissions reduction. For the purposes of EIA, it provides useful context for understanding the wider decarbonisation framework within which the greenhouse gas effects of the Proposed Development should be considered.

ISEP EIA Guide to Climate Change Resilience and Adaptation (2020)

5.185 The ISEP EIA Guide to Climate Change Resilience and Adaptation provides recognised professional good practice on how climate change resilience and adaptation should be addressed through Environmental Impact Assessment, particularly in the context of town and country planning. The guide sets out a framework for considering how a development may be affected by climate change over its lifetime, including the identification of relevant climate hazards, the assessment of exposure and vulnerability, and the development of proportionate adaptation measures. It also reflects legislative developments and lessons from evolving practice, supported by case studies of EIAs that have addressed climate resilience and adaptation issues. In the context of an ES chapter, the guide is relevant because it supports a structured assessment of the vulnerability of the Proposed Development to future climatic conditions and the extent to which adaptation and resilience measures have been integrated into design and mitigation.

ISEP EIA Guide: Assessing Greenhouse Gas Emissions and Evaluating Their Significance (2022)

5.186 The ISEP Guide: Assessing Greenhouse Gas Emissions and Evaluating Their Significance provides current professional guidance for the assessment, mitigation and reporting of greenhouse gas emissions in both statutory and non-statutory EIA. It is a revision of earlier IEMA/ISEP guidance and is intended to support practitioners in applying a clear and consistent approach to quantifying emissions, reporting assumptions and uncertainties, and evaluating significance. The guide is expressly framed to assist with greenhouse gas assessment in EIA and complements the resilience and adaptation guidance published by

ISEP in 2020. It also supports the contextualisation of emissions by reference to UK decarbonisation policy, including carbon budgets, net zero commitments and related legislation. In practice, this makes it a particularly relevant source of good practice for assessing the likely significant effects of the Proposed Development in relation to greenhouse gas emissions and for presenting those effects transparently within the ES.

Local

Manchester City Council Climate Change Action Plan 2025–2030

5.187 The Council's Climate Change Action Plan 2025–2030 sets out the actions Manchester City Council will take in relation to its own operations and states that it is intended to keep the Council on track to deliver its zero carbon 2038 target. This is not planning policy in the development plan sense, but it is useful local context for the city's strategic decarbonisation ambitions and its treatment of adaptation and resilience as linked themes. It can therefore be referenced as contextual evidence, particularly when explaining the local decarbonisation trajectory and policy background.

Draft Manchester Local Plan (September 2025)

5.188 Manchester City Council is preparing a new Local Plan, and the draft plan published in September 2025 states that it is intended to address growth, inclusivity, health, housing, climate change and transport over the next 15 years. As it is not yet adopted, it should be treated as emerging policy, but it is still useful context, particularly where it indicates the direction of travel of local policy and the increasing prominence of climate change in Manchester's planning framework. Depending on the timing of the application and stage reached in plan preparation, it may be appropriate to give this emerging plan limited weight as a material consideration.

Establishing the Baseline / Assessment Context

5.189 The spatial scope of this assessment and baseline conditions vary depending on whether greenhouse gas (GHG) emissions or climate resilience is being considered:

GHG Emissions

5.190 While the project has a defined physical boundary, the assessment of the annualised GHG emissions is contextualized against the Manchester city-wide emissions inventory under influence of the Local Authority.

5.191 This approach accounts for the construction period of each phase and the operational emission during the design life of the proposed scheme, of which temporal extension will be confirmed in due course. This approach aligns with IEMA guidance on GHG emissions, which recognizes that GHG emissions are not spatially constrained and should be assessed in relation to relevant local and national carbon budgets.

5.192 The GHG impact assessment baseline considers the existing site emissions following the IEMA EIA Guide: Assessing Greenhouse Gas Emissions and Evaluating Their Significance (2022), by assessing:

- Repair and Maintenance equivalent carbon emissions:

- Embodied Carbon (from B1 to B5).
- Construction traffic related to the above.

- Operational equivalent carbon emissions:
  - Embodied Carbon (from B6, B7).
  - Traffic related to normal operations of the building.

5.193 As set out in the guidance, a realistic worse-case baseline should be used for assigning significance, which leads to the following conclusions:

- Repair and Maintenance equivalent carbon emissions:
  - Embodied Carbon (from B1 to B5): the study area includes disused assets. Hence, the embodied carbon related to baseline scenario is set to zero. Embodied carbon related to the preparation and demolition of the existing site will be included in the proposed development assessment.
  - Construction traffic related to the above: considering that no activity is scheduled, the construction traffic carbon emissions are set to zero.

- Operational equivalent carbon emissions:
  - The site currently does not comprise of buildings in operation. Therefore, the operational transport, energy use and water use are negligible and the baseline carbon emissions for operational stage is assumed to be zero (for all elements: transport, energy use and water use).

5.194 In line with the guidance, no materials are assumed to the recycled or re-used from the existing buildings and infrastructure (C1 – C4).

5.195 Therefore, the proposed scheme's GHG emissions will represent the net GHG emissions that will be used to establish their significance against Manchester City budget at different stages (Phase 1 practical completion in 2031, Phase practical completion in 2034, and first year in use for both Phases in 2035, as well as considering the full development whole-life carbon assessment) aligned with the Manchester City 2038 Net Zero Target and the mandatory 2050 Net Zero target.

Climate Change Resilience & Adaptation

5.196 The study area for climate resilience is topic-specific and reflects the spatial extent of potential climate-related impacts over the design life of the proposed development. For example, flood risk may require assessment at the catchment scale, while other aspects such as air quality or ecological connectivity may extend beyond the site boundary. This flexible approach is consistent with IEMA's 2020 guidance on climate change resilience in EIA.

5.197 The definition of study areas will be therefore tailored to each scoped-in topic, ensuring that both direct and indirect climate-related effects are appropriately captured.

5.198 We will compare the simulated past and future and derive short-, medium- and long-term anomalies that will be used to enhance the recorded baseline timeseries (using the Copernicus ERA5 historical dataset 1981-2000).

5.199 The key variables that will be used to coordinate the resilience and adaptation strategies will include seasonal, daily and hourly changes of median and extreme values depending on the hazard.

5.200 Long-term baseline statistics will be derived for air temperatures, humidity, precipitations, short-wave radiation and wind conditions will be explored over the project's design life compared to other SSPs.

Potentially Sensitive Receptors

GHG Emissions

5.201 As described in the ISEP EIA Guide: Assessing Greenhouse Gas Emissions and Evaluating Their Significance (2022), "GHG emissions are not geographically limited. They have a global effect rather than directly affecting any specific local receptor to which a level of sensitivity can be assigned. The receptor for GHG emissions is the global atmosphere. The receptor has a high sensitivity, given the severe consequences of global climate change and the cumulative contributions of all GHG emission sources."

Climate Change Resilience & Adaptation

5.202 Changes to the Manchester climate pose risks to people, infrastructure, ecosystems, and business continuity (i.e., the receptors). The overarching objective of this strategy is to ensure that the development:

- Maintains functionality during climate-related events.
- Protects the health and safety of occupants and users.
- Minimises disruption to operations and services
- Supports long-term sustainability and climate resilience

Potential Effects

GHG Emissions

5.203 The GHG assessment provides a quantitative analysis of emissions associated with the Proposed Development. In line with ISEP EIA Guide: Assessing Greenhouse Gas Emissions and Evaluating Their Significance (2022), all GHG emissions are considered environmentally significant, as they contribute cumulatively to climate change, delay progress toward net zero, and increase the risk of climate-related impacts.

Climate Change Resilience & Adaptation

5.204 The Proposed Development will be designed to remain resilient in the face of future climate change. In line with the ISEP EIA Guide to Climate Change Resilience and Adaptation

(2020), this strategy outlines how climate-related risks will be identified, assessed, and addressed through adaptive design, planning, and long-term management.

Assessment Methodology

GHG Emissions

5.205 The evaluation of significance in this GHG assessment will follow a context-based approach, as recommended by the Institute of Environmental Management and Assessment (IEMA). This approach recognises that all GHG emissions contribute to climate change and are therefore inherently environmentally significant. However, the degree of significance can vary depending on the scale of emissions, the sensitivity of the receiving environment (in this case, the global climate system), and the effectiveness of mitigation. IEMA's guidance does not prescribe fixed numerical thresholds but instead encourages the use of professional judgment and local context to determine significance. It provides a qualitative framework for categorising effects, which can be summarised as follows:

- Negligible: Emissions are negligible or effectively mitigated, with no meaningful impact on carbon budgets or climate targets.
- Small: Emissions are low in magnitude but still represent a net increase; mitigation is in place but limited in scope.
- Medium: Emissions are more substantial and may challenge local or sectoral carbon budgets; mitigation is present but may not fully offset impacts.
- Large: Emissions are high in magnitude, poorly mitigated, and likely to undermine climate targets or commitments.

5.206 To support this qualitative framework with a quantitative reference, and to provide clarity for the St. Mary's Development, the annualised equivalent carbon emissions thresholds are proposed based on the development's contribution to the Manchester carbon budget as described in paragraph "Establishing the Baseline / Assessment Context":

- Negligible: < 0.01% of Manchester carbon budget at reference year.
- Small: 0.01% to 0.1% of Manchester carbon budget at reference year.
- Medium: 0.1% to 1% of Manchester carbon budget at reference year.
- Large: > 1% of Manchester carbon budget at reference year.

5.207 This tiered approach allows for a proportionate evaluation of emissions based on their contribution to the local carbon budget and the urgency of climate action.

5.208 These thresholds are not absolute but serve as a decision-support tool to guide professional judgement. They will be applied in conjunction with a qualitative assessment of:

- The effectiveness of embedded and additional mitigation over the lifetime of the development.

- The alignment with national and local climate policies, including the UK's Net Zero target and the Manchester's climate commitments.

5.209 This dual approach combines IEMA's qualitative framework with locally relevant quantitative thresholds and ensures that the assessment is both principled and practical, enabling a robust evaluation of the development's climate impact.

5.210 The carbon budget will be established by assessing the "Emissions within the scope of influence of LAs (kt CO2)" as reported by the UK Government within the "2005-23-uk-local-authority-ghg-emissions-CSV-dataset" updated on August 19th, 2025.

5.211 The GHG conversion factors adopted in the calculation will be taken from the "ghg-conversion-factors-2025-full-set" published by the UK Government on June 10th, August 2025.

Climate Change Resilience & Adaptation

5.212 As climate change continues to intensify, it is essential that new developments are not only low-carbon but also climate-resilient. This assessment will evaluate how the proposed development will perform under future climate conditions and whether it incorporates sufficient measures to adapt to those changes. The methodology is grounded in the principles of risk-based planning, as outlined in IEMA's Climate Change Resilience and Adaptation in EIA guidance, and aligns with the UK's legal and policy framework, including the Climate Change Act 2008, the National Planning Policy Framework (NPPF), and local climate strategies.

5.213 The proposed development is expected to reach practical completion between 2031 and 2034 with a design life expected to extend its operational period towards the end of the century. This long-term horizon necessitates a forward-thinking approach that considers how climate risks will evolve over time and how the development can remain functional, safe, and sustainable in a changing climate.

5.214 The evaluation will consider how the development's design, materials, and systems respond to climate risks, and whether the proposed adaptation measures are sufficient to mitigate them for 4 key periods:

- Practical Completion: 2031-2040
- After 20 years: 2051-2060
- After 40 years: 2071-2080
- End of design life: TBC

5.215 The assessment will use the proprietary GIA's climate projections framework. In keeping with the ISEP EIA Guide to Climate Change Resilience and Adaptation (2020), the RCP 8.5 emission scenario will be considered in the study. An ensemble of eight Global Climate Model-Regional Climate Model (GCM-RCM) chains will characterise projected changes in climatic conditions relevant to the Manchester site. The ensemble will comprise combinations of five GCMs (CNRM-CM5, EC-EARTH, NorESM1-M, MPI-ESM-LR and HadGEM2-ES) and four RCMs (COSMO-crCLIM, HIRHAM5, RCA4 and HadREM3-GA7-05).

5.216 Each chain will be processed separately before results are aggregated, retaining differences between model projections. Changes relative to the historical reference will be calculated using corresponding statistics: future P10 (10 th percentile) against ERA5 P10, future P50 (50 th percentile) against ERA5 P50, future P90 (90 th percentile) against ERA5 P90 and upper-envelope ensemble sensitivity.

5.217 The RCP 8.5 typically presents the highest level of changes in seasonal, daily and hourly average and extreme temperatures, precipitations, humidity, short-wave radiation and wind conditions over the project's design life compared to other RCPs within the CMIP5.

5.218 An anomaly-based morphing approach will be applied, whereby modelled changes between baseline and future climate are used to perturb the observed historical baseline time series.

5.219 The magnitude of impact and the significance of impact will be evaluated pre and post adaptation strategy by using standard EIA Significance of Effect Matrix.

5.220 The receptor sensitivity will be tailored to the specific hazard, and the magnitude of change / impact will be determined based on:

- Negligible: Risks are negligible or fully mitigated through robust, embedded design.
- Small: Some low-level risks remain but are unlikely to affect core functions or safety.
- Medium: Risks could affect performance, comfort, or safety under certain conditions.
- Large: High residual risks that could compromise the development's viability or safety, particularly under high-end climate scenarios.

Indicative Mitigation Measures

GHG Emissions

5.221 The mitigation strategy follows the IEMA-endorsed mitigation hierarchy, which includes four key principles (with indicative examples):

- Avoid:
  - Optimise site layout and building orientation to maximise passive solar gain and natural ventilation.
  - Integrate mixed-use zoning to reduce the need for travel and associated emissions.
  - Retain and enhance existing green infrastructure to avoid emissions from land clearance, support carbon sequestration and flood resilience.
- Reduce:

- Specify low-carbon construction materials (e.g. low-carbon concrete, timber).
- Design net-zero carbon-ready buildings and promote sustainable transport (cycling, public transport) to reduce demand.

- Substitute:
  - Replace fossil fuel-based systems with low-carbon technologies (e.g. solar PV, ground/air source heat pumps).
  - Encourage modal shift through provision of high-quality public transport links, cycle infrastructure, and pedestrian-friendly design.
  - Use low-emission construction machinery, locally sourced materials, and efficient logistics planning.

- Offset:
  - The guidance recognises carbon offsetting as a potential part of the mitigation hierarchy, but only as a last resort – after all reasonable efforts to avoid, reduce and substitute emissions have been exhausted.

Climate Change Resilience & Adaptation

5.222 Indicative mitigation and adaptation measures are expected to comprise a package of embedded design responses, blue-green infrastructure, resilient material and plant specification, and operational measures to reduce vulnerability to the future climate.

5.223 Measures are likely to address, where relevant, overheating, drought and water stress, extreme rainfall and flooding, severe wind and storms, and ground-related instability. The precise schedule of measures will be informed by the climate risk and vulnerability assessment and developed iteratively through the design process to ensure that the development remains resilient over its anticipated lifetime.

5.224 Measures will be designed so as not to increase climate risk elsewhere and, where feasible, will prioritise nature-based solutions and green/blue infrastructure as part of an integrated resilience strategy.

Further Work Required

5.225 No further work is envisioned to be required at this stage.

Limitations and Assumptions

5.226 With respect to Climate Change, here are the key limitations and assumptions:

GHG Emissions:

- Design Information: Emissions estimates will be based on preliminary design data and may evolve as detailed design progresses.

- Data Availability: Some emission factors or material quantities may require estimation in the absence of detailed or supplier-specific data.
- Exclusion of Offsets: Carbon offsetting will be excluded unless formally committed and verifiable.

Adaptation & Resilience:

- Climate Projections: The assessment will use a GIA's framework to leverage a site-specific ensemble of General Circulation Models (GCM) and Regional Climate Models (RCM) under a high emissions scenario (RCP8.5) reflecting a precautionary approach to climate projections.
- Adaptation Measures: It is assumed that adaptation measures proposed at design stage will be implemented and maintained throughout the building lifecycle.
- Changing Risk Profiles: The nature and severity of climate risks may evolve beyond current projections, particularly towards the latter part of the development's lifecycle.

Summary

5.227 It is considered that the proposed development has the potential to generate significant effects. As such, it is concluded that Climate Change GHG Emission and Adaptation & Resilience should be scoped into the EIA, as per the scope set out here.

HUMAN HEALTH

Introduction

5.228 This section of the EIA Scoping Report has been prepared by Zerum and has considered the potential effects relating to Human Health for the proposed development.

Guidance, Legislation and Background Information

5.229 The assessment will be undertaken with reference to the below guidance:

National and local planning policy

5.230 The assessment will have regard to the National Planning Policy Framework (NPPF), together with relevant national planning practice guidance, The Places for Everyone Plan (PfEP) and Manchester City Adopted Core Strategy. Particular consideration will be given to policy objectives concerning:

- The creation of healthy, safe and inclusive places.
- The provision of high-quality homes and residential environments.
- Access to public open space, recreation, walking and cycling opportunities.
- The promotion of sustainable transport and reduction of exposure to pollution.
- The protection of amenity, including from noise, air pollution and other environmental disturbance.
- The provision of appropriate infrastructure, services and community facilities.
- The consideration of health inequalities and the needs of groups who may be more vulnerable to environmental change.

Relevant Guidance

5.231 The assessment will be informed by the following guidance:

- Institute of Environmental Management and Assessment (IEMA), Guide to Effective Scoping of Human Health in Environmental Impact Assessment (2022).
- IEMA, Guide to Determining Significance for Human Health in Environmental Impact Assessment (2022).
- Relevant public health evidence and guidance from the Office for Health Improvement and Disparities (OHID), the UK Health Security Agency (UKHSA) and other appropriate public health bodies.

Establishing the Baseline / Assessment Context

5.232 The baseline study will identify the existing conditions for the Site, in the local area and borough-wide. The relevant baseline conditions will be assessed using established statistical sources including the ONS and Public Health England ('PHE').

5.233 Key baseline indicators will include:

- Existing population
- Life expectancy and causes of death
- Levels of ill health
- Behaviour Risk Factors, including:
  - Hospital admissions
  - Levels of physical activity in adults
  - Levels of obesity
- Child Health
- Inequalities (indices of multiple deprivation)
- Wider determinants of health, including:
  - Education
  - Income
  - Employment
  - Levels of crime

Potentially Sensitive Receptors

5.234 Sensitive receptors which will be assessed as part of the EIA are:

- Future Residents occupying the proposed residential provision;
- Future Users associated with the proposed hotel provision;
- Future Users associated with the proposed office / commercial / retail provision;
- Existing Residents within the immediate area surrounding the Site.

Potential Effects

5.235 As this scheme has a mix of uses including residential, commercial, office, retail and hotel, the majority of the standard elements of a Human Health chapter need to be scoped in. Therefore, no insignificant effects have been identified at scoping stage and the assessment address a range of impact drawing on the baseline position.

Potentially Significant Effects – Construction Phase

- Changes to local air quality at the Site and in the surrounding area (as a result of fugitive dust emissions), which has the potential to impact physical human health;

- Changes in local noise levels at the Site and in the surrounding area (as a result of construction work) which has the potential to impact physical and/or psychological health;
- Loss of existing employment provision which has the potential to affect psychological health;
- Generation of temporary employment opportunities which has the potential to affect psychological health;
- Generation of Training Opportunities which has the potential to affect psychological health; and
- Construction related greenhouse gas emissions (CO2 equivalent) and embodied carbon emissions which has the potential to affect physical health.

Potentially Significant Effects – Operational Phase

- Changes to local air quality at the Site and in the surrounding area (as a result of increased traffic movements), which has the potential to impact physical human health;
- Changes to noise pollution from commercial, retail and hotel activity potentially causing stress, sleep disturbance, and cardiovascular effect;
- Generation of new long-term employment opportunities which has the potential to affect physical health and/or psychological health;
- Generation of new residential dwellings which has the potential to affect psychological health
- The creation of new streets and spaces within the development which have the potential to affect physical health and/or psychological health; and
- Building related- increased greenhouse gas emissions (CO2 equivalent) which have the potential to affect physical health.
- Light pollution affecting circadian rhythms and mental health

Assessment Methodology

5.236 The assessment of the likely significant effects to Human Health as a result of the Proposed Development will be undertaken in two stages:

- Stage 1: Undertaking a 'Tier 2: Rapid Health Impact Assessment' (RHIA) in accordance with 2017 Planning for Health: Rapid Health Impact Assessment Tool guidance.
- Stage 2: A more in-depth assessment of the likely significant effects upon Human Health as a result of the Proposed Development

5.237 Full details of the methodology, including all sources and references, will be provided as part of the ES Chapter itself.

The Human Health assessment will also be integrated with the relevant technical assessments to ensure that health implications are identified consistently and that technical information is not unnecessarily duplicated.

The following interfaces are anticipated.

- Air quality - Potential health implications of changes in pollutant concentrations and dust exposure.
- Noise and vibration - Potential implications for sleep, amenity, stress and wellbeing.
- Transport and access - Potential implications for road safety, active travel, accessibility and severance.
- Land quality - Potential exposure to contaminants through relevant soil, dust, vapour or groundwater pathways.
- Hydrology and flood risk - Potential health implications of flooding, drainage and relevant water quality changes.
- Socio-economics - Potential implications of employment, housing, population change, access to services and local infrastructure.
- Landscape, green infrastructure and recreation - Potential implications for physical activity, access to nature, recreation and wellbeing.
- Climate change and major accidents - Relevant risks to health arising from overheating, extreme weather or credible major accident scenarios.

5.238 The relevant technical chapters will remain responsible for their specialist baseline characterisation, modelling, technical standards and topic-specific conclusions.

5.239 The Human Health assessment will draw upon those findings to consider the significance of the resulting effects on people, including the distribution of exposure, the characteristics of the affected population, and any combined or interacting health pathways.

Indicative Mitigation Measures

5.240 Mitigation is not anticipated. Additionally, potential significant effects on population and human health resulting from the proposed development will also be addressed in the EIA and ES, as appropriate, under any relevant ES topic chapter (i.e. Air Quality, Cultural Heritage, Noise, Socio-Economics etc.). Potentially significant effects on human health will therefore be directly or indirectly considered across each technical chapters of the ES, and mitigation measures suggested, where relevant.

Further Work Required

5.241 A Rapid Health Impact Assessment will support the planning application.

Summary

5.242 It is considered that the proposed development has the potential to generate significant effects. As such, it is concluded that Human Health should be scoped into the EIA, as per the scope set out here.

6. Environmental Issues to be Scoped Out

6.1 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. An explanation for each discipline is given below

6.2 This section is structured as follows:

- Air Quality prepared by Redmore Environmental;
- Archaeology prepared by Civic;
- Ecology prepared by ERAP;
- Noise and Vibration prepared by Jameson Acoustics;
- Aviation and Safeguarding, including Glint and Glare prepared by Gtech Surveys;
- TV and Radio Interference and Electronic Interference prepared by Gtech Surveys;
- Traffic and Transport prepared by Curtins;
- Hydrology prepared by Curtins;
- Other Environmental Matters.

AIR QUALITY

Introduction

6.3 This section of the EIA Scoping Report has been prepared by Redmore Environmental Ltd and has considered the potential effects relating to air quality for the Proposed Development.

Guidance, Legislation and Background Information

6.4 It is noted that no previous studies, surveys or evaluation have been undertaken at the Site in relation to air quality.

6.5 The following guidance and legislation are relevant to this scoping exercise.

National Planning Policy

6.6 The National Planning Policy Framework (NPPF) published in August 2026 sets out the Government's planning policies for England and how these are expected to be applied.

6.7 The NPPF specifically recognises air quality as part of delivering sustainable development, outlined within Section 17 'Pollution, public protection and security.'

6.8 Policy P3 'Living Conditions and Pollution' states that … *"Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity."*

6.9 Policy P3 also requires development proposals to sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM2.5. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies.

Regional Planning Policy

6.10 The Places for Everyone Plan (PfEP) was produced by the Greater Manchester Combined Authority (GMCA) and became part of the statutory development plan for Manchester City Council on 21st March 2024.

6.11 A review of the PfEP indicated the following policies of relevance to air quality:

"Policy JP:S5: Clean Air

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;

2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;

3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;

4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;

5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;

6. Implementing the Clean Air Plan and associated measures;

7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;

8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;

9. Controlling traffic and parking within and around schools, early years Sites and other locations that are particularly sensitive to air quality;

10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and,

11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users."

"Policy JP-P1 Sustainable Places

We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key

attributes that all development, wherever appropriate, should be consistent with:

[…]

15. Comfortable and inviting, with indoor and outdoor environments:

A. Offering a high level of amenity that minimises exposure to pollution; and,

[…]."

Local Planning Policy

6.12 The Core Strategy was adopted by Manchester City Council (MCC) on 11th July 2012 and provides policies which guide the determination of planning applications with the city.

6.13 A review of the Core Strategy identified Policy EN 16 Air Quality which is relevant to this assessment. This states:

'The Council will seek to improve the air quality within Manchester. Developers will

be expected to take measures to minimise and mitigate the local effect of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the effects on air quality, alongside other plan objectives. This includes cumulative effects, particularly in Air Quality Management Areas.'

The above policy has been considered as necessary throughout the undertaking of this assessment.

Greater Manchester Clean Air Plan

6.14 The UK Government has instructed a number of LAs to take rapid action to reduce harmful roadside levels of NO_2 within their areas of jurisdiction in the quickest possible timeframe. The Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) have collaborated to develop a Clean Air Plan (CAP) to ensure Greater Manchester achieves compliance with the relevant Air Quality Objectives (AQOs) for nitrogen dioxide (NO_2) by 2026 at the latest. The initial CAP proposal included implementation of a Class C charging Clean Air Zone. The GMCA has subsequently updated the CAP proposals to comprise an investment-led, non-charging approach. This was approved by the UK Government on 23rd January 2025.

Relevant Guidance

6.15 Other relevant guidance of relevance to air quality is set out in:

- Department for Environment, Food and Rural Affairs (DEFRA) (2023) 'The Air Quality Strategy for England, Scotland, Wales and Northern Ireland';
- DEFRA (2025) 'Environmental Improvement Plan 2025';
- DEFRA (2022) 'Local Air Quality Management Review and Assessment Technical Guidance LAQM.TG(22)';
- DEFRA (2024) 'PM2.5 Targets: Interim Planning Guidance';
- Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) (2017) 'Guidance on Land-use Planning and Development Control: Planning for Air Quality'; and,
- IAQM (2024) 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'.

Establishing the Baseline / Assessment Context

Study Area

6.16 The Site is located on land off St Mary's Parsonage, M3 2RD, at approximate National Grid Reference (NGR): 383510, 398445. The relevant Local Authority is MCC but the Site is also located approximately 50m north of Salford City Council's (SCC) area of jurisdiction.

Local Air Quality Management

6.17 As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken Review and Assessment of air quality within its area of jurisdiction. This process has indicated that annual mean concentrations of nitrogen dioxide (NO2) are above the Air Quality Objective (AQO) within the city. As such, a number of roads within Manchester have been included within the GMCA Air Quality Management Area (AQMA). This is described as follows:

> *"This is the part of Greater Manchester Combined Authority AQMA located within the Manchester City Council area."*

6.18 The Site is located within the AQMA. As such, there is the potential for vehicles travelling to and from the Proposed Development to increase pollution levels in this sensitive area, as well as the exposure of future residents to poor air quality. This has been considered as relevant.

6.19 MCC has concluded that concentrations of all other pollutants considered within the Air Quality Strategy (AQS) are currently below the relevant AQOs. As such, no further AQMAs have been designated.

Air Quality Monitoring

6.20 Monitoring of pollutant levels is undertaken by MCC and SCC throughout their areas of jurisdiction. Data has also been collected by the GMCA to inform the CAP. Recent NO_2 concentrations recorded in the vicinity of the development, as provided in GMCA's '2024 Air Quality Annual Status Report (ASR)' and 'CAP NO_2 Diffusion Tube Results 2011-2024', are shown in Table 6.1 below.

Table 6.1: Annual Mean NO_2 Monitoring Results

Monitoring Site		Monitored Annual Mean NO_2 Concentration ($\mu g/m^3$)		
		2022	2023	2024
MAN09	Manchester Bridge Street (CAP)	-	**53.5**	**51.9**
CAP_MANC_053	A34 Bridge Street	29.2	-	28.6
CAP_MANC_055	A34 Bridge Street	**44.5**	**40.8**	37.6
CAP_MANC_059	A56 Deansgate	39.5	34.0	30.6
CAP_MANC_060	A56 Deansgate	31.7	29.1	26.5
CAP_MANC_061	A56 Deansgate	33.8	30.5	26.7
CAP_MANC_062	A56 Deansgate	31.0	26.1	25.3
CAP_MANC_063	A56 Deansgate	36.0	-	-
CAP_MANC_097	A34 Bridge Street	**45.3**	**43.6**	**40.7**

Monitoring Site		Monitored Annual Mean NO_2 Concentration (µg/m³)		
		2022	2023	2024
CAP_MANC_147	A56 Deansgate	33.4	-	-
CAP_MANC_148	A34 Bridge Street	**41.9**	**43.5**	**41.4**
CAP_MANC_149	A34 Bridge Street	27.9	-	25.7
CAP_MANC_150	A34 Bridge Steet	31.3	-	28.5
CAP_MANC_178	A34 John Dalton Street	**46.5**	-	**43.2**
CAP_MANC_188	A34 Bridge Street	-	**44.9**	**40.5**

6.21 As shown in the table above, annual mean NO_2 concentrations were above the AQO of 40µg/m³ at a number of monitors in the vicinity of the Site. These locations are all adjacent to A- roads within the GMCA AQMA and therefore elevated levels are to be expected.

6.22 Recent 1-hour mean NO_2 results recorded in the vicinity of the Site are shown in Table 6.2 below.

Table 6.2: 1-hour Mean NO_2 Monitoring Results

Monitoring Site		Number of 1-hour Means Greater than 200 µg/m³		
		2022	2023	2024
MAN09	Manchester Bridge Street (CAP)	-	10	3

6.23 As shown above, the number of 1-hour mean NO_2 concentrations above 200µg/m³ was below the permitted number of 18 at the Manchester Bridge Street monitor during recent years.

6.24 Concentrations of particulate matter with an aerodynamic diameter of less than 10µm (PM_{10}) or concentrations of particulate matter with an aerodynamic diameter of less than 2.5µm ($PM_{2.5}$) are not monitored within the vicinity of the Site.

Background Concentrations

6.25 Predictions of background pollutant concentrations on a 1km-by-1km grid basis have been produced for the UK by the DEFRA to assist LAs in their Review and Assessment of air quality. The Proposed Development is located in grid square NGR: 383500, 398500. Data for this location was downloaded from the DEFRA website and is summarised in Table 6.3, below.

Table 6.3: Background Pollutant Concentration Predictions

Pollutant	Predicted 2026 Background Annual Mean Pollutant Concentrations (µg/m^3)
NO_2	20.19
PM_{10}	13.81
$PM_{2.5}$	7.80

6.26 As shown in Table 1.3, predicted background NO_2 and PM_{10} concentrations are below the AQOs of 40µg/m^3 and $PM_{2.5}$ concentrations below the Concentration Target of 10µg/m^3 at the Site.

Potentially Sensitive Receptors

Construction Phase Fugitive Dust Emissions

6.27 During the construction of the Proposed Development there is the potential for air quality effects as a result of fugitive dust emissions from demolition, earthworks, construction and trackout activities. These may occur with 250m from the Site during demolition, earthworks and construction activities, and within 50m of the Site access route up to 250m from the Site entrance during trackout. Review of this area has identified the following receptors:

- Century Buildings Apartments immediately to the east, with additional residential, offices and commercials spaces within 250m;
- Residential apartments, offices and commercial spaces within 250m to the south of St Marys Parsonage;
- Residential apartments, offices and commercial spaces within 250m to the west off St Marys Parsonage and Bridge Street; and,
- The Lowry Hotel, residential apartments, offices and commercials spaces within 250m to the north, beyond the River Irwell.

Operational Phase Road Vehicle Exhaust Emissions

6.28 The Proposed Development has the potential to cause air quality impacts at sensitive receptors as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase, as well as the exposure of future residents to poor air quality.

Potential Effects

6.29 The Proposed Development has the potential to cause fugitive dust emissions during the construction phase and road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase, as well as the exposure of future residents to poor air quality.

Construction Phase Fugitive Dust Emissions Effects

6.30 The undertaking of demolition, earthworks, construction and trackout activities has the potential to result in fugitive dust emissions. Vehicle movements both on-Site and on the local road network also have the potential to result in the re-suspension of dust from haul road and highway surfaces.

6.31 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.

6.32 As mentioned previously, there are a number of receptors within the vicinity of the Site. As such, any emissions could cause adverse impacts at these sensitive locations during the construction phase. However, these can be controlled through the implementation of appropriate mitigation measures, such as those identified in the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'. The guidance indicates that this should control effects to a level considered to be **not significant**. As such, residual effects from fugitive dust emissions are not predicted.

6.33 It should be noted that relevant mitigation can be secured through planning condition to provide a suitable level of confidence in the above prediction.

Operational Phase Road Vehicle Exhaust Emissions Effects

6.34 The Proposed Development has the potential to affect existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase, as well as the exposure of future residents to poor air quality. However, the Proposed Development does not have any associated car parking and therefore the overall effect is considered to be **not significant** in accordance with the IAQM 'Land-use Planning & Development Control: Planning for Air Quality' guidance.

6.35 Additionally, the Site is set back from any main A-roads and as shown in the baseline section above, background concentrations are below the relevant AQOs in 2026. While there are some exceedences at local monitoring locations, these are all adjacent to main A-roads within the AQMA and much closer to road vehicle exhaust emissions than the Site. As such, it is considered that future residents would not be exposed to elevated pollutant concentrations and the overall effect would be considered **not significant**. This would be confirmed within a standalone Air Quality Assessment.

6.36 Mitigation incorporated in the scheme could include cycle spaces, Air Source Heat Pumps, Photovoltaics at roof level and a Travel Plan.

Summary

6.37 It is considered that the Proposed Development does not have the potential to generate significant effects. As such, it is concluded that air quality should be scoped out of the EIA and assessed within a standalone Air Quality Assessment.

ARCHAEOLOGY

Introduction

6.38 This section of the EIA Scoping Report has been prepared by Civic Heritage (Katie Fletcher) and has considered the potential effects relating to Archaeology for the proposed development.

Guidance, Legislation and Background Information

6.39 The EIA scoping document has been informed by the Historic Environment Record, supplied by Lesley Dunkley – Historic Environment Officer (GMAAS) on 11th May 2026.

Policy

National planning policy

- National Planning Policy Framework (August 2026), Section 20, Policy HE3, HE5, HE7, HE10

Local planning policy

- Manchester City Council adopted a Core Strategy in 2012, which is scheduled until 2027. The heritage strategy is outlined in Objective 6: Environment, which summarises the approach the local authority will take in determining planning applications which may affect the historic environment. Policy EN3 is of particular relevance.

Regional policy

- North West Regional Research Framework, accessed May 2026
- Places for everyone, Policy JP-P2

Guidance

The following national guidance and industry standards have informed this assessment:

- 'Guidance on Heritage Impact Assessments for Cultural World Heritage Properties' issued by the International Council on Monuments and Sites (ICOMOS) in January 2011;
- Chartered Archaeologists' (CIfA's) Standards and Guidelines for Historic Environment and Desk Based Assessments;
- Annex 1 of 'Scheduled Monuments: identifying, protecting, conserving and investigating nationally important archaeological sites under the Ancient Monuments and Archaeological Areas Act 1979';

Establishing the Baseline / Assessment Context

Search Area

6.40 The study area for this assessment comprises a 250m radius from the boundary of the application Site, which was agreed with GMAAS. The size of the study area is considered to be an appropriate size to place the Site within a suitable archaeological context in order to accurately assess the archaeological potential of the application Site.

Baseline

6.41 The Site borders St Mary's Parsonage Conservation Area and lies *c* 100m south and west of the Area of Medieval Manchester. However, later activity across the proposed development area has likely removed evidence of medieval occupation.

6.42 Extensive gardens were required to cater for the pupils of St Mary's parish church, and consequently, the area now known as Parsonage Gardens was cultivated to provide food during the post-medieval period. Land within the Site lies on the southern bank of the River Irwell, in the vicinity of Parsonage Gardens.

6.43 By the late 18th century, Parsonage Bank (St Mary's Parsonage) had been laid roughly through the centre of the site, aligned broadly east to west. The west part of the Site had been developed, with an arrangement of buildings on the north side of the street annotated as Rock House. A warehouse/wharf named Rock House (HER 9913.1.0) had been built by 1728 and may correspond to the late 18th-century building, though the HER places this building *c.* 70m to the north-east of the Site. A Riding School had been established on the southern side of the street.

6.44 Manchester's first municipal gas works had been established by the Police Commissioners in 1817. A red plaque commemorates the site of the former gasworks and states that it was the world's first public gasworks. In total, three gasholders lay partly within the Site boundary.

6.45 By the mid-19th century, Rock House was occupied by Barton and Co, Brass and Copper Manufacturers. The east part of the Site had been developed and included a cotton dye works, a coal yard and timber yard.

6.46 By the late 19th century, the 18th-century building on the north side of Albert Street had undergone alterations and redevelopment. The gas works had been demolished and redeveloped into a Police Station. Late 19th-century mapping shows that the buildings within the site were likely to have been cellared. The same configuration of buildings occupied the site until the 1940s/50s. During the 1970s, Alberton House and Cardinal House were erected across most of the development site.

Potentially Sensitive Receptors

6.47 Receptors will be impacted during demolition below slab level and the construction phase.

6.48 The construction works, particularly the proposed intrusive works, could potentially lead to the complete or partial removal of archaeological receptors and the associated loss of its research potential / heritage significance.

6.49 Potentially sensitive receptors include pre-industrial remains, Rock House, Manchester Gas Works and a cotton dye works and police station, though these may have been impacted by the construction of the basement within Alberton House.

6.50 The archaeological receptors considered in the assessment would, if present within the Site, only lie within the Site itself.

6.51 Once the Proposed Development is complete, the operational phase will not affect archaeological receptors.

Potential Effects

6.52 Ground-breaking works has the potential to affect buried archaeological remains that may survive within the Site and are considered of low and potentially medium significance in line with ICOMOS guidance and criteria.

6.53 Any effect would be mitigated prior to construction during an archaeological evaluation and preservation by record. Any necessary mitigation would be secured through a condition of planning in line with paragraphs 207 and 218 of the National Planning Policy Framework. This approach has been agreed with Ian Miller of GMAAS

6.54 The archaeology scoping assessment has concluded that there will be no likely significant effects in EIA terms arising from the proposed development.

6.55 An archaeological desk-based assessment has been prepared to support the proposed scheme.

Summary

6.56 It is considered that the proposed development does not have the potential to generate significant effects, under the assumption that an archaeological desk-based assessment is prepared to support the scheme, followed by appropriate level of migration (in the first, an archaeological evaluation), secured as a planning condition. As such, it is concluded that Archaeology should be scoped out of the EIA.

ECOLOGY

Introduction

6.57 This section of the EIA Scoping Report has been prepared by ERAP (Consultant Ecologists) Ltd and has considered the potential effects relating to ecology namely statutory and non-statutory designated sites for nature conservation, Priority Habitat, irreplaceable habitat, relevant protected species and biodiversity net gain relevant to the proposed development.

Guidance, Legislation and Background Information

6.58 In advance of a data search, preliminary ecological appraisal (PEA), a daytime licensed bat survey and assessment and surveys for relevant protected species, consultation of

resources such as Google Earth images, MAGiC maps and the Greater Manchester Nature Network maps indicates the following baseline information.

6.59 The site lies within the urban area of Manchester city centre and comprising one building bordered by hard-standing with areas of landscape planting including individual urban trees. Immediately north of the site is the River Irwell with artificial concrete lined banks colonised by self-seeded Sycamore trees.

6.60 The site and adjoining land have no statutory designation for nature conservation. The site lies within a Site of Special Scientific Interest (SSSI) impact risk zone for the Rochdale Canal Special Area of Conservation (SAC) and SSSI located 6.1 kilometres to the east. The proposals do not meet the development categories that trigger the requirement for further consultation with Natural England, however.

6.61 The site and adjoining land have no non-statutory designation for nature conservation which are entitled Sites of Biological Importance (SBI) in Greater Manchester.

6.62 The site has no habitat or hydrological connectivity with any known statutory or non-statutory designated sites. Adverse effects of the proposals on statutory and non-statutory designated sites and their features of interest are reasonably discounted.

6.63 The site and adjacent land are not identified as Priority Habitat on MAGiC maps. It is considered, at this stage, that the presence of irreplaceable habitats can be reasonably discounted.

6.64 The section of the River Irwell adjacent to the site is not identified as an Environment Agency Main River.

6.65 The site and adjoining land are not identified as a Core Local Nature Site or a Nature Recovery Opportunity Area on the Greater Manchester Nature Network (the Local Nature Recovery Strategy / LNRS).

Establishing the Baseline / Assessment Context

6.66 The intended scope of ecological survey / reporting comprises:

1. A desktop study and data search with the Greater Manchester Local Record Centre. The data search will extend to a 1 kilometre radius from the central grid reference at the site;

2. A Preliminary Ecological Appraisal and protected species survey / assessment would be undertaken of the site and immediate surrounds to comprise:

    - Extended Phase 1 Habitat Survey including a description and plan;
    - Survey of all habitats with reference to the National Vegetation Classification (NVC) and UK Habitats Classification;
    - Detailed recording of plant species within any areas of ecological interest, if present;

- Search for invasive plant species such as Japanese Knotweed and other invasive species listed on Schedule 9 of the *Wildlife and Countryside Act 1981* (as amended);
- The survey and assessment of the site and immediate surrounds for relevant* protected species, including bats (see below), otter (a European and UK protected species) and water vole (a UK protected species);
- A daytime licensed bat survey and assessment followed by the relevant scope of dusk emergence / bat activity survey (all bats and their roosts are protected under *The Conservation of Habitats and Species Regulations 2010* (as amended) and the *Wildlife and Countryside Act 1981* (as amended); and
- An assessment of each habitat's suitability for use by breeding birds, particularly species listed on Schedule 1 of the *Wildlife and Countryside Act 1981* (as amended) and species typically associated with buildings in urban areas and relevant protected species at the banks of the adjacent River Irwell.

In accordance with Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and Their Impact on the Planning System (Ministry of Housing, Communities & Local Government, 2005) developers should not be required to undertake surveys for protected species unless there is reasonable likelihood of the species being present and affected by the development. Given the city centre location and absence of potentially suitable habitat the need for surveys for badger, great crested newt and other amphibian species and reptile species are reasonably scoped out at this site.

3. A Licensed Daytime Bat Survey and Ecological Assessment report will be prepared in a suitable format for submission with a planning application. The report will encompass the following:

   - A description and evaluation of all habitats;
   - An account of the protected and Priority Species status at the site;
   - Detail of how the development proposals can proceed whilst taking into consideration any potential ecological constraints and guidance on the scope of mitigation required in accordance with wildlife legislation, planning policy guidance and other relevant guidance;
   - Recommendations relating to any further surveys which may be required to determine any impacts upon protected species as part of the proposed development; and
   - As required by the National Planning Policy Framework (NPPF), the report will include practical suggestions for the enhancement of the biodiversity at the site (in accordance with development proposals).

4. An Assessment of Biodiversity Net Gain in accordance with The Statutory Biodiversity Metric User Guide (Defra, 2025) and the requirements of the Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Potentially Sensitive Receptors

6.67 Based on the information known to date the potentially sensitive receptors are considered to be:

- Roosting bats at the building / river retaining wall;
- Foraging bats, particularly along the River Irwell corridor, and use of the river corridor by other passing / commuting fauna such as otter;
- Nesting birds at the buildings and trees / landscape planting; and
- Presence of invasive non-native plant species.

6.68 The completion of the ecological surveys outlined above will inform the presence / absence of relevant protected species, and enable the characterisation of any impacts and the scope of relevant mitigation to be determined.

Potential Effects

6.69 Potential effects on the potentially sensitive receptors listed above are not unique to this site and may comprise:

- Impacts on roosting bats namely roost loss and disturbance of roosting bats (if present);
- Deterrence of use of the river corridor by foraging bats and other fauna such as passing otter due to the presence of inappropriate and unsympathetic lighting and adverse impacts on water quality;
- Harm to nesting birds and a breach of the *Wildlife and Countryside Act 1981* (as amended) if the building demolition and vegetation removal is carried out within the bird breeding season / in the absence of the relevant pre-works surveys for nesting birds; and
- Risk of spread of invasive and non-native plant species and an offence under the *Wildlife and Countryside Act 1981* (as amended).

6.70 It is advised that, if the potentially sensitive receptors listed earlier are detected at the site, then the potentially effects are not likely to be significant. It is considered that proportionate and appropriate mitigation measures in accordance with the mitigation hierarchy are entirely feasible. Mitigation measures are likely to comprise:

- Preparation and implementation of a bat mitigation strategy and appropriate Natural England licensing (if a roost is present);

- Avoidance of excessive illumination over the River Irwell and the appropriate design and implementation of a lighting strategy with current guidelines;
- Preparation and implementation of a Construction Environment Management Plan (CEMP) or similar which will outline the pollution prevention measures relevant to the protection of water quality and the River Irwell;
- Avoidance of vegetation clearance and building demolition in the bird breeding season or completion of the relevant surveys for nesting birds prior to works;
- Preparation and implementation of an invasive species management plan (or similar) as needed.

Summary

6.71 This scoping report indicates that there are no significant ecological constraints at the site / associated with the proposals. No potential significant adverse effects on statutory and non-statutory designated sites, irreplaceable habitat and Priority Habitat are identified. Appropriate mitigation for invasive plant species and protected species (if identified by the proposed baseline surveys) is entirely feasible.

6.72 To achieve compliance with relevant planning policy and best practice, recommendations will be made in relation to the accommodation of opportunities for wildlife associated with urban areas at the redeveloped the site. The site will also secure biodiversity net gain in accordance with the Statutory Biodiversity Metric and compliance with the Biodiversity Net Gain: Good Practice Principles for Development (CIEEM, 2016), as needed.

6.73 In consideration of the above, it is concluded that ecology should be scoped out of the ES.

NOISE AND VIBRATION

Introduction

6.74 This section of the EIA Scoping Report has been prepared by Jameson Acoustics and has considered the potential effects relating to Noise & Vibration for the proposed development.

Guidance, Legislation and Background Information

6.75 The assessment shall be undertaken with regard to the following legislation:

- Control of Pollution Act, 1974 (CPA),
- Planning and Compulsory Purchase Act, 2004,
- Environmental Protection Act, 1990,

- Licensing Act, 2003, and,
- Building Regulations, 2010.

6.76 The assessment shall be undertaken with regard to the following national and local planning policy:

- Noise Policy Statement for England, 2010 (NPSE),
- National Planning Policy Framework, 2026 (NPPF),
- Planning Practice Guidance - Noise, 2019 (PPG-N),
- Manchester City Council's (MCC) Core Strategy, 2012,
- MCC Planning & Noise Technical Guidance, 2022, and,
- MCC Manchester Residential Quality Guidance, 2017.

6.77 The assessment shall be undertaken with regard to the following standards and good practice design guides:

- ProPG: Planning & Noise: Professional Practice Guidance on Planning & Noise, 2017,
- World Health Organisation (WHO), European noise guidelines, 2018,
- ANC/IOA: Acoustics, Ventilation & Overheating Residential Design Guide, 2020,
- British Standard (BS) 7445-1: 2003 Description and Measurement of Environmental Noise,
- Environmental Advisory Leaflet (AL) 72: Noise Control on Building Sites, 1996,
- BS 5228-1: 2009+A1: 2014 Code of practice for noise and vibration control on construction and open sites – Noise,
- BS 5228-2: 2009+A1: 2014 Code of practice for noise and vibration control on construction and open sites – Vibration,
- BS 6472-1: 2008 Guide to evaluation of human exposure to vibration in buildings: Vibration sources other than blasting,
- BS 7385-2: 1993 Evaluation and measurement of vibration in buildings,
- BS 8233: 2014 Sound insulation and noise reduction for buildings, and,
- BS 4142: 2014+A1: 2019 Methods for rating and assessing industrial & commercial sound.

Establishing the Baseline / Assessment Context

6.78 The site is located with the Manchester City Council administrative area. The surrounding land comprise a mix of commercial and residential uses. The site is bounded to the north-west by the River Irwell, and to the south-west by St Mary's Parsonage, a relatively minor two-way access road linking Bridge Street and Blackfriars Street. The north-east boundary is shared with Century Buildings, a Grade II listed 7-storey apartment building. The south-west boundary is onto a public pathway leading to Trinity Bridge (pedestrian access only).

6.79 The dominant source of environmental noise is from road traffic sources; primarily distant road traffic as well as occasional vehicular movements on St Mary's Parsonage. The site lies close to Trinity Square, which is home to a handful of pubs, restaurants and late bars. Music noise egress from these venues, such as Crazy Pedros and Mojos, has been surveyed and found to have a negligible impact on the development site (i.e. low frequency bass-beat music is audible at the development site boundary and does not influence 63 Hz and 125 Hz noise levels). The same outcome was found for live amplified music associated with the operation of the Oast House outdoor venue to the south beyond Manchester House.

6.80 The noise and vibration assessment shall demonstrate that means to mitigate noise impacts are available so as to achieve acceptable internal acoustic conditions within the proposed future residential accommodation. This will be informed by our extensive survey work, involving automated noise monitoring at several on-site positions over a period of several days (encompassing a weekend), as well as an additional manned 'nightlife/music' noise survey undertaken on a busy Friday night.

6.81 The assessment shall also consider the potential noise generated impacts from the active areas of the proposed development, namely from hotel/residential amenity spaces such as gyms, function rooms and event spaces, as well as associated external plant areas. The assessment shall define requirements to demonstrate measures are available to mitigate noise impacts onto existing neighbouring residential properties. Noise and vibration impacts during the scheme's demolition & construction phase shall be considered, with limits proposed to protect surrounding noise sensitive properties in line with AL72 and BS 5228.

6.82 A baseline vibration survey is not deemed to be required. The site is not positioned next to any high-risk environmental sources of vibration, e.g. trains, with the nearest railway lines over 200 metres from the site boundary. Train-induced vibration risks are deemed to be of negligible significance and should not, therefore, require consideration

Potentially Sensitive Receptors

6.83 The following potentially noise sensitive receptors (NSRs) have been identified. Those marked 'Existing' will be sensitive during demolition & construction and operational phases of the proposed development. Those marked 'Proposed' may not be occupied/sensitive for the proposed development's demolition & construction phase, subject to delivery programmes.

- NSR A [Existing]: The Lowry Hotel, hotel (north)
- NSR B [Existing]: Century Buildings, apartments (north-east)
- NSR C [Proposed]: Albert Bridge House, apartments (south-west)

- NSR D [Existing]: Affinity Living Riverside, apartments (west)
- NSR E [Existing]: The Bridge Apartments, apartments (north-west)

Potential Effects

Demolition and Construction

6.84 During demolition and construction, there will be the potential for noise and vibration impacts onto existing off-site residential receptors from not only on-site plant and machinery, but also heavy goods vehicles bringing/removing materials to/from site. For all construction activities and vehicle/plant movement, construction noise and vibration limits shall be advised in accordance with AL72 and BS 5228. This shall be accompanied with a review of potential noise and vibration impacts/risks and guidance provided on best practical means to mitigate noise and vibration impacts.

6.85 In all cases, the approach to mitigate noise and vibration impacts from on-site construction works would be covered in the CEMP with best practical measures implemented as appropriate (e.g. solid site hoardings to act as a noise barrier, the use of low noise equipment, appropriate positioning of fixed plant such as generators, etc.). It is anticipated the risks of adverse construction noise impacts can be sufficiently mitigated with these measures, along with the setting of appropriate construction hours, all secured with a suitably worded planning condition. If deemed necessary, short or long term noise and vibration monitoring during the works could be considered. As is good practice, the CEMP shall secure protocols to keep local residents informed of demolition and construction activities, ensuring community liaison and complaints procedures are in place.

6.86 The potential increases in road traffic noise levels due to increased HGV movements is not expected to pose a concern. Traffic flows would need to double in order to cause a +3 dB increase in noise, which in itself would only present a minor temporary impact on the locality. The anticipated impact on road traffic noise levels is therefore expected to be negligible.

6.87 Vibration risks are usually associated with piling works, and these risks can be easily mitigated through the use of modern low-vibration piling methods, such as CFA, which is a common adopted approach.

Operational

6.88 During the operational phase, potential noise impacts generated by the development would include plant noise emissions and potential noise egress from commercial and amenity spaces, including gyms, function rooms and event spaces.

6.89 In terms of plant, noise limits will be set in accordance with MCC requirements and with reference to BS 4142. The proposed hotel guestrooms and apartments are likely to be air conditioned, meaning heat rejection plant will need to be appropriately positioned. This is not uncommon for high quality schemes, and high level rooftops are normally utilised to maximise distance and screening from neighbouring sensitive receptors. Acoustic solutions exist to control plant noise emissions at source (i.e. via the selection of low noise

equipment, sensible positioning, and inclusion of acoustic attenuators/louvres/screening) to ensure the risk of adverse noise impact is negligible.

6.90 For the control of commercial and amenity space operational noise, risk of adverse impact can be mitigated through the appropriate specification of façade elements (glazed frontages) and acoustic ceilings to control noise transfer to structurally-connected dwellings. Operational noise criteria will be set in accordance with MCC requirements and initial guidance on design solutions and maximum permissible internal noise limits shall be advised to ensure the risk of adverse noise impact is negligible.

6.91 The key acoustic consideration – which will be more comprehensively covered by a standalone noise report than in an ES Chapter – relates to achieving acceptable internal noise levels within the new dwellings. Detailed analysis will be undertaken to determine acoustic performance specifications for windows and external walls to control environmental noise intrusion through facades. The dwellings and hotel guestrooms will be whole-house (mechanically) ventilated and air conditioned to remove any reliance on passive ventilators in facades for background ventilation or opened windows for summertime cooling. The latter ensures the acoustic integrity of the residential facades is maintained at all times, including when local pubs & clubs are operational. Acoustic façade solutions are available to satisfy BS 8233/WHO internal noise limits and MCC's music noise limits in all dwellings, thus ensuring the risk of adverse noise impact on future residents is negligible.

6.92 It is proposed that the above is all covered in a comprehensive stand alone Noise Impact Assessment Report.

Summary

6.93 To summarise the above, the proposed methods to mitigate potential noise and vibration impacts during the demolition and construction phase are:

- Setting of construction noise and vibration limits,
- Control of construction noise through CEMP and best practicable means,
- Control of construction vibration by use of low-vibration piling methods, such as CFA,
- Provisions for short/long term noise and vibration monitoring through construction, if deemed necessary,
- Implementing a protocol for keeping the local community informed of demolition and construction proposals, with vehicles in place for community liaison and complaints.

6.94 The proposed methods to mitigate potential noise impacts during the operational phase are:

- Setting of appropriate site-wide plant noise emission limits with 'at source' acoustic treatment of noise generating external plant of construction noise and vibration limits,

- Appropriate provisions for commercial and amenity (e.g. event) space constructions, and maximum permissible operational noise limits, to control operational noise breakout and internal noise transfer,
- Appropriate specification of façade elements to control external noise intrusion to the proposed new dwellings and hotel guestrooms in line with MCC standards,
- Specification of appropriate mechanical ventilation and cooling solutions within dwellings and hotel guestrooms to maintain acceptable internal noise levels during normal and summertime conditions.

6.95 With the above mitigation, it is considered that the proposed development does not have the potential to generate significant noise & vibration effects. As such, it is concluded that noise & vibration should be scoped out of the EIA.

AVIATION SAFEGUARDING INCLUDING GLINT AND GLARE

Introduction

6.96 This section of the EIA Scoping Report has been prepared by GTech Surveys Limited and has considered the potential effects relating to Aviation Safeguarding and Glint and Glare for the proposed development.

Guidance, Legislation and Background Information

6.97 Aerodrome Safeguarding is a statutory requirement under the International Civil Aviation Organisation (ICAO) Regulations and UK Civil Aviation Authority Regulations & UK Law. The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002 applies to military explosives storage areas in addition to aerodromes and technical sites. It came into effect on 10 February 2003 and provides details of the system of safeguarding; lists the civil aerodromes which are officially safeguarded; and lists the local planning authority areas containing civil en-route technical sites for which separate official safeguarding maps have been issued. Manchester Airport is a civil aerodrome with is officially safeguarded. Safeguarding considers following criteria (this is not an exhaustive list):

- Obstacles - the protection of an aerodrome's safeguarded surfaces from infringement by any structures that may be either temporary or permanent including cranes. The heights of new development that should be consulted on are shown on safeguarding maps. The height includes any roof-mounted plant or masts.
- CNS - the protection of an aerodrome's Air Traffic Control, communication systems, navigational aids and surveillance systems. These vital systems are protected by the height limitations, but the materials of new development are also checked to ensure that any electro-magnetic interference doesn't occur.

- Lighting - The protection from developments or activities that could confuse or distract pilots (including lighting) flying to or from the aerodrome or operating in the area. The height of lighting masts might also be an issue.
- Glint and glare – to prevent distraction or ocular damage to pilots or air traffic controllers. All sorts of development can cause sun reflections that have the potential to cause an intolerable effect.
- Wildlife management - the protection from developments or activities in the vicinity that have the potential to attract or increase the numbers of certain species, particularly birds, that are hazardous to aircraft. Any development involving: water bodies e.g. lakes, ponds, reservoirs, surface water drainage schemes, ditches; landscaping; biodiversity schemes; waste management; solar PV; tree-planting; wetlands; and large flat roofs, need review. For Manchester airport, the bird hazard area is a circle of 13km radius from the aerodrome boundary. Any developments that have the potential to increase the number of birds in or transiting through the area present a net increase in bird strike risk.
- Renewables – preventing interference by wind, solar or biomass installations. All these types of development have the potential to cause a hazard to aviation.
- Wind shear – preventing an increase in the risk of wind shear to aircraft caused by buildings/structures or trees.
- Thermal plumes – exhaust plumes from gas purging, flues, chimneys, or cooling towers may cause turbulence or air pockets that would be hazardous to aircraft.

Establishing the Baseline / Assessment Context

6.98 Consideration of unwanted radar interference needs to be considered. Tall structures can cause false and incorrect radar images. NATS is responsible for the management of en-route air traffic arriving to and departing from Manchester Airport, and utilises a number of radar systems based at the airport and beyond to ensure the safe passage of aircraft en-route.

Potentially Sensitive Receptors

6.99 Potentially sensitive receptors include radar systems, CNS and aircraft (including pilots) arriving to and departing from Manchester Airport.

Potential Effects

6.100 Whilst tall buildings can cause potential effects (as listed), a number of mitigation solutions are available to ensure aircraft safety and to minimise any disruption to radar systems.

6.101 For example, given the scale of the development and site's location (adjacent to a potential visual route), it may be requested that an obstacle lighting regime is considered (i.e. the request may outline that the building be lit by 2000cd steady red omnidirectional obstacle

lights on each corner of the building). This would ensure that the building is visible to pilots, if required.

6.102 In the interests of Air Traffic Safety and of the operations of NATS En-route PLC., a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Manchester M10 SSR Radar may be requested. The scheme would ensure that radar systems are modified to resolve or omit any errored or unwanted radar reflections.

6.103 With respect to tall equipment (cranes), tall Equipment used during construction may have the potential to infringe protected surfaces at Manchester Airport. Consequently, notification of tall equipment operations will be made to the Civil Aviation Authority to the following link - https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/ . This would ensure that the CAA is aware of any tall equipment / cranes used during the construction phase of the proposed development and that suitable crane lighting has been considered.

6.104 Overall, through assessment with MAG and NATS, potential impacts will be considered, and suitable mitigation will be evaluated. Consequently, it is considered that the mitigation to be committed to will reduce any effects to insignificant levels.

Summary

6.105 It is considered that the proposed development does not have the potential to generate significant effects, under the assumption that Aviation Safeguarding Assessment evaluates all the possible impacts and presents suggested mitigation to reduce the effects. An Aviation Safeguarding Assessment (with consultation from Manchester Airport Aerodrome Safeguarding team and NATS) will accompany the planning application. As such, it is concluded that Aviation Safeguarding should be scoped out of the EIA

TV AND RADIO INTERFERENCE / ELECTRONIC INTERFERENCE / BROADBAND CONNECTIVITY

Introduction

6.106 This section of the EIA Scoping Report has been prepared by GTech Surveys Ltd. and has considered the potential effects relating to telecommunications, broadband, television and radio interference arising from the proposed development.

6.107 Electronic Interference is a complex and broad subject that can cover many different technologies. Whilst some wireless technologies may be impacted by new development, others will not be. This depends upon the massing of the proposal and the proposed heights of the proposed structures, the site's location with respect to existing sensitive receptors (TV viewers, radio infrastructure etc.) and the overall scale (size) of the scheme.

6.108 Normally in the impact assessment, all technologies are initially considered and then discussion is provided as to why a particular technology is then omitted from the assessment. For a site of this size, it is proportionate to consider the possible impacts and effects on TV (digital terrestrial television and digital satellite television), VHF (FM) radio and fixed radio links (microwave links) which may pass near to or over the site. With respect to TV and radio interference, MCC request an impact assessment for any proposal

of 4 storeys or over. As such, this will be undertaken to accompany the planning application submission. Consideration will also be given to possible impacts and effects on TV reception from the use of tower cranes used during the construction phase of the proposed development.

Guidance, Legislation and Background Information

6.109 With respect to relevant legislation and guidance, the following is valid.

6.110 National Planning Policy Framework (NPPF), August 2026, Policy CO1 'Proposals for telecommunications Infrastructure', states:

'In considering proposals for the expansion or upgrading of electronic telecommunications networks, substantial weight should be given to the benefits of maintaining or improving network coverage, capacity, reliability and resilience, including where significant improvements are required such as along rail corridors. This includes, but is not limited to, providing for next generation wireless technologies (such as standalone 5G), gigabitcapable broadband connections and supporting infrastructure such as fibre exchanges'

6.111 And locally, MCC, "Full, Outline, Reserved Matters & Variation/Removal of Conditions Planning Applications - Is Your Application Valid?", September 2018 (revised January 2020), MCC.

'Television Reception - any development over four storeys requires a TV reception impact assessment

Information on TV and radio reception and interference. Please provide a report on the possible interference created by the proposed development on TV and radio reception within the area. You may wish to contact the Office of Communications (Ofcom) on tel. 0207 981 3000 for suggestions of companies who may be able to carry out such work. (Core Strategy Policy EN2)'

6.112 In addition to the TV and radio reception impact assessment, MCC require a Broadband Connectivity Assessment;

'Broadband Connectivity Assessment

All new build residential developments must incorporate measures to facilitate digital connectivity for all new build residential properties having regard to the Data Ducting Infrastructure Guidance produced by the Department for Communities and Local Government. (Section 10 NPPF)'

6.113 Section 9, NPPF, December 20246states;

'Advanced, high quality and reliable communications are essential to meet changing technological, social, business and security requirements (including through delivering coverage of higher quality standalone 5G in all populated areas by 2030, and nationwide gigabit-capable broadband by 2032).'

Establishing the Baseline / Assessment Context

6.114 To inform the baseline conditions, initially, a desktop-based study will be undertaken to assess the possible impacts of the proposed development upon the reception of telecommunications, VHF(FM) radio, terrestrial and satellite television broadcast platforms for local residents. The desktop-based study is based on regional and local broadcast transmitter technical information; the physical attributes of the proposed development; the location of the site / proposed development; and terrain mapping of the study area. This identifies relationships between the locations of regional television and radio transmitters and the proposed development, signal propagation conditions and the orientation of incoming terrestrial and satellite television signals. Modelling is then used to establish the likely existing local radio and television reception conditions around the site. These modelling techniques are used to identify areas (the Survey Area) where potential impacts to broadcast reception are likely to occur. A baseline (pre-construction) signal survey will then take place, directed by the findings and analysis from the desktop study.

6.115 A baseline television and radio reception survey (signal survey) will be conducted, at locations around the site / proposed development and in all areas where predicted post-construction interference might occur. At all surveyed locations (likely to be between 10 and 20 individual locations around the proposed development site and in 'at risk' areas), signal strength (signal level) and signal quality measurements will be undertaken for all VHF(FM) radio and terrestrial television broadcast services, providing the pre-construction reception conditions. The television transmitter viewing preference of sensitive receptors (television viewers) in all identified potential interference areas.

6.116 All digital terrestrial television (DTT) signals emanate from the Winter Hill DTT transmitter, situated approximately 24km to the north west of the site, so the focus of the study will be to the south east of the site, where any signal disruption could be created. The Winter Hill DTT transmitter is the main TV transmitter for the region. With respect to digital satellite television signals, as all signals originate from the south east, the study area will be towards the northeast.

6.117 With respect to broadband connectivity, information requested from local and national broadband providers, including GTech Surveys licensed BT Openreach and Virgin Media data, will be presented in a technical report which will detail; the locations of existing local broadband infrastructure, the broadband providers in the area, the existing and possible broadband speeds available at the site's postcode centroid and any other technical information required to provide an accurate assessment of potential broadband connectivity for the Proposed Development.

Potentially Sensitive Receptors

6.118 During the demolition, construction and operation phases, potential impacts exist for digital terrestrial television and digital satellite television viewers located in close proximity to the site. In addition to television viewers located near to the site, if any fixed wireless links exist that cross over to or near to the site, the taller elements of the proposed development (and tower cranes used during the construction phase) could cause interference effects to those communication systems

Potential Effects

6.119 Whilst tall structures such as tower cranes and buildings can cause disruption to the reception of terrestrial and satellite television services, several different content delivery systems are now in use in the UK to deliver television content. As fibre and broadband become more available, television users are now able to 'stream' television content directly to their smart TV or mobile phone, so avoiding the use of any externally mounted antennas (satellite dishes, tv antennas etc.) altogether.

6.120 In addition to streaming services and apps on smart TVs, the location of the site relative to sensitive receptors should also be considered. Due to the location of the site, it is expected that there are few television users utilising traditional antennas and satellite dishes to receive television content. Consequently, even though the Proposed Development may alter the local reception environment, it is likely that there are no receptors located in those areas where interference effects may occur.

6.121 Finally, several mitigation solutions do exist that ensure that the optimal reception of television signals can be considered if any interference does occur. These could as simple as moving the antenna or dish out of the signal shadow zone created by the proposed structure; changing content delivery system i.e. through the use of TV over broadband or fibre instead of via a TV antenna or satellite dish; or using 5G to enable smart TVs. It is anticipated that by practical completion (Phase 1 August 2031 and Phase 2 April 2034), the majority of television viewing will be via broadband / fibre or TV over IP.

6.122 Overall, it is considered that the possible impacts to TV, radio and telecommunications systems will be not significant and consequently, it is not proportionate to scope TV, radio and electronic interference into the ES. To accompany the planning application, two reports will be produced; A Television and Radio Reception Impact Assessment and a Broadband Connectivity Assessment

Summary

Overall, it is considered that the proposed development does not have the potential to generate significant effects, under the assumption that the required reports, A Television and Radio Reception impact Assessment and a Broadband Connectivity Assessment indicate insignificant / neutral effects, which is likely. As such, TV and Radio Interference / Electronic Interference, and Broadband Connectivity should be scoped out of the EIA.

TRAFFIC AND TRANSPORT

Introduction

6.123 This section of the EIA Scoping Report has been prepared by Curtins and has considered the potential effects relating to highways and transportation for the proposed development.

Guidance, Legislation and Background Information

Institute of Sustainability and Environmental Professionals (ISEP) (formerly IEMA) Guidelines: Environmental Assessment of Traffic and Movement

6.124 Whilst not legislation itself, the ISEP Guidelines: "Environmental Assessment of Traffic and Movement" published in July 2023 is considered the best-practice guidance document to inform compliance within the wider legislative and policy context. The document provided an update to the 'Guidelines for the Environmental Assessment of Road Traffic' published in 1993.

6.125 The 2023 guidance replaces the 1993 guidance by way of an update rather than an overhaul. Much of the sentiment within the 1993 guidance is retained. As noted within the executive summary, the publication seeks to bring the ISEP's advice up-to-date based on lessons learned since 1993:

6.126 *"These updated and replacement Guidelines on the Environmental Assessment of Traffic and Movement bring ISEP's advice up to date based on the lessons learned over the past 30 years of impact assessment practice in the field, and provide the basis for a systematic, consistent and comprehensive coverage for the assessment of traffic and movement impacts for a wide range of development projects."*

6.127 It is considered one of the primary ways this will be achieved is by placing additional emphasis on professional judgement:

"These updated and replacement Guidelines are intended to complement professional judgement and the experience of trained and competent assessors. As the environmental impact of traffic and movement will vary on a case-by-case basis, the experience and expertise of the assessor will remain of primary importance, along with adequate consultation."

6.128 The principles established within the 1993 and 2023 ISEP Guidance have been considered when preparing this section.

National Planning Policy Framework (NPPF)

6.129 The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

6.130 Section 15 of the NPPF is titled Promoting Sustainable Transport and outlines the important role that transport policies have to play in facilitating sustainable development. The section ensures that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

6.131 The principles of the NPPF, specifically Policies TR1 – TR6, will be considered within this Section.

Greater Manchester Transport Strategy 2040

6.132 In 2021 TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.133 Under Policy 3, the Transport Strategy states that TfGM will *"maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods)."*

6.134 Such interventions comprise:

- *"Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

6.135 The principles of the Greater Manchester Transport Strategy have been considered within this Section.

Establishing the Baseline / Assessment Context

6.136 The Site is currently occupied by former Alberton House plot and Cardinal House, situated to the north of St Mary's Parsonage.

6.137 The Site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone.

6.138 St. Mary's Parsonage connects from Bridge Street to Blackfriars Street to the north. Access to Blackfriars Street at the northern end is restricted to pedestrians and cyclists, with a narrowed carriageway width (marked for cycle use only) and bollards present. Bridge Street (as New Bailey Street) connects from Chapel Street to the west into the wider City Centre further to the south-east, connecting with Cross Street at Albert Square. The A6042 Ring Road can be accessed within circa 450m of the Site along Bridge Street, New Bailey Street and Chapel Street.

6.139 There are Traffic Regulation Orders in the form of double yellow lines (no waiting at any time) on both sides of St. Mary's Parsonage between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two car club bays and a number of pay-and-display parking bays. The double yellow lines continue along the entirety of the northern side of St. Mary's Parsonage and recommence on the southern side north of the junction with Parsonage Lane. Double yellow lines are also in place on both sides of Bridge Street in the vicinity of the Site.

6.140 There are no National Trails, National Cycle Routes or Public Rights of Way within or in the immediate vicinity of the Site. Along St Mary's Parsonage, between former Alberton House plot and Albert Bridge House, is a narrow and poorly signed footpath to Trinity Bridge, which provides a pedestrian link between Manchester and Salford City Centres. There are also footways along the roads and crossing points in the vicinity of the Site.

6.141 At the north-eastern boundary of the Site, there is a footbridge across the River Irwell (cyclists to dismount). There is existing cycle infrastructure, including toucan crossings, in the vicinity of the Site.

6.142 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The Site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure.

6.143 Bridge Street is a core bus corridor with 14 bus routes stopping close to the Site, five of which have a frequency of at least every 12 minutes on weekdays. Furthermore, Route 1 of the Free Bus stops on Bridge Street. The Free Bus is a service providing direct access across key city centre locations, including the rail stations, Chinatown, and the Northern Quarter.

6.144 Salford Central rail station is located at a circa 400m walk from the Site. Salford Central is served by the Manchester Victoria – Clitheroe, Manchester – Southport and Kirkby, and Manchester Victoria – Preston lines. There are typically three to six trains stopping at the station each hour on weekdays and Saturdays.

6.145 Within a 700m walk of the Site are the Exchange Square and St. Peters Square Metrolink stations. These provide access to almost the entire Metrolink network, travellers can travel one or two stops to Deansgate-Castlefield to transfer onto services to The Trafford Centre.

Potentially Sensitive Receptors

6.146 In regard to highways and transportation, it is considered that Potential Sensitive Receptors will comprise pedestrians, cyclists, public transport users and drivers affected by the impacts of any traffic (construction/operational) generated by the proposed development.

Potential Effects

Congestion and safety issues arising from construction vehicles

6.147 Heavily trafficked roads can lead to severance (i.e. perceived division of communities when it is difficult to cross a road), driver delay, pedestrian delay, changes to pedestrian amenity (i.e. the pleasantness of a journey by foot), and accidents and safety issues. The placement of hoarding on footways can also narrow the width available to pedestrians and can reduce pedestrian amenity.

6.148 HGVs pose a risk to the safety of car occupants, pedestrians and cyclists. The Department for Transports 'Reported road casualties Great Britain: road users risk, 2024 data' datasheet demonstrates that cars and HGVs cause the most fatalities on roads, with pedestrians and cyclists being the most vulnerable road users. The fatalities per passenger mile travelled are broadly similar for pedestrians and cyclists, which are more likely to be fatally injured than car and HGV occupants in a collision. When assessed per passenger

mile travelled, a large proportion of fatal accidents can be attributed to HGVs in comparison to regular cars.

6.149 As well as making pedestrians, cyclists, and car drivers feel unsafe, and posing a greater risk for more severe accidents than cars, HGVs can lead to severance and a decline in pedestrian amenity. Pedestrians, cyclists and car drivers who feel compelled to take an alternative route may also experience a delay relative to if they felt able to travel along St. Mary's Parsonage.

6.150 The number of vehicle trips associated with construction is anticipated to represent less than 10% of the existing flows on the local road network (the threshold at which significant effects can occur based on relevant guidance).

6.151 It is also anticipated that HGV flows on the public highways would be controlled through the implementation of a CEMP. HGV drivers will be encouraged in the urban environment to be cognisant of their surroundings and vulnerable road users at all times, and of their speed – as MCC's website notes a 1mph reduction in speed broadly results in a 5% reduction in collision frequency. HGVs, and all other vehicles, will not be allowed to park off-Site.

6.152 As part of the CEMP, the Site entrance(s) will be controlled by a gateman / security guard who will be on Site 24/7 while the Proposed Scheme is under construction. All persons accessing the Site will be required to sign in and sign out with the gateman who will direct all vehicle drivers along clearly defined, prescribed routes to the relevant area. Barrier fencing will be erected along the routes and relevant signage provided to reinforce the directions provided and establish a 5mph speed restriction.

6.153 The CEMP will also include measures such as agreed traffic management measures to restrict construction vehicles in certain locations and routes at certain times of the day, appropriate signage of the entrances / exits of the construction working areas and management of construction parking, including use of designated construction parking areas.

6.154 Where possible hoarding will not entirely cover the adjacent pedestrian footways to maintain pedestrian amenity and prevent severance. However, if this is necessary then alternative safe walking routes would be provided. Clear advertising will also be provided for any routes that are closed and signposting will be provided for suitable alternative routes. Any such works are anticipated to be short-term and temporary.

6.155 Therefore, congestion and safety issues arising from construction vehicles are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Congestion and safety issues arising from operational vehicles

6.156 Heavily trafficked roads can lead to severance (i.e. division of communities when it is difficult to cross a road), driver delay, pedestrian delay, changes to pedestrian amenity (i.e. the pleasantness of a journey by foot), and accidents and safety issues.

6.157 The 'Reported road casualties Great Britain: road users risk, 2024 data' datasheet demonstrates that cars contribute to a large proportion of fatalities on roads, with pedestrians and cyclists being the most vulnerable road users. The fatalities per passenger

mile travelled are broadly similar for pedestrians and cyclists, which are more likely to be fatally injured than car occupants in a collision. In 2023, 66% of pedestrian and 40% of cyclist fatalities resulted from collisions with cars, partially due to cars accounting for the majority of traffic.

6.158 As well as making pedestrians and cyclists feel unsafe, high flows of cars can lead to severance and a decline in pedestrian amenity. Pedestrians and cyclists who feel compelled to take an alternative route may also experience a delay relative to if they felt able to travel along St. Mary's Parsonage.

6.159 Parking provision typically has a strong relationship with vehicular trip rates, so it can be expected, as a car-free development, that the actual daily trip generation would be low.

6.160 The Transport Assessment will detail how the existing, consented uses on the site could generate comparable vehicle trips than the proposed development, although it is understood these are not currently in full use.

6.161 The areas of public realm will increase the permeability of the Site and unlock new attractive, traffic-free routes for pedestrians and cyclists (especially along the River Irwell between Trinity Bridge and Bridge Street), greatly widen the existing footways along St. Mary's Parsonage and improve the poor existing access to Trinity Bridge from St. Mary's Parsonage.

6.162 Cycle parking provision along with lockers, changing rooms and showers will be provided to encourage future site users to cycle to and from the Site as well as reducing travel by private car.

6.163 A Travel Plan will also be implemented, with measures to encourage the use of active travel and public transport and discourage car travel, particularly single-occupancy trips. Following occupation of the Proposed Scheme, an initial survey will be undertaken to understand travel choices and patterns to and from the Site, after which modal shift targets will be established. Subsequent follow-up surveys will assess progress towards the targets, and whether new or improved measures (e.g. increased cycle parking if there is high demand) can be implemented.

6.164 Therefore, congestion and safety issues arising from operational vehicles are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Changes in demand for public transport

6.165 The Proposed Scheme would not result in a change to / or loss of existing public transport provision that currently services the area. There is anticipated to be an indirect increase in the demand on services due to construction workers and future site users (residents, visitors and employees) although there is an extensive number of public transport options and services in the area.

6.166 Therefore, changes in demand for public transport are unlikely to be significant and will not be considered within the EIA or reported in the ES.

Summary

6.167 It is considered that the proposed development does not have the potential to generate significant effects, under the assumption that the Transport Assessment and Travel Plan are accepted by Manchester City Council. As such, it is concluded that Transport should be scoped out of the EIA.

HYDROLOGY

6.168 This section of the EIA Scoping Report has been prepared by Curtins and has considered the potential effects relating to Flood Risk and Drainage for the proposed development.

Introduction

6.169 This section of the EIA Scoping Report has been prepared by Curtins Ltd and has considered the potential effects relating to Flood Risk and Drainage for the proposed development.

Guidance, Legislation and Background Information

6.170 This section summarises the key legislation, national policy, planning guidance and technical standards relevant to flood risk, drainage and the water environment. These documents establish the framework for assessing potential effects, determining mitigation and demonstrating compliance within the Environmental Impact Assessment (EIA) process.

6.171 The below guidance and legislation has been considered:

- The NPPF and Planning Practice Guidance
    - National Planning Policy Framework, Chapter 18: Managing flood risk and coastal change (F1–9)
    - Planning Practice Guidance (PPG): Flood Risk and Coastal Change
- EA guidance
    - Flood Risk Assessment: Flood Zones 1, 2, 3, and 3b.
    - Flood Risk Standing Advice
- Greater Manchester Strategic Flood Risk Management Framework

6.172 The below surveys and Background information have been used in this scoping study.

- Environment Agency Flood Maps for Planning
- Environment Agency Long Term Flood Risk Maps
- Climate Change Allowances
- Topographical Survey Information
- Proposed Development Plans

- Land Ownership Boundaries

Establishing the Baseline / Assessment Context

6.173 The site is adjacent to the River Irwell. This stretch of the river Irwell is considered a navigable route and forms part of the stretch of the Irwell managed by the Manchester Ship Canal Company.

6.174 The site is circa 0.73 ha and is classified within Flood Maps for Planning as being predominantly within flood zone 1 with the areas bounding the River Irwell shown as being within Flood Zone 3. The extent of Flood Zone 3 is shown as being within the existing building footprint.

6.175 Due to the identified flood zone categories, a flood risk assessment will be required to be undertaken as part of the Environmental Chapter. A flood risk assessment has previously been prepared for the masterplan and assesses all potential sources of flooding including tidal, fluvial, surface water, groundwater, sewers and infrastructure failure.

6.176 The sources of flooding considered to be the most risk to the site are fluvial from the site.

6.177 The sources of flooding considered to be low risk to the site are tidal flooding, and surface water flooding, canal flooding, groundwater and sewer and highway drainage flooding.

Potentially Sensitive Receptors

6.178 The navigable River Irwell is considered a sensitive receptor in this instance. The Greater Manchester Flood Risk Management Framework considers the River Irwell to have a significant effect on flood risk in Greater Manchester.

Potential Effects

6.179 The proposed building footprint has been assessed against the existing topographical survey information, the environment agency modelled flood levels and the flood maps for planning.

6.180 This assessment has shown that the flood maps for planning are not correct based on topographical information, as they have been based on Environment Agency modelling that uses LIDAR data, which can cause discrepancies.

6.181 The assessment also shows that the proposed building impacts areas of Flood Zone 3.

Assessment Methodology

6.182 The baseline assessment has been undertaken by assessing the extent of the flood zone within the proposed site boundary. In order to make this assessment the EA modelled data for the 100 year + 35% (Flood Zone 3 Design event) has been modelled.

6.183 In order to assess the impact, the proposed building levels have also been compared to the same 100 year +35% design event.

6.184 By comparing the two scenarios it is demonstrated that the proposed building location will displace circa 105 cu.m of Flood water during a 100 year +35% event.

6.185 Based on the receptor being considered a significant source of flooding in Greater Manchester, the sensitivity of the receptor is considered to be moderate (Regional or District importance).

6.186 Considering the magnitude of change, as the building will impact flood zone 3 in a permanent case it can be considered that the magnitude of change is medium.

6.187 Overall, the significance is considered Moderate.

Indicative Mitigation Measures

6.188 Based on the above assessment, mitigation measures are required to manage the significance of the change and comply with the NPPF and Environment agency guidance.

6.189 It is proposed that level for level flood plain compensation will be provided at the site to ensure that an increase in the available flood storage volume in the 100 year +35% design event is 50% greater than it is at present (circa 158 cu.m). The compensation must be adjacent to areas where flood volume has been lost.

Further Work Required

6.190 A detailed topographical survey of the existing walls, embankments and building lines will need to be undertaken to reassess the baseline prior to an application to the Environment Agency for a bespoke permit under Flood Risk Activities. A design will need to be commissioned to ensure that level for level flood compensation can be provided adjacent to areas where this volume has been lost.

Summary

It is considered that the proposed development has the potential to generate moderately significant effects. However, with liaison with the Environment Agency, and appropriate mitigation measures in place, it is concluded that Hydrology should be scoped out of the EIA. Additionally, the application would be supported with a Flood Risk Assessment and Flood Compensation Management Plan.

OTHER ENVIRONMENTAL ISSUES

6.191 A number of other environmental issues will be considered in relation to the proposed development. These include matters introduced into EIA requirements through the EIA Regulations 2017. The approach to the following topics are outlined below:

- Infrastructure;
- Waste;
- Population and Human Health;
- Climate and Carbon Balance;
- Risks of Major Accidents and/or Disasters;
- Lighting.

INFRASTRUCTURE

6.192 As this site is located within an urban context, details of any potential infrastructure will be checked and taken into account during the design of the proposed development. If, as expected, there is no significant equipment within the site then no significant effects on infrastructure are likely and this topic will be scoped out of the assessment. In the unlikely event that significant infrastructure, such as major gas pipelines or overhead power lines, is identified then agreement with the relevant providers on appropriate mitigation will be sought to provide full and effective mitigation.

WASTE

6.193 The EIA Regulations 2017 include a requirement to assess, as part of the EIA process, any potential significant effects from the disposal and recovery of waste. Whilst it is not expected that the proposed development is likely to give rise to any such effects, this requirement shall be addressed in the EIA and ES, as appropriate, under any relevant ES topic chapter (i.e. Ground Conditions). Where no significant effects are likely these are scoped out of the assessment.

CLIMATE AND CARBON BALANCE

6.194 The EIA Regulations 2017 include for consideration of potentially significant effects on climate which includes greenhouse gases. Effects on climate and carbon balance will be addressed in the EIA and ES, as appropriate, under any relevant ES topic chapter (i.e. Climate Change, Ground Conditions, Ecology, Flooding and Water Environment etc.). Where no significant effects are likely these are scoped out of the assessment.

RISKS OF MAJOR ACCIDENTS AND/OR DISASTERS

6.195 The EIA Regulations 2017 indicate that an EIA should include any expected significant adverse effects deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned.

6.196 Whilst it is not expected that the proposed development is likely to give rise to any such effects, these new requirements shall be addressed in the EIA and ES, as appropriate, under any relevant ES topic chapter (i.e. Flooding and Water Environment etc.). Where no significant effects are likely these are scoped out of the assessment.

7. Closure

SUMMARY

7.1 This Scoping Request Report is submitted in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations in request that a formal Scoping Opinions be adopted Manchester City Council regarding the development proposals.

7.2 This report sets out which topics are proposed to be 'scoped in' and which topics are proposed to be 'scoped out'. It also details the baseline and methodology of the assessments considered necessary to assess the environmental impact of the proposed development. A summary of the technical disciplines is presented in Table 6.1, for ease.

Table 7.1: Environmental Statement Scoping Summary

Technical Discipline	ES Chapter / Technical Appendix	Non-EIA Assessment	Consultant
Aviation & Glint and Glare	✗	✓	GIA
Air Quality	✗	✓	Redmore Environmental
Archaeology	✗	✓	CIVIC
Built Heritage	✓	✗	Levrant
Climate Change	✓	✗	GIA
Daylight, Sunlight and Overshadowing	✗	✓	GIA
Ecology	✗	✓	ERAP
Electronic Interference / TV / Radio	✗	✗	Gtech
Flood Risk & Drainage	✗	✓	Curtins
Ground Conditions	✓	✗	Curtins
Human Health	✓	✗	Zerum
Noise and Vibration	✗	✓	Jameson Acoustics
Socio-economics	✓	✗	Buro Happold
Townscape and Visual Impact	✓	✗	rbmp
Traffic and Transport	✗	✓	Curtins

7.3 It is therefore formally requested that Manchester City Council formally adopt a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations.

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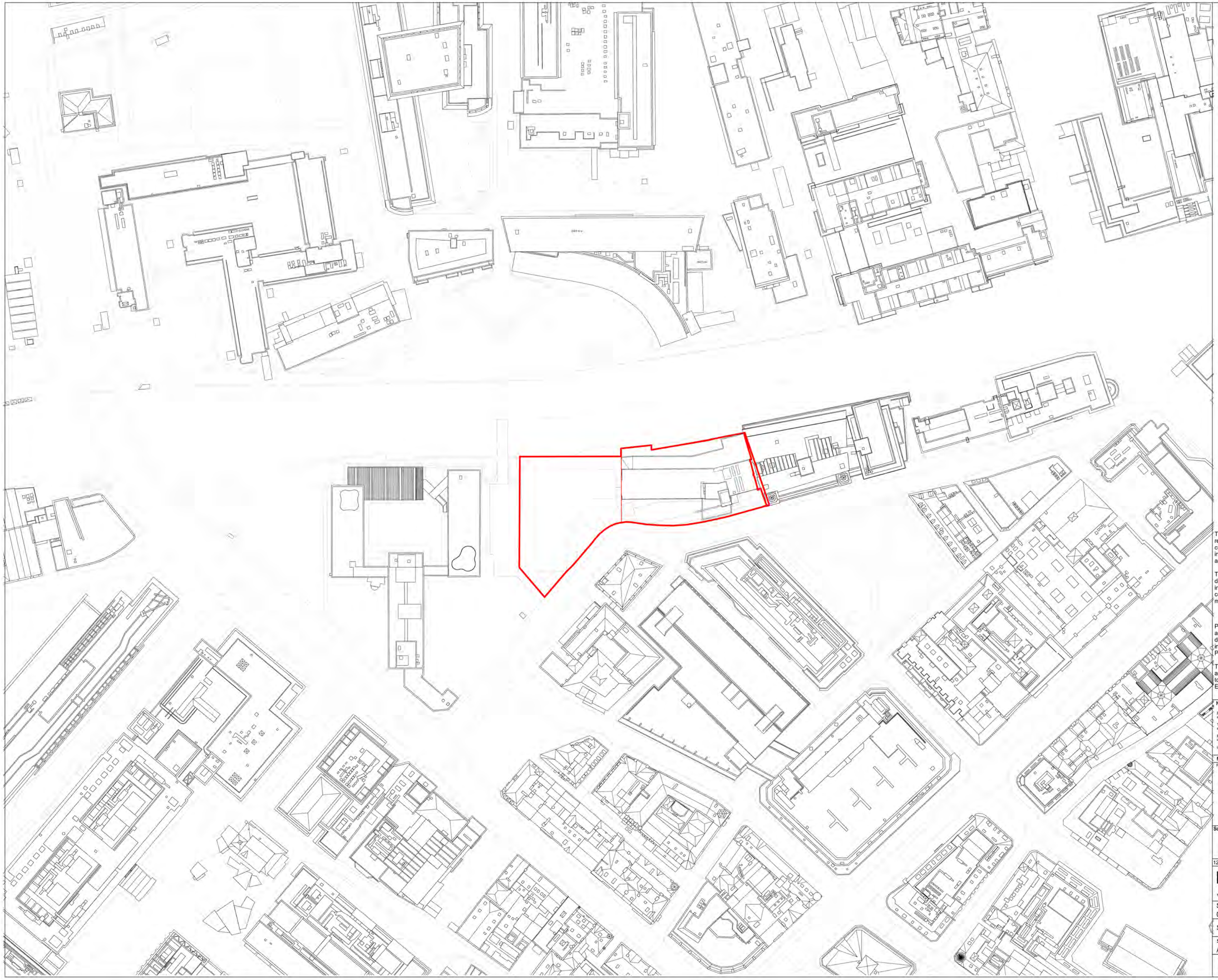
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- IEMA (2022), Guide to Effective Scoping of Human Health in Environmental Impact Assessment
- IEMA (2022), Guide to Determining Significance for Human Health in Environmental Impact Assessment

APPENDICES

Appendix A – Supporting Drawings



Notes:

- **Survey Information**

Topographical survey prepared by Survey Operations, dated 08.05.2026
Measured survey of Cardinal building awaited- Position of windows/features on the side of century building required to confirm St Marys adjoining footprint position.

- **Third Party/ Ownership**

Riverside land ownership - has been proceeded on the basis that further land will be acquired past the redline boundary to form the new riverside walkway.
Trinity Bridge - Assumed shared access for servicing on West Boundary, outside of property boundary, subject to Third Party agreements'

- **Highways**

Porte Cochere / Laybys and servicing access, subject to co-ordination with Transport Consultant and Highways.

Legend

Site Boundary Line

The area information contained in this document/drawing/model reflects the anticipated approximate areas of the project based on the current state of the design. The areas have been calculated generally in accordance with the RICS Code of Measuring Practice, 6th Edition and have been calculated in metric units unless stated otherwise.

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Please note that the information contained in this drawing reflect the anticipated areas of the project based on the current state of the design at RIBA Stage 1 and in advance of measured survey information being made available and therefore has been based on PDF plan information received from the Client.

This drawing is for bid purposes only and as such is subject to review and coordination with key design consultants, including but not limited to Fire Engineer, Acoustic Engineer, Structrual Engineer and MEP Engineer.

Notes

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No.	Revision	Date	Initial	Chk'd
P01	Issued for Information	17.07.26	CH	DB

Scale

North

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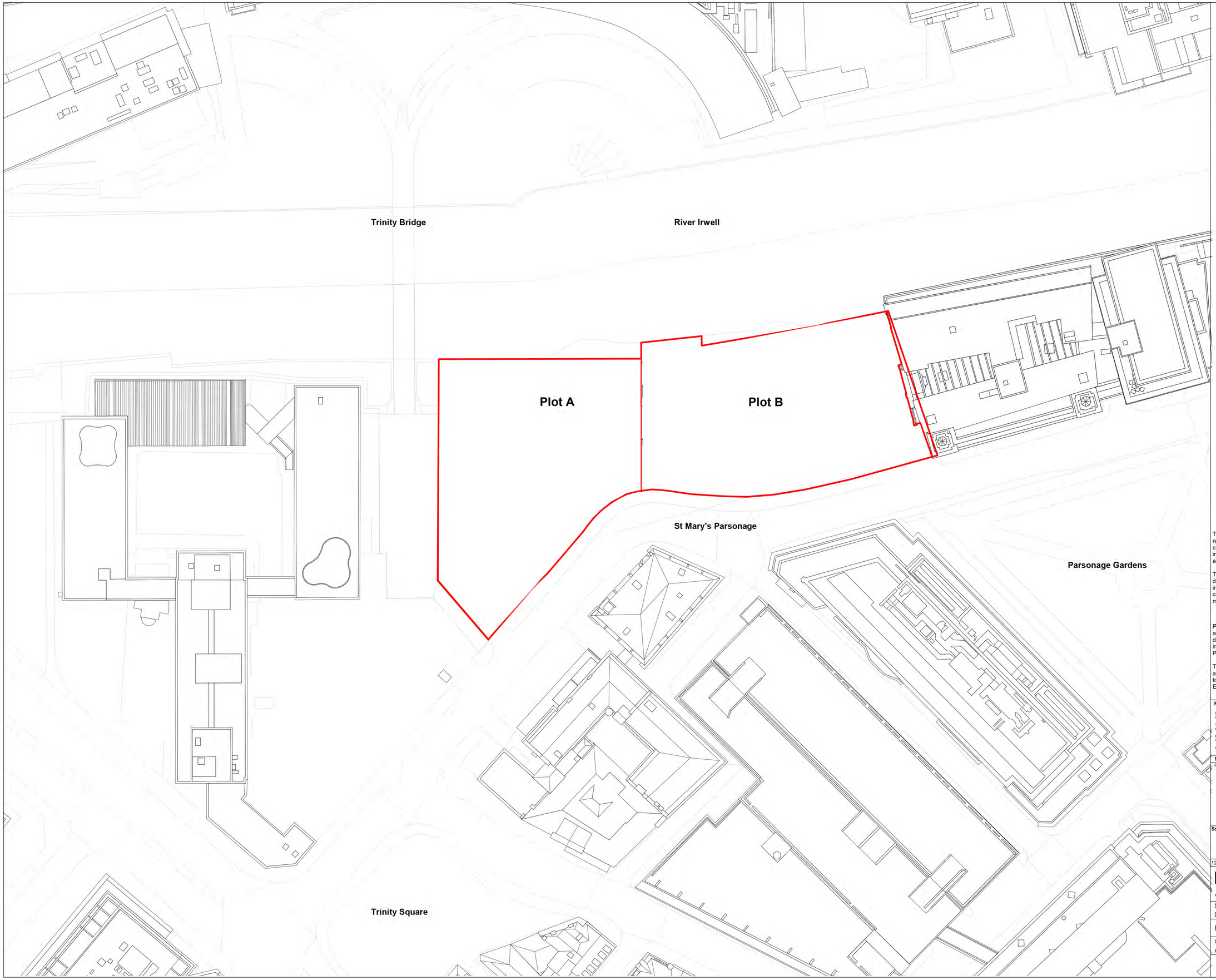
St Mary's EPR Proj No.: 12190

0–30 St Mary's Parsonage, Manchester M3 2WJ

Site Location Plan

Scale @A2	Purpose of issue	Status code	Revision
As indicated	Work in Progress	S0	P01

Project No	Originator	Function B	Spatial D	Form	Role	Number
12190	EPR	00	GF	DR	A	PL0101



Notes:

- **Survey Information**

Topographical survey prepared by Survey Operations, dated 08.05.2026
Measured survey of Cardinal building awaited- Position of windows/features on the side of century building required to confirm St Marys adjoining footprint position.

- **Third Party/ Ownership**

Riverside land ownership - has been proceeded on the basis that further land will be acquired past the redline boundary to form the new riverside walkway.
Trinity Bridge - Assumed shared access for servicing on West Boundary, outside of property boundary, subject to Third Party agreements'

- **Highways**

Porte Cochere / Laybys and servicing access, subject to co-ordination with Transport Consultant and Highways.

Legend

Site Boundary Line

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No.	Revision	Date	Initial	Chk'd
P01	Issued for Information	17.07.26	CH	DB

Scale

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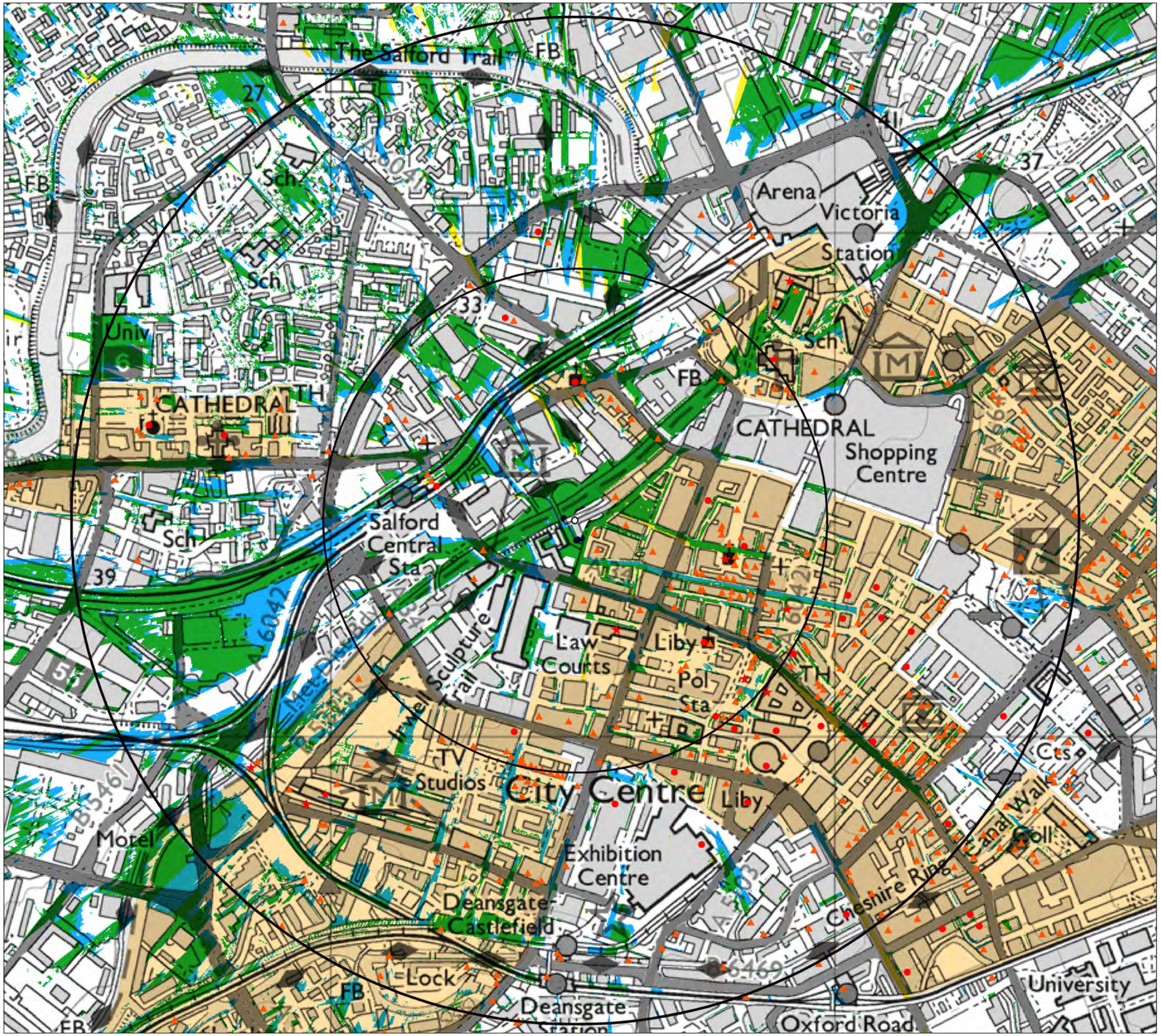
St Mary's
0–30 St Mary's Parsonage, Manchester M3 2WJ
EPR Proj No.: 12190

Existing Site Plan

Scale @A2	Purpose of Issue	Status code	Revision
As indicated	Work in Progress	S0	P01

Project No.	Originator	Function.B	Spatial.B	Form	Role	Number
12190	EPR	00	GF	DR	A	PL0102

Appendix B – ZTVs



rbmp.2608 ST MARY'S, MANCHESTER

Zone of Theoretical Visibility (ZTV) of Proposed Buildings

2608/01/ZTV [1km]
19th October 2026

Key (ZTV):

- Site Centre
- Areas of Theoretical Visibility [B, 46 Storeys]
- Areas of Theoretical Visibility [A, 35 Storeys]
- Areas of Theoretical Visibility [Both Buildings]

Key (Heritage Designations):

- Grade I
- Grade II
- Grade II*
- Conservation Areas

ZTV parameters:

Digital Surface Model: Environment Agency LIDAR Composite First Return DSM 2022 - 1m

Modelled heights: 145.550m AOD parapet (Building A); 188.235m AOD parapet (Building B) – set maximum parameters

Observer height = 1.6m

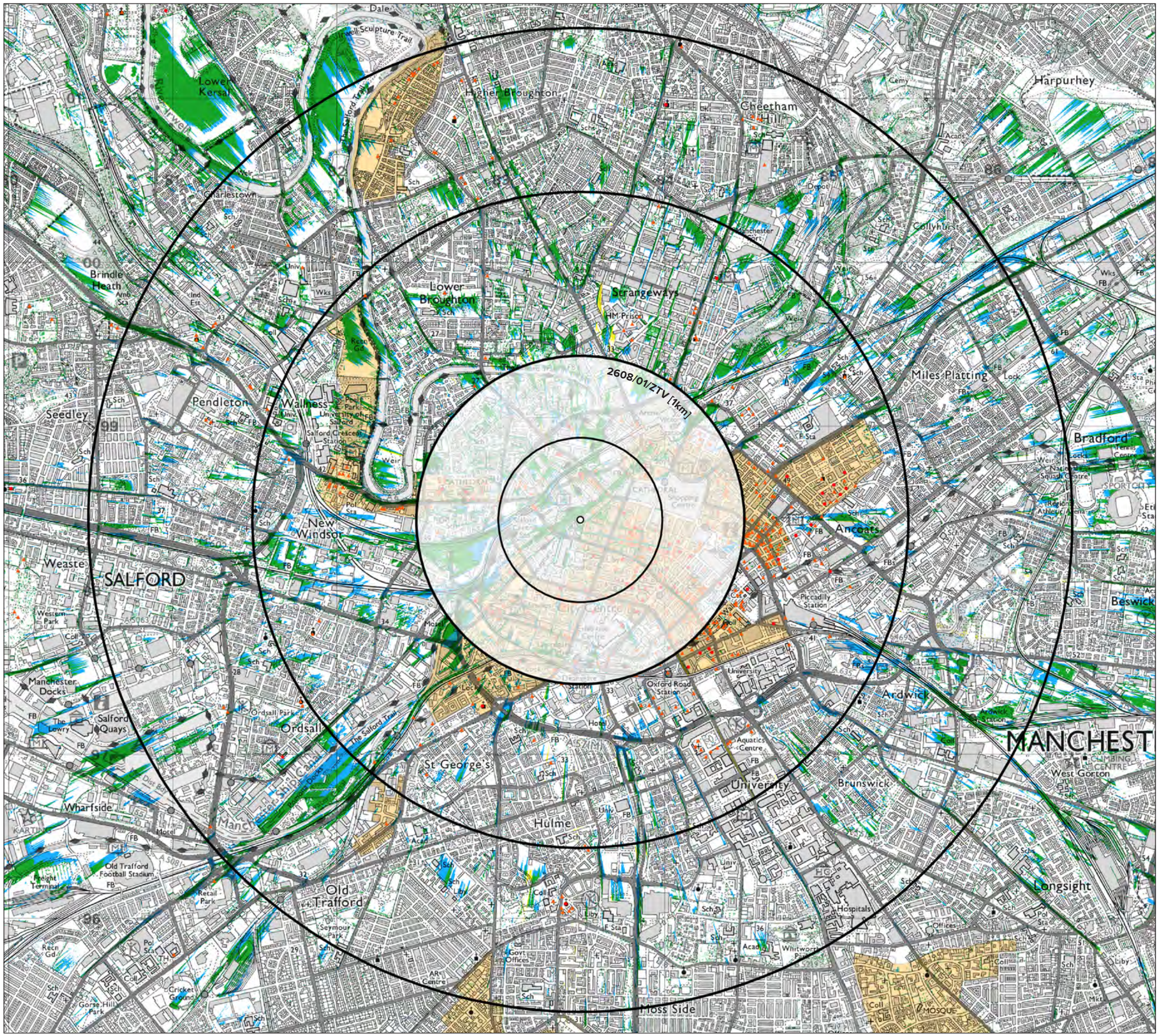
Earth curvature refractivity coefficient = 0.13

Extent of ZTV = r 1km

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Zone of Theoretical Visibility (ZTV) of Proposed Buildings

2608/02/ZTV [3km]
19th October 2026

Key (ZTV):

- Site Centre
- Areas of Theoretical Visibility [B, 46 Storeys]
- Areas of Theoretical Visibility [A, 35 Storeys]
- Areas of Theoretical Visibility [Both Buildings]

Key (Heritage Designations):

- Grade I
- Grade II
- Grade II*
- Conservation Areas

ZTV parameters:

Digital Surface Model: Environment Agency LIDAR Composite First Return DSM 2022 - 1m

Modelled heights: 145.550m AOD parapet (Building A); 188.235m AOD parapet (Building B) – set maximum parameters

Observer height = 1.6m

Earth curvature refractivity coefficient = 0.13

Extent of ZTV = r 3km

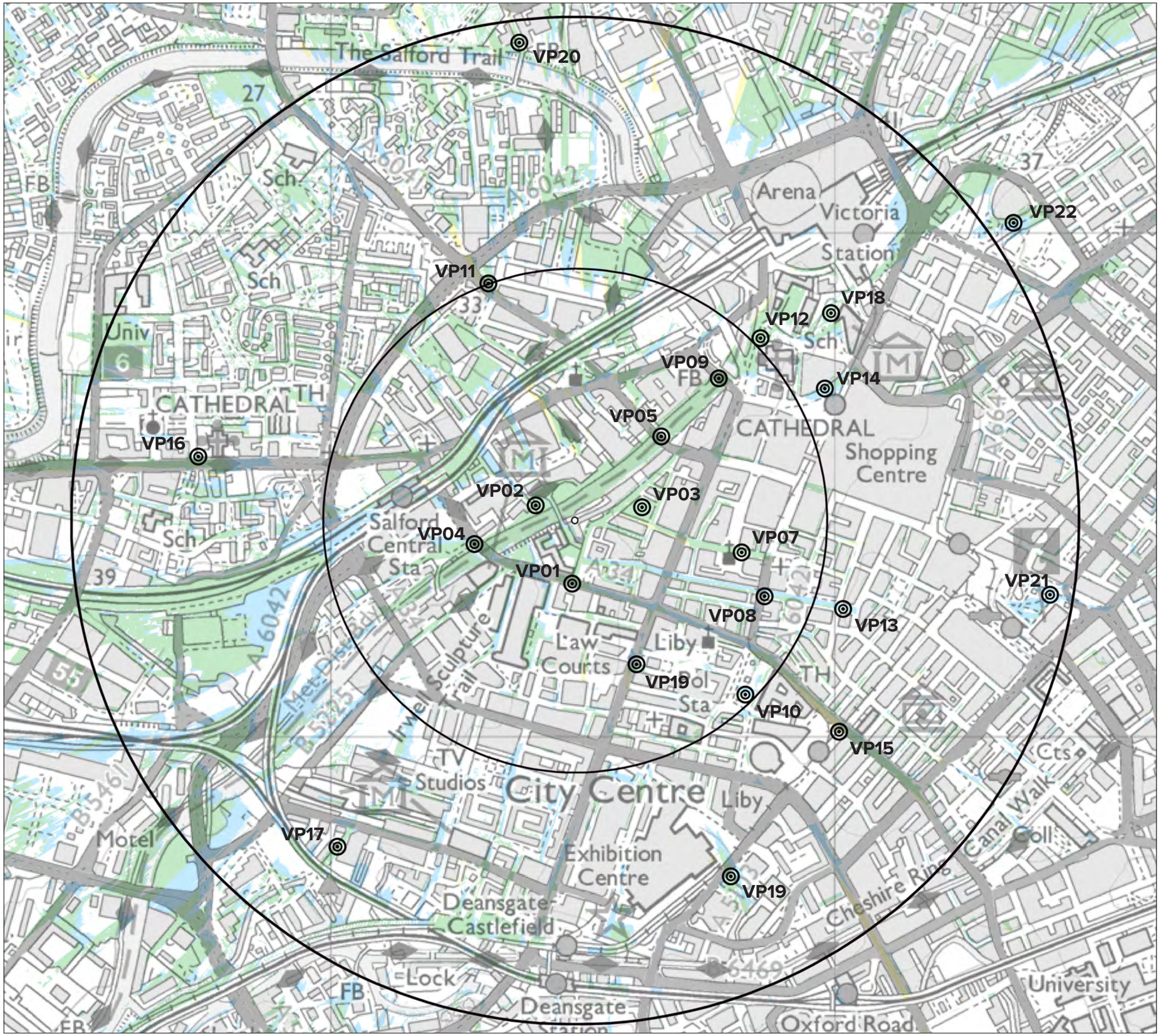
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500m 1km

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Appendix C – Proposed Viewpoints



rbmp.2608 ST MARY'S, MANCHESTER

Proposed Viewpoints

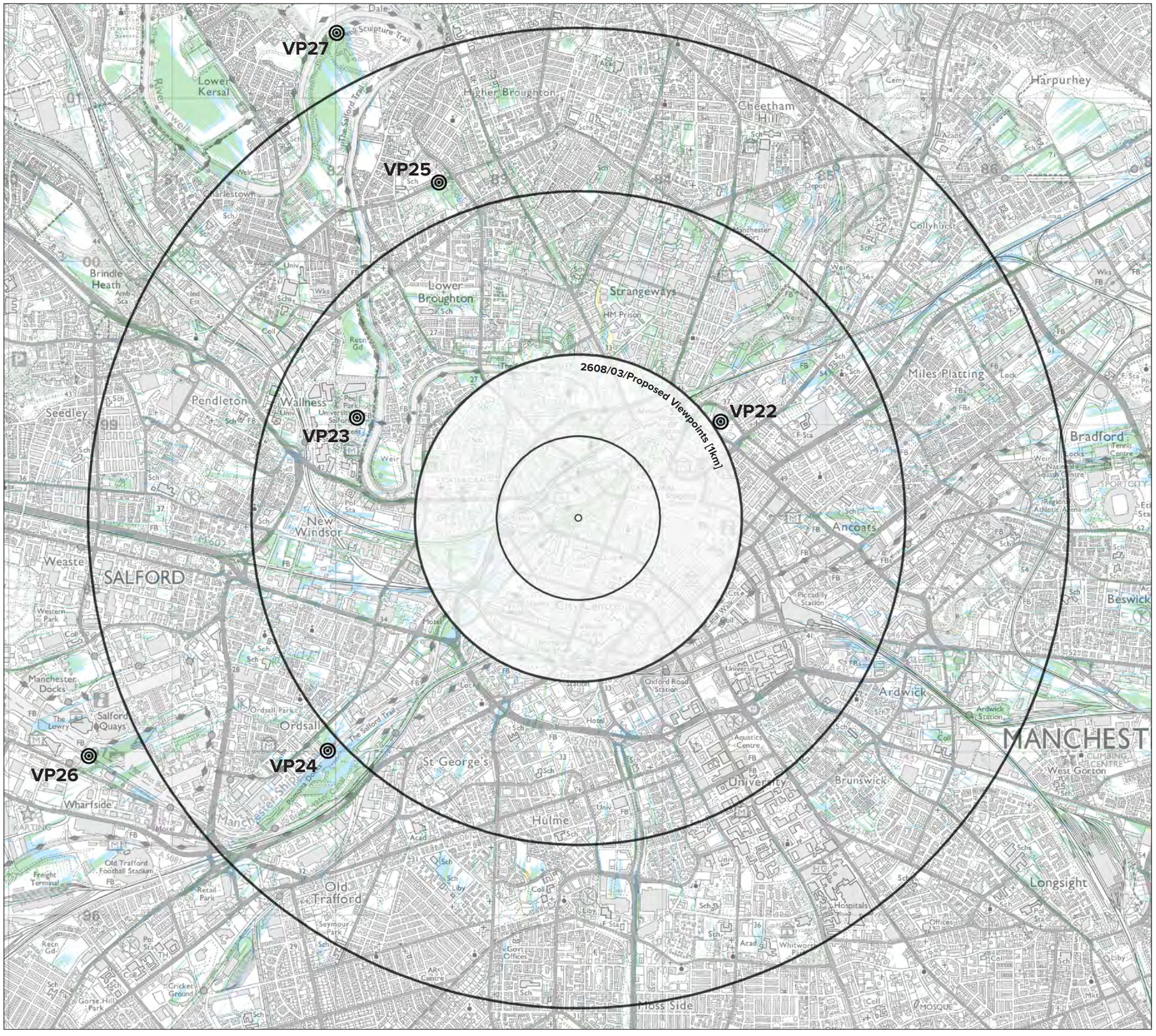
2608/03/Proposed Viewpoints [1km]
19th October 2026

500m 1km

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Proposed Viewpoints

2608/04/Proposed Viewpoints [3km]
19th October 2026

N

500m 1km

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Table C.1: Immediate and Near viewpoints (within approximately 500m)

VP	Grid ref	Location	View direction	Approx. distance	Rationale
01	SJ 83480 98304	St Mary's Parsonage, looking north-northwest towards the site	NNW (331°)	~89 m	View along St Mary's Parsonage at its junction with Bridge Street, capturing the immediate street-level approach to the site from the south-east. Trinity Square and Reedham House are in the foreground, with the lower end of King Street West visible. The viewpoint represents the pedestrian experience on the principal route connecting Deansgate to the site and assesses the proposed development's relationship with the existing street scene and building frontages. *Candidate for night-time AVR.*
02	SJ 83408 98459	Clermont Ferrand Square, Salford side of the River Irwell, looking east-southeast across the river towards the site	ESE (110°)	~90 m	View from the pedestrianised public realm at Clermont Ferrand Square on the west bank of the River Irwell. Trinity Bridge (Santiago Calatrava, 1995) is immediately in the foreground. The viewpoint captures views across the River Irwell to the site and assesses

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					the proposed development's impact on the cross-river panorama, including views of the river bridges and Manchester Cathedral beyond. The square is adjacent to The Lowry Hotel and forms part of the riverside promenade. The consented Albert Bridge House scheme (ref. 143164/FO/2025) lies between this viewpoint and the site and will inform cumulative assessment. *Candidate for night-time AVR.*
03	SJ 83619 98455	Parsonage Gardens — group of close-up views within and around the gardens, looking towards the site	W (Indicative)	~200 - 250m	A group of close-up views within and around Parsonage Gardens, a public garden within the Parsonage Gardens Conservation Area. The gardens are bordered by Grade II listed buildings along St Mary's Parsonage, including Century Buildings (H.S. Fairhurst, 1910), 3 St Mary's Parsonage (Clegg & Knowles, 186 Arkwright

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					House (1929). Taken together, this group of views assesses the impact of the proposed development on the character of the gardens and the setting of these listed buildings and the conservation area, from a range of positions within and on the approaches to the gardens. Individual camera positions will be confirmed following baseline photography and field verification.
04	SJ 83210 98312	Spinningfields Footbridge over the River Irwell, looking east-northeast towards the site	ENE (57°)	~218 m	View from the pedestrian footbridge linking Spinningfields (Manchester) with New Bailey (Salford) across the River Irwell. The elevated position provides open vistas along the river corridor to the north and south. The viewpoint assesses the proposed development's contribution to the cross-river skyline and its relationship with tall building development on both banks of the

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					Irwell, including the Spinningfields commercial quarter and the New Bailey mixed-use area. The consented Albert Bridge House scheme will be visible in the view and will inform cumulative assessment. *Candidate for night-time AVR.*
05	SJ 83686 98402	St Mary's Street, near the junction with Deansgate, looking west towards the site	W (277°)	~268 m	View along St Mary's Street at its junction with Deansgate. The Kendal Milne building (Grade II listed, 1939) is visible to the left, contributing to the rising building scale towards the site. St Mary's Street is a principal pedestrian route connecting Deansgate to the site and St Mary's Parsonage beyond. The viewpoint assesses the proposed development's impact on this cross-route and its relationship with the historic frontages along the Deansgate corridor within the Deansgate/Peter Street Conservation Area. *Candidate for night-time AVR.*

VP	Grid ref	Location	View direction	Approx. distance	Rationale
06	SJ 83608 98144	Deansgate, at the corner with Queen Street, with the John Rylands Library (Grade I listed) in the foreground	NW (326°)	~294 m	View north-west along Deansgate from its junction with Queen Street. The John Rylands Library (Grade I listed, Basil Champneys, 1900) is in the immediate foreground. This section of Deansgate has been substantially pedestrianised. The viewpoint assesses the proposed development's visibility above and beyond the library and its impact on the setting of this Grade I listed building within the Deansgate streetscape.
07	SJ 83817 98366	St Ann Street, looking west with St Ann's Church (Grade I listed, 1709–12) to the left	W (280°)	~397 m	View along St Ann Street, a pedestrian route leading west towards St Mary's Street and Parsonage Gardens. St Ann's Church (Grade I listed, 1709–12) is visible to the left. The foreground is characterised by lower-scale historic buildings, with building heights increasing towards the site; the Grade II listed Kendal Milne building (1939) on Deansgate contributes to this progression in scale. The viewpoint assesses the proposed

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					development's visibility in the western termination of this view and its relationship with the established townscape.
08	SJ 83862 98279	King Street, near the junction with Cross Street, looking west towards the site	WNW (289°)	~451 m	View along King Street within the Upper King Street Conservation Area. King Street contains a high concentration of listed buildings including the Grade II* former Reform Club (Charles Heathcote, 1870), the Grade II Bank of England building (Charles Cockerell, 1845), and the Grade II Ship Canal House. The viewpoint assesses the proposed development's impact on the setting of these heritage assets and the established townscape character of the street. *Candidate for night-time AVR. King Street is the equivalent receptor chosen for night-time assessment by the adjacent Albert Bridge House TVIA (2025).*
09	SJ 83771 98711	Centre of Victoria Bridge (Grade II listed, 1839), looking	SW (233°)	~489 m	View from the centre of Victoria Bridge (Grade II listed, 1839), a

VP	Grid ref	Location	View direction	Approx. distance	Rationale
		south-southwest along the River Irwell corridor towards the site			historic river crossing between Manchester and Salford, looking along the River Irwell corridor towards the site. Manchester Cathedral (Grade I listed) and Chetham's Library (Grade I listed, founded 1653) are in the vicinity, though viewpoints 12 and 18 provide more direct assessments of those heritage assets. This viewpoint is principally selected for its assessment of the proposed development's impact on the river corridor vista and the cumulative skyline when viewed from the northern approach along the Irwell. The bridge itself is a designated heritage asset and a public right of way across the river.
10	SJ 83824 98084	Albert Square, near Manchester Town Hall (Grade I listed) and the Albert Memorial, looking north-west towards the site	NW (310°)	~495 m	View from Albert Square, a principal civic space within the Albert Square Conservation Area. Manchester Town Hall (Alfred Waterhouse, 1877; Grade I listed) is the key heritage receptor. The Albert Memorial (Grade II listed) and

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					the surrounding Grade II listed buildings define the square's character. The viewpoint assesses the proposed development's impact on the setting of the Town Hall and the conservation area.

Table C.2: Mid-range viewpoints (approximately 500 m – 1 km)

VP	Grid ref	Location	View direction	Approx. distance	Rationale
11	SJ 83314 98900	Blackfriars Road at the junction with Trinity Way, looking south-southeast towards the site across the River Irwell	SSE (168°)	~540 m	View from Blackfriars Road on the Salford side of the River Irwell, at its junction with Trinity Way. Historic buildings are in the foreground. The viewpoint is near Salford Central station and the emerging Greengate / New Bailey tall buildings cluster. The viewpoint assesses the proposed development's relationship with the cross-river skyline and the cumulative effect of tall buildings on both sides of the Irwell, including the consented Albert Bridge House scheme.
12	SJ 83854 98791	Victoria Station approach / Hunts Bank, at the Glade of Light memorial,	SW (231°)	~605 m	View from the approach to

VP	Grid ref	Location	View direction	Approx. distance	Rationale
		looking south-west over the Cathedral precinct towards the site			Manchester Victoria station, a key transport arrival point. The Glade of Light memorial garden (opened 2022) occupies the foreground, with Manchester Cathedral and the Chetham's complex beyond. The viewpoint captures the proposed development's relationship with the Cathedral precinct from a slightly elevated position and represents the experience of rail passengers and pedestrians arriving from the north and east.
13	SJ 84018 98254	Top of King Street, at an elevated position, looking west-northwest down King Street towards the site	WNW (287°)	~609 m	View from the upper (eastern) end of King Street, which sits at a slightly elevated position. The view looks down the full length of King Street towards the site, with the listed buildings of the Upper King Street Conservation Area framing both sides. The viewpoint assesses the proposed development's visibility as a terminating feature or backdrop to this heritage street and its impact on the established scale and character of the townscape.

VP	Grid ref	Location	View direction	Approx. distance	Rationale
14	SJ 83982 98691	Exchange Square, outside the Corn Exchange (Grade II listed), looking west-southwest towards Spinningfields and the site	WSW (246°)	~647 m	View from Exchange Square, a public open space reconstructed following the 1996 bomb. The Corn Exchange (Grade II listed, 1897) is immediately adjacent. The viewpoint represents pedestrians, visitors and shoppers in this high-footfall civic space and assesses the proposed development's contribution to the western skyline, including the established cluster of tall buildings in the Spinningfields and Irwell corridor. Exchange Square is within the Cathedral Conservation Area.
15	SJ 84010 98010	Princess Street / St Peter's Square, looking north-west down Princess Street with Manchester Town Hall on the left	NW (305°)	~691 m	View from the junction of Princess Street and St Peter's Square, looking north-west with the Town Hall (Grade I listed) prominent on the left. St Peter's Square is a major Metrolink interchange and a focus of civic activity. The viewpoint assesses the proposed development's visibility along the Princess Street axis and its relationship with the civic townscape, including the Central Library (Grade II* listed, E. Vincent Harris, 1934)

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					and the Town Hall extension.
16	SJ 82738 98556	Chapel Street, Salford, outside Salford Cathedral (Grade II* listed), looking east towards the site	E (100°)	~707 m	View from Chapel Street in Salford, adjacent to Salford Cathedral (Cathedral Church of St John the Evangelist, Grade II* listed, 1844–48, rebuilt 1890s). The viewpoint is within the Chapel Street Conservation Area, which is undergoing significant regeneration. The viewpoint assesses the proposed development's contribution to the east-facing skyline view across the River Irwell and its relationship with the Chapel Street townscape and the setting of the Cathedral.
17	SJ 83014 97782	Potato Wharf, Castlefield, near the junction with Liverpool Road, looking north-northeast towards the city centre skyline	NNE (31°)	~715 m	View from within the Castlefield Conservation Area. Castlefield contains the Scheduled Monument of the Roman fort of Mamucium (HE list entry 1013077), Grade II* listed railway viaducts, and listed canal infrastructure associated with the Bridgewater Canal and Rochdale Canal. The low-rise industrial character of the conservation area results in open sightlines towards the

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					city centre. The viewpoint assesses the impact of the proposed development on the setting of these heritage assets and the established character of the conservation area.
18	SJ 83994 98841	Cathedral Gardens, adjacent to Chetham's Library (Grade I listed) and the National Football Museum (Urbis), looking south-west towards the site	SW (235°)	~743 m	View from Cathedral Gardens within the Cathedral Conservation Area. Chetham's Library (Grade I listed, founded 1653) and the National Football Museum (Urbis, Ian Simpson, 2002) define the northern edge of the gardens. The viewpoint represents pedestrians and visitors in this high-footfall public space and assesses the proposed development's relationship with the cluster of tall buildings along the Deansgate / Irwell corridor as seen from the north-east.
19	SJ 83795 97723	Lower Mosley Street, adjacent to The Bridgewater Hall and Manchester Central (formerly GMEX, Grade II* listed), looking north-northwest towards the site	NNW (331°)	~748 m	View from Lower Mosley Street in the cultural and convention quarter south of the city centre. Manchester Central (formerly GMEX; Grade II* listed, Sir John Fowler, 1880) and The Bridgewater Hall (1996) flank the viewpoint. The

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					Midland Hotel (Grade II* listed, Charles Trubshaw, 1903) is visible ahead, with the Metrolink tramway in the foreground. The viewpoint assesses the proposed development's impact on the southern approach and the skyline as seen from this concentration of civic and cultural buildings.

Table C.3: Long-range and Distant viewpoints (beyond 1 km)

VP	Grid ref	Location	View direction	Approx. distance	Rationale
20	SJ 83375 99378	Cottenham Lane, at the pedestrian footbridge over the River Irwell, adjacent to Cottenham House mill (c.1853)	S (178°)	~1009 m	View from the pedestrian footbridge at the end of Cottenham Lane where it crosses the River Irwell. Cottenham House, a mid-nineteenth century cotton mill (c.1853), flanks the lane. The viewpoint is on a pedestrian route bridging the Irwell and provides a southward view along the river corridor towards the city centre and the site. The industrial heritage context and river corridor views make this a representative viewpoint for assessing the proposed

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					development's impact on the northern Irwell approach.
21	SJ 84428 98282	Piccadilly Gardens area, looking west towards the site across the city centre	W (279°)	~1012 m	View from the Piccadilly Gardens area, a high-footfall location and Metrolink interchange within the historic commercial core of the city centre. The viewpoint assesses the proposed development's visibility across the full east–west extent of the city centre and illustrates the relationship between the established historic core and the intensification of tall building development along the Deansgate and Spinningfields corridor at the city centre's western fringe.
22	SJ 84356 99020	Angel Street / NOMA, near Angel Meadow park, looking west-southwest towards the site with New Century House and the CIS Tower (both Grade II listed) in the foreground	WSW (238°)	~1140 m	View from the NOMA regeneration area and Angel Meadow. New Century House (Grade II listed, HE list entry 1255052, G.S. Hay & Gordon Tait, 1962) and the CIS Tower (Grade II listed, same architects and date) are prominent in the foreground. The viewpoint assesses the cumulative effect of the proposed development alongside consented

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					and emerging tall buildings within the northern city centre skyline. Angel Meadow is a historic park and non-designated heritage asset with significant historic and cultural value.
23	SJ 82131 99044	Inside Peel Park (Grade II Registered Park and Garden), University of Salford, looking east-southeast towards the Manchester skyline	ESE (115°)	~1455 m	View from within Peel Park, a Grade II Registered Park and Garden (opened 1846, one of the first publicly funded parks in England) and a designated heritage asset. The viewpoint assesses the proposed development's impact on the eastward panorama from the park, which provides one of the principal long-range views of the Manchester skyline from the west.
24	SJ 81952 97008	Near Pomona Island / Cornbrook, looking north-east towards the Manchester and Salford skyline across the Ship Canal corridor	NE (45°)	~2003 m	Long-range view (~2 km) from the Pomona / Cornbrook area to the south-west of the city centre. The viewpoint assesses the proposed development's contribution to the western city centre skyline as seen from the Metrolink Pomona corridor and the emerging Pomona Island regeneration area. The view represents the south-western

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					approach along the historic Ship Canal and Bridgewater Canal corridor.
25	SD 82633 00484	Great Cheetham Street West / Great Clowes Street, Higher Broughton, Salford, looking south-southeast over Albert Park towards the Manchester skyline	SSE (159°)	~2256 m	Long-range view (~2.2 km) from Higher Broughton, a residential area on elevated ground north of the River Irwell. The view looks over Albert Park, a public recreation ground, towards the Manchester city centre skyline. The viewpoint assesses the proposed development's impact on the skyline as experienced by residents and park users with established panoramic views of the city centre from the north-west.
26	SJ 80490 96975	Trafford Wharf, near The Lowry theatre and Imperial War Museum North, MediaCityUK, looking east-northeast towards the Manchester skyline	ENE (63°)	~3245 m	Distant view (~3.3 km) from the Trafford Wharf / MediaCityUK area. The Lowry theatre (Michael Wilford, 2000) and the Imperial War Museum North (Daniel Libeskind, 2002) are landmark buildings adjacent to a high-footfall waterfront promenade. The viewpoint assesses the proposed development's visibility within the Manchester skyline from the Salford Quays / Trafford

VP	Grid ref	Location	View direction	Approx. distance	Rationale
					Wharf waterfront on the western approach to the city.
27	SD 82008 01400	Kersal Wetlands, elevated ground overlooking the Irwell Valley, looking south-southeast towards the Manchester skyline	SSE (155°)	~3343 m	Long-range elevated view (~3.3 km) from Kersal Wetlands, a Salford City Council designated urban nature reserve within the Greater Manchester Wetlands Nature Improvement Area. The elevated ground to the north of the city centre provides panoramic views across the Irwell Valley towards the city centre skyline. The viewpoint assesses the proposed development's impact on the wider Manchester skyline as seen from this sensitive elevated receptor.