



EIA Screening Report

Ancoats Works

Pollard Street, Manchester

Banidev Limited C/O Capital & Centric and Kamani Property Group

March 2022

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Date: 07 March 2022

For and on behalf of Avison Young

1. Introduction

- 1.1 Avison Young been appointed by Banidev Limited C/O Capital & Centric and Kamani Property Group ("the Applicant") to obtain a Screening Opinion in support of a detailed planning application (the "application"), submitted to Manchester City Council ("MCC") for a mixed-use residential led development at the site of Ancoats Works on Pollard Street, Manchester (the "Site"). The full description of development (the "Development") as stated on the application form is:

"Full planning application for a residential-led development to provide 183 no. apartments and 10 no. duplex apartments (Use Class C3) and flexible commercial space (Use Class E/ sui generis) across two new development blocks and refurbishment of the southern part of the Ancoats Works building including its Pollard Street façade, together with landscaping, parking, cycle parking, supporting infrastructure and associated works, following the demolition and partial demolition of existing buildings on site."

- 1.2 This Screening Report summarises the findings of the research and analysis undertaken by Avison Young and the assessment team in relation to the baseline conditions and the potential environmental effects of the proposed Development. This report aims to determine whether there is a likelihood of significant environmental effects to enable an informed decision on the need for Environmental Impact Assessment ("EIA") to be made by the Local Planning Authority ("LPA").
- 1.3 The proposed Development is described fully in the Design and Access Statement ("DAS") prepared by BDP and presented on the application drawings. Additional information is presented in the Planning Statement ("PS") (Avison Young).
- 1.4 Provision for the request of a Screening Opinion from a LPA is made within Regulation 6 of the 2017 EIA Regulations¹, which states:

(1) *"A person who is minded to carry out development may request the relevant planning authority to adopt a Screening Opinion."*

(2) *A person making a request for a screening opinion in relation to a development where an application for planning permission has been or is proposed to be submitted must provide the following:*

(a) *A plan sufficient to identify the land;*

(b) *A description of the development, including in particular:*

(i) *A description of the physical characteristics of the development and, where relevant, of demolition works;*

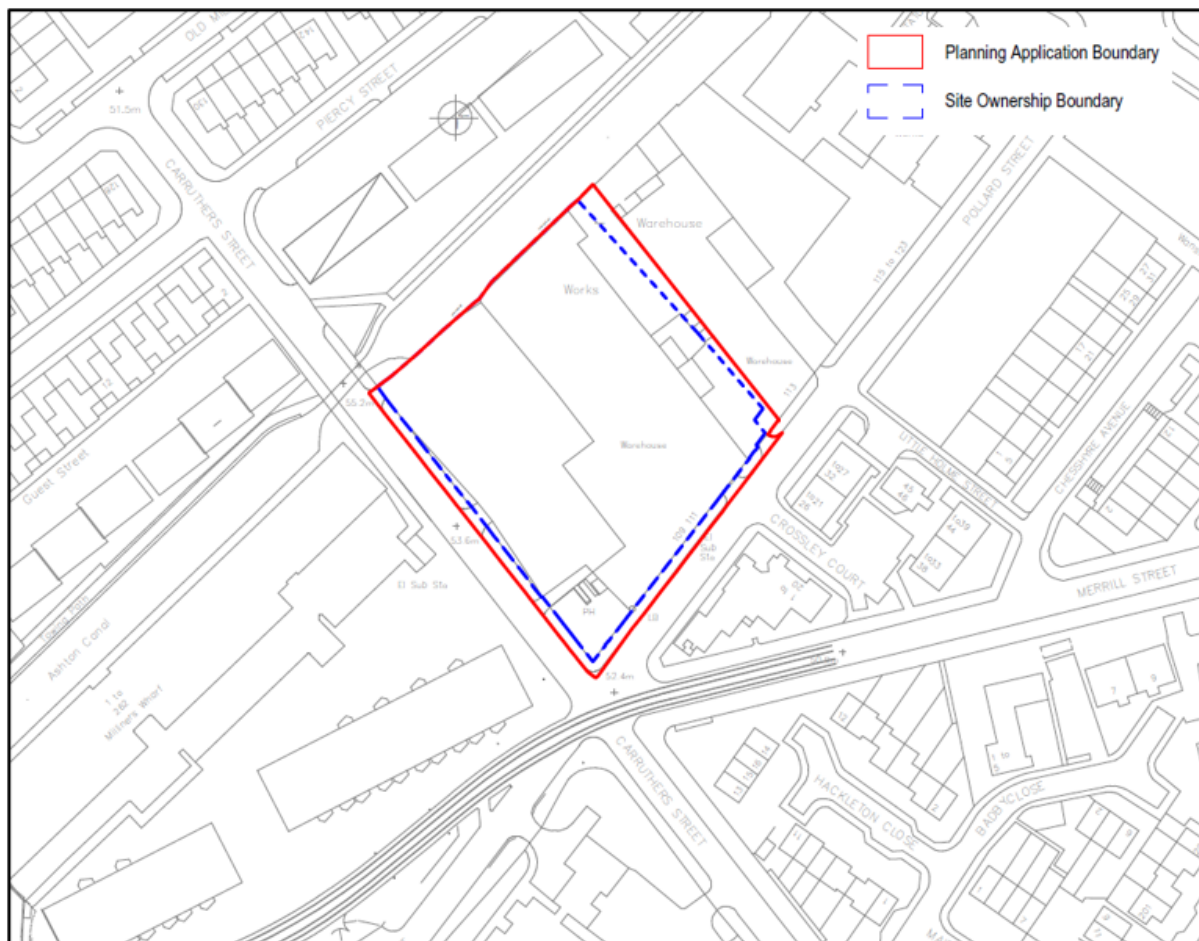
¹ The Town and Country Planning (Environmental Impact Assessment) Regulations (England) (SI571/ 2017), DCLG, London

- 1.8 Accordingly, we request that MCC provides a Screening Opinion with details of the reason for their decision within three weeks of receipt of this report.

² Department for Communities and Local Government (2014) Planning Practice Guidance <http://planningguidance.planningportal.gov.uk>

- 1.9 Plans and technical reports are being prepared by relevant technical experts to inform the preparation of this Screening Report and are to be submitted with the planning application. The Site Location Plan is shown in **Figure 1**.

Figure 1: Site Location



2. Background to the Site

Site Description and Background

- 2.1 This Site is located within the administrative area of MCC and extends to approximately 0.58 hectares (shown on the Site Location Plan at **Figure 1**). It is located on the eastern edge of the city centre within the New Islington residential area. It is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site, and also includes the former Bank of England pub, both of which are now vacant. The main Ancoats Works building occupies the north eastern half of the Site, with car parking toward the Carruthers Street boundary and the Bank of England pub in the southern corner of the Site. The existing Ancoats building is a constructed of red brick with a pitched roof. The building suffers from a significant amount of damage and damp. The existing buildings on the Site are a maximum of three storeys (including ground level) in height.
- 2.2 The Site is bound to the north by the Ashton Canal, to the east by Hope Mill, a grade II* listed 7-storey (including ground level) former mill building which comprises a theatre and a range of other business uses, to the south by Pollard Street and to the west by Carruthers Street. There are dwellings opposite the Site on Pollard Street, Carruthers Street and to the northwest beyond the canal on Piercy Street.
- 2.3 Adjacent to, and immediately beyond, the Site boundary are a range of land uses predominantly comprising residential, as follows:
- **To the north-west** – the Site is bounded by the Ashton Canal and residential properties beyond on Piercy Street. Beyond Piercy Street is Eglise en Mission Christian Centre. There is a public towpath on the northern side of the canal on the opposite side of the canal to the Site.
 - **To the north-east** – the Site is bounded by Hope Mill, a grade II* listed 7-storey (including ground level) former mill building which comprises a theatre and a range of other business uses, with commercial uses and the Living Hope Christian Church beyond.
 - **To the south-east** – the Site is bounded by Pollard Street with residential properties on the opposite side and beyond.
 - **To the south** – beyond Pollard Street to the south is St Anne's Roman Catholic Primary School.
 - **To the south-west** – the Site is bounded by Carruthers Street with residential properties on the opposite side and residential properties, New Islington tram station and New Islington Green beyond.
- 2.4 Building heights in the area immediately surrounding the Site comprise 3-storey (including ground level) north / north-west on Piercy Street, 8-storey (including ground) to west (on Carruthers Street), 9-storey (including ground) to the south-west (on Pollard Street), 3 to 4-storey (including ground) to south / south-east (Pollard Street) and 7-storey (including ground) to east (Hope Mill).

- 2.5 There are no statutory or non-statutory ecologically designated sites within the Site boundary. The Ashton Canal to the north is designated a Site of Biological Importance. The closest statutory designated site is Clayton Vale Local Nature Reserve (LNR) located approximately 1.8km north-west of the Site.
- 2.6 There is no evidence of bat activity, or other protected species, at the Site. There are no mature trees on the Site with only a small number of self-seeded trees on the Site boundary. The remainder of the Site is dominated by hardstanding with small areas of scrub adjacent to the buildings. There are no trees within or adjacent to the Site boundary that are protected by a Tree Preservation Order ('TPO').
- 2.7 The Site is not located within a Conservation Area (CA) and there are no listed buildings or other heritage assets within the Site boundary. The nearest CA is Ancoats CA 420m to the north-west. There is a Grade II* listed building, Hope Mill, located directly adjacent to the east of the Site. There is also a Grade II Listed bridge (Bridge No.4 over the Ashton Canal) located directly to the north-west of the Site.
- 2.8 The southerly part of the Site is located within the Greater Manchester Air Quality Management Area (AQMA) in relation to exceedance of the annual mean NO₂ objective.
- 2.9 The entirety of the Site and its immediate surroundings are located within Flood Zone 1 (indicating an annual probability of fluvial flooding of less than 1 in 1,000). Whilst small portions of the Site are susceptible to surface waterflooding for low risk scenarios, the risk would be managed through the proposed drainage strategy for the development such that risk of surface water flooding is considered to be low. The Manchester, Salford and Trafford SFRA indicates the Site to be at very low risk of flooding from groundwater.
- 2.10 The Site is bounded to the north by the Ashton Canal. The Manchester, Salford and Trafford SFRA indicates that the Site is not at risk of flooding from the canal in the event of a breach.

Site Surroundings and Location

- 2.11 There are a large range of services and facilities located in proximity to the Site. These include an Aldi supermarket, gym and several other shops at Ancoats Urban Exchange, located 1.1km to the west of the Site. The Site is also located just 0.8km from New Islington Marina and 0.9km from Ancoats both of which provide an extensive range of bars, shops and restaurants, as well as a Primary School and Medical Practice.
- 2.12 The Ashton -under -Lyne Metrolink tram network line runs immediately to the south of the Site (crossing Pollard Street to the south of the Site) with several nearby tram stations in walking distance to the Site. Holt Town tram stop is 0.5km to the east and New Islington tram stop is located 0.3 km to the south-west.
- 2.13 The Metrolink networks crosses the city and links to both Manchester Piccadilly and Manchester Victoria train stations. Manchester Piccadilly Station is located 1.3km to the south west of the Site and remains the main rail interchange in Manchester and provides connections across the north west region and to other major cities in England, Scotland and Wales.

- 2.14 Nearby bus stops are located on Pollard Street, Carruthers Street and Piercy Street, all of which provide access to and from the city centre. The Site is also well connected to the city by foot and bicycle via the Ashton Canal towpath.

Planning History

- 2.15 The Site has an extensive planning history which is presented in **Table 2.1**.

Table 2.1: Planning History

Application reference	Description	Date
122809/FO/2019	Change of use of warehouse (Use Class B2) to offices (Use Class B1) and ancillary support spaces with associated elevational alterations, erection of a single storey substation and security office, car parking and boundary treatment.	Approved June 2019
122173/FO/2018	Proposed replacement of existing roof	Approved Feb 2019
093340/REP/2010/N2	Application for new planning permission to replace extant planning permission 083447/OO/2007/N2.	Approved December 2012
085144/FO/2007/N2	Erection of two detached buildings of maximum height of thirteen storeys to accommodate 109 residential units and six commercial units (use classes A1, A2, A3 , B1 and D1) with associated landscaping, car parking and vehicular access following demolition of existing buildings and retention of existing facade to Pollard Street.	Withdrawn July 2008
083447/OO/2007/N2	Outline application for the principle of mixed use development comprising 466,063sqm of residential floorspace (equating to a maximum of 4,348 residential units) Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space.	Approved July 2008

Summary

- 2.16 The Site is located in a highly sustainable and accessible location, within proximity to a range of existing transport infrastructure, shops, services and leisure facilities. The surrounding area exhibits good levels of pedestrian infrastructure linking the surrounding area to Manchester City Centre and excellent links to public transport allowing for a reduced reliance on private motor vehicles.

3. The Proposed Development

Description of Development

- 3.1 The planning application seeks full planning permission for a mixed-use residential led development at the site of Ancoats Works on Pollard Street, Manchester. The full description of development is as follows:

“Full planning application for a residential-led development to provide 183 no. apartments and 10 no. duplex apartments (Use Class C3) and flexible commercial space (Use Class E/ sui generis) across two new development blocks and refurbishment of the southern part of the Ancoats Works building including its Pollard Street façade, together with landscaping, parking, cycle parking, supporting infrastructure and associated works, following the demolition and partial demolition of existing buildings on site.”

- 3.2 **Figure 1** presents the Site location plan. Further details of the proposed development are described in the following sections. Further supporting information will be provided in the Design and Access Statement (DAS) prepared by BDP and submitted with the application.

Use and Amount

- 3.3 The proposed Development includes:

- 183 no. residential apartments (Use Class C3).
- 10 no. townhouses (Use Class C3).
- 274 sqm commercial and amenity space (Use Class E / Sui Generis).
- Over 2,980 sqm of new private open space.
- 3 disabled car parking spaces.
- Landscaping and public realm improvements.

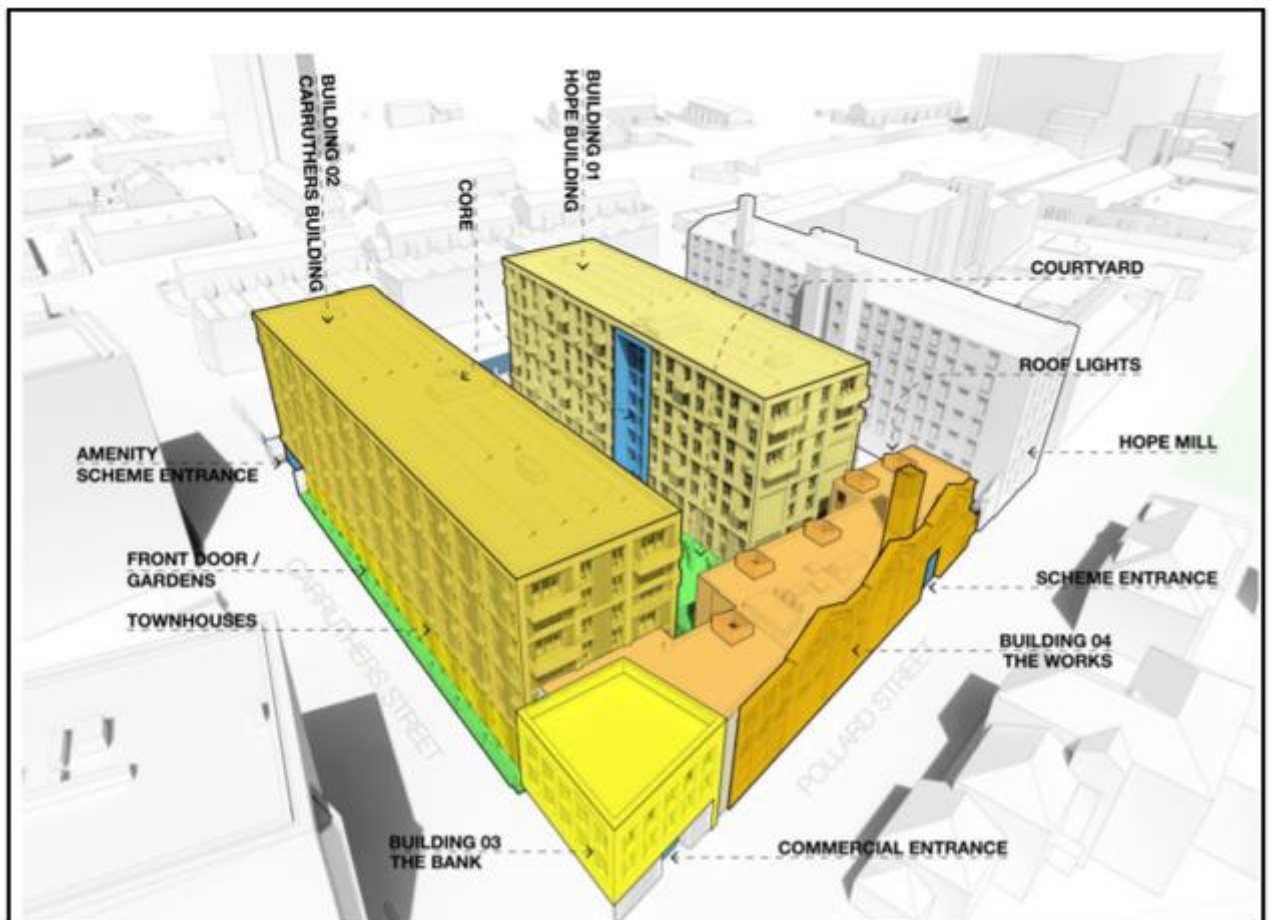
Layout and Scale

- 3.4 The Development has been split into four key buildings as described below and shown on **Figure 2**:

- **Buildings 1 & 2: Hope and Carruthers Buildings** - The Hope and Carruthers buildings are a pair of medium rise blocks which make reference to the height of Hope Mill on the northern edge of the site and Milliner's Wharf to the South. The buildings will deliver at total of 178 homes across 8 storeys (80 homes in the Hope Mill building / 98 homes in the Carruthers Street building) around an enclosed courtyard, open to the west to allow views towards the Ashton Canal and providing a range of residential tenures, unit sizes and types to create a balanced community.

- **Building 3: The Bank** - The Bank forms the feature landmark to the Ancoats Works Development, refined to respond to its location on Pollard Street and retaining the primary views of Hope Mill when approaching the site from the south. The building has been designed to sit comfortably but prominently within its context designed to turn the street corner with pomp and grandeur, and contains two duplex apartments and a new commercial unit at ground floor.
- **Building 4: The Works** - The Works is the 4 storey block facing Pollard Street. The footprint of this block is formed from existing walls and Pollard Street façade retained from the original Ancoats Works Building. The block consists of a ground floor containing most of the servicing for the scheme along with the bin and secure cycle storage. The top three floors will be residential apartments.

Figure 2: Diagram of Layout and Land Use Principles



Access

- 3.5 The Development will be car-free, reflecting its sustainable location and proximity to the City Centre, public transport and cycling networks. It has been agreed with MCC that amendments will be made to the existing Traffic Regulation Order (TRO) on streets bounding the Site to provide disabled, car club and loading bay provision.

- 3.6 A bicycle store for 126 bikes will be provided at ground floor level, with access provided to this from the Pollard Street frontage. The apartments are also being designed to accommodate bikes to allow a total 100% provision to be met.
- 3.7 Swept paths have been undertaken for service vehicles including a large refuse vehicle and a more typical size delivery vehicle (7.5T Box Van) to show how these types of vehicle can safely access the site from Pollard Street.

Summary

- 3.8 In summary, the proposals have been designed with due regard given to the technical assessments undertaken by the Applicants' project team. The proposed Development represents a comprehensive scheme undertaken in line with best practice guidance. The proposed Development will provide a high-quality mix of residential and commercial uses together with new public realm, providing a positive regeneration of the area.

4. EIA Screening Analysis

- 4.1 When assessing whether an EIA is required, we have followed the guidance published in PPG in a step-by-step process, taking into account the requirements of Schedule 3 of the 2017 EIA Regulations. The analysis is presented below.

Step 1 – Is the Proposal Schedule 1 Development?

- 4.2 According to the EIA regulations and guidance, the application does not constitute Schedule 1 development.

Step 2 – Is the Proposal Schedule 2 Development?

- 4.3 The proposed Development is classified as Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development project'. For such development, the regulations state that an EIA may be required if;
- The development includes more than 1 hectare of urban development which is not dwelling house development; or
 - The development includes more than 150 dwellings; or
 - The overall area of the development exceeds 5 hectares.
- 4.4 The proposed Development exceeds the dwellings threshold and as such, an EIA Screening Request has been made on this basis. These indicators are considered in the following sections of the report where appropriate.

Step 3 – Is the Proposal in a Sensitive Area?

Archaeology and Heritage

- 4.5 A Historic Environment Desk Based Statement (HEDBS) has been prepared by Archaeological Research Services Ltd (November 2021) and is submitted with the planning application.
- 4.6 There are no heritage designations (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas (CA), Registered Parks and Gardens or Registered Battlefields) within the Site boundary. The nearest CA is Ancoats CA 440m to the north-west. As outlined in the HEDBS there are nine designated heritage assets within the wider 300m study area. They comprise one Grade II* and eight Grade II listed buildings, the majority of which comprise former mill buildings or canal structures, and almost all of which are located on either the east and west banks of the Ashton Canal. The nearest of these to the Site are the Grade II* listed building, Hope Mill, located directly adjacent to the east of the Site and a Grade II Listed bridge (Bridge No.4 over the Ashton Canal) located directly to the north-west of the Site.

- 4.7 As outlined in the HEDBS there is one non-designated element of the built environment within the Site, the former Bank of England Public House which is located in the southern corner of the Site. The Site is also the location of the former Ancoats Works complex which was once a part of George Clarke & Co. cotton works at Hope Mill and later converted by Hetherington & Co. into an engineering works known as Ancoats Works.
- 4.8 As outlined in the HEDBS there is one non-designated archaeological asset within the Site, the former site of Bank of England Mills. Constructed between 1819-1821, the complex was founded by either Joseph or William Carruthers, cotton spinners, with adjacent Carruthers' Street being named after the family. The mill complex grew during the 19th century, with a second phase of building carried out during the latter part of the 19th century by Edward Darnton & Co. The site continued to operate as a cotton mill until the early-mid 20th century, when the factory was shut down and sold. It was later used as a warehouse for various businesses until it caught fire in 1986 and was demolished by 1999. A further 51 non-designated archaeological remains are recorded within the wider 300m study area. The majority of these remains are located to the west of the Site, situated between Carruthers Street and Great Ancoats Street, and were identified during a series of archaeological investigations carried out between 2004 – 2010, and comprise remains of mill complexes and associated terraced, back-to-back and blind-back workers housing.
- 4.9 The HEDBS identifies that the Development would potentially impact the setting of above ground heritage assets due to the removal of a former mill structure and the inclusion of new buildings. However, the retention of the Pollard Street elevation (arguably the most significant of the entire Ancoats Works complex) and attached gates, as well as parts of the building to the rear, will allow for the positive aspects of the streetscape to be retained whilst removing those areas which currently detract from it. It is therefore considered that the Development would have a negligible impact on the nearest listed buildings and structures given the on-Site elements to be retained, the derelict condition of the on-Site structures to be removed and the relationship between them and other elements of the Ashton Canal.
- 4.10 The HEDBS identifies that the Development would potentially have direct impacts to below ground archaeological assets and above ground non-designated elements of the built environment (relating to the Bank of England Public House and the Ancoats Works complex) to be demolished. However, as outlined in the HEDBS, any potential effects within the Site attributable to the Development on archaeology and heritage could be adequately mitigated with via standard planning conditions which may include for:
- Building recording and a demolition watching brief.
 - A Written Scheme of Investigation (WSI) which could include for targeted trial trenching, open area excavation and a targeted watching brief during the Works.
- 4.11 Consequently it is not considered that an EIA is required in respect of archaeology and heritage.

Townscape and Visual

- 4.12 A Design and Access Statement (DAS) has been prepared by BDP and is submitted with the planning application.

- 4.13 The Site is located on the eastern edge of the city centre, in the New Islington residential area. The Site sits in the Holt Town Central area of Manchester in MCC's Eastlands Strategic Regeneration Framework (SRF). The SRF identifies the area as suitable for high density development, similar to that in Ancoats.
- 4.14 As identified above the Site does not fall within, or close to, a CA. The Site is adjacent to Hope Mill (predominantly Grade II* Listed) which is situated parallel to the eastern Site boundary along a shared access. Beyond Hope Mill to the east is Spectator Mill (Grade II Listed), but the building is fully screened by Hope Mill from the Site. Ashton Canal Bridge No.4 that carries Carruthers Street over the canal to the north west of the Site is a Grade II Listed structure; as is Bridge No.5 (Beswick Street) further east of the Site
- 4.15 The most immediate residential neighbours to the Site consist of Milliners Wharf on the opposite side of Carruthers Street and Crossley Court, a Salvation Army Housing Association, located opposite Ancoats Works on Pollard Street. In addition to the building stock there are several vacant plots within the immediate area. These appear to be plots of old industrial buildings which have been subject to demolition and a full site clearance.
- 4.16 The Development has the potential to enhance the townscape character of the Site and provides a great opportunity for the Site to contribute, enhance and protect the industrial heritage of Ancoats Works. As demonstrated in the DAS, the design team have worked to ensure potential significant adverse effects on the surrounding townscape and views arising as a result of the Development are avoided.
- 4.17 Responding to the existing character, identity and culture of Ancoats Works, the Development makes a positive contribution to the wider community by delivering high quality buildings which respect their surroundings, along with outstanding public realm. The Development has been designed to maximise the potential of the inner-urban site, making efficient use of the available land and enhancing the Site within the townscape of the surrounding built environment.
- 4.18 As identified above building heights surrounding the Site range from 3-storey (including ground level) to 9-storey (including ground level). Therefore, the scale of the completed and operational Development (at 4 to 8 storeys including ground) will not be disproportionate to the surrounding townscape, and that proposed through Approved Developments as outlined in Table 4.1 later in this report.
- 4.19 The new build element of the Development is set back behind the retained façade of Ancoats Works, which reduces the apparent height viewed from adjacent street level, enabling appreciation of townscape values and views of Hope Mill. Importantly the setback also enhances the separation, privacy and setting of Crossley Court opposite, while the retained Ancoats Works chimney acts as an important landmark to aide orientation around the Development.
- 4.20 Considering all of the above, the physical presence of the completed and operational Development is unlikely to have significant adverse effects upon townscape or views, it is not considered that an EIA is required in respect of townscape and views.

Ecology and Nature Conservation

- 4.21 An Ecological Report has been prepared by Rachel Hacking Ecology (November 2021) and is submitted with the planning application.
- 4.22 There are no statutory or non-statutory ecologically designated sites within the Site boundary. The Ashton Canal to the north is designated a Site of Biological Importance. The closest statutory designated site is Clayton Vale Local Nature Reserve (LNR) located approximately 1.8km north-west of the Site.
- 4.23 The Site comprises a large warehouse building associated with the former Ancoats Works industrial site which occupies the north-eastern half of the Site, and the former Bank of England pub in the southern corner (on the junction of Carruthers Street and Pollard Street). There is a large car parking area on the north-western part of the Site towards the Carruthers Street boundary.
- 4.24 The external and internal assessments of the buildings identified no evidence of bat activity. There is no evidence of otter or water vole adjacent to the Ashton Canal on the Site and no evidence of other protected species. There are no mature trees on the Site with only a small number of self-seeded trees on the Site boundaries. None of the trees have bat roosting features. The remainder of the Site is dominated by hardstanding with small areas of scrub adjacent to the buildings.
- 4.25 The scrub habitat provides suitable nesting habitat. Therefore, sensitive timing of the works to avoid nesting season or pre-works checks by an ecologist will be required to support any construction on Site. This would be written into and implemented by a Construction Management Plan (CMP) an outline version of which is submitted with the planning application.
- 4.26 A CMP will be prepared which will include relevant best practice measures in respect of ecological mitigation, including, but not limited, to specification regarding the timing of the demolition and construction works and any relevant pre-commencement surveys.
- 4.27 Based on the findings of the ecological survey and assessment to date, it is not considered that an EIA is required in respect of ecology.

Flood Risk and Drainage

- 4.28 A Flood Risk Assessment (FRA) has been prepared by WML Consulting (November 2021) to assess the potential impacts on flood risk as a result of the proposed Development and is submitted with the planning application. In addition, a Drainage Strategy has been prepared by WML Consulting (November 2021) to identify the Site's drainage solution and is submitted with the planning application.
- 4.29 The entirety of the Site and its immediate surroundings are located within Flood Zone 1 (indicating an annual probability of fluvial flooding of less than 1 in 1,000). Whilst small portions of the Site are susceptible to surface waterflooding for low risk scenarios, the risk would be managed through the proposed drainage strategy for the Development such that risk of surface water flooding is considered to be low. The Manchester, Salford and Trafford SFRA indicates the Site to be at very low risk of flooding from groundwater.

- 4.30 The Site is bounded to the north by the Ashton Canal. The Manchester, Salford and Trafford SFRA indicates that the Site is not at risk of flooding from the canal in the event of a breach.
- 4.31 LLFA policy is that any new development should aim to discharge surface water runoff at the pre-developed Greenfield runoff rate. In consideration of the this it is intended that the Development discharge all surface water at Greenfield runoff rates for all critical storm durations up to and including the critical 100 year event plus a 40% climate change. This will be achieved through a below ground cellular storage tank and permeable paving.
- 4.32 As mentioned above, the Ashton Canal is adjacent to the Site's northern boundary and it is proposed that surface water from the proposed Development will drain into this waterbody. Should this not be possible, it is proposed that surface water will be discharged into the surrounding United Utilities public sewer network.
- 4.33 The foul water network is proposed to discharge to the United Utilities public sewer network to the east in Pollard Street.
- 4.34 Potential effects in both cases include pollution during the construction phase associated with silt, oils, fuel and cement entering the hydrological network as a result of Site clearance and ground works, construction machinery and general site operations. Pollution control measures and best practice measures will be implemented through the CMP to ensure that there are no adverse impacts on water quality.
- 4.35 No significant effects are anticipated, and it is not considered an EIA is required on the basis of flood risk and drainage.

Air Quality

- 4.36 An Air Quality Assessment (AQA) has been prepared by Miller Goodall (November 2021) to assess the potential impacts of the proposed Development in relation to air quality and is submitted with the planning application.
- 4.37 The southerly part of the Site is located within the Greater Manchester Air Quality Management Area (AQMA) (where air quality objectives are not, or will not, be achieved by the applicable date) in relation to annual mean NO₂.
- 4.38 The Site is located within an urbanised area with residential and commercial properties. There is therefore the potential for a number of sensitive receptors to be located within 350m of the Site.
- 4.39 During the construction phase of the Development there is the potential for air quality impacts as a result of dust generation and vehicle emissions from the Site. A construction dust assessment was undertaken in the AQA and identified the Site to be of medium risk classification in accordance with the Institute of Air Quality and Management (IAQM) Guidance for the assessment of construction dust³. As such appropriate mitigation measures for 'medium risk' construction sites, in accordance with IAQM guidance, will be implemented via a CMP. Provided best practice dust control measures are implemented, the residual significance of potential air

³ Institute of Air Quality Management. Guidance on the Assessment of Dust from Demolition and Construction. 2014

quality effects during the construction activities are considered to be not significant. As outlined in the CMP, a construction traffic management plan will be produced by the contractor.

- 4.40 As the Development is proposed to be car free, there will be limited operational traffic movements associated with the Development. In addition, the proposed uses on Site are not likely to have an adverse impact on air quality during operation.
- 4.41 A review, in the AQA, of background air quality concentrations and air quality dispersion modelling by Transport for Greater Manchester (TfGM) concluded that the Site is suitable for the proposed uses.
- 4.42 No significant air quality and noise effects are anticipated as a result of the Development, and it is not considered an EIA is required on the basis of air quality and dust.

Ground Conditions

- 4.43 A Phase 1 Desk Study and Preliminary Geoenvironmental Assessment has been prepared by WML Consulting (November 2021) and is submitted with the planning application.
- 4.44 The Site comprises the Ancoats Works large warehouse building, the former Bank of England pub and hardstanding for the car park area surfaced with a mix of hardcore, concrete and asphalt. The proposed Development will require enabling works to take place which will mean that any identified sources of contamination encountered during the early stages of development can be appropriately mitigated or if necessary, removed from Site.
- 4.45 Due to the historical uses at the Site (including cotton mills, a smithy, engineering works) and further industrial processed nearby, the Phase 1 Desk Study and Preliminary Geoenvironmental Assessment identified that the presence of ground contamination cannot be discounted and as such there is the potential for contaminants to pose a risk to construction workers, future Site users and adjacent land users. Other potential risks include contamination of nearby controlled waters and ground water.
- 4.46 Previous intrusive site investigations at the Site have recorded locally elevated levels and contaminants and localised fibre of asbestos within the easter section of the Site. However, due to the limited nature of these ground investigations further intrusive site investigations including ground and groundwater testing will be undertaken on Site to verify ground conditions and confirm proposed mitigation where necessary.
- 4.47 Once the Development is completed and operational, any sources of plausible contamination will have been mitigated either through source removal or pathway intervention. As a result, there will be an opportunity to improve the current ground conditions as any new materials imported to the Site for enabling works will be subject to controls to ensure that no new sources of contamination are introduced to the Site. In addition to this during the enabling works, any identified sources of contamination would be removed / mitigated.
- 4.48 It is considered that commonplace mitigation measures can be implemented during the construction (through the CMP) and operational phase to minimise the potential effects of the proposals. Therefore, no significant

adverse impacts relating to ground conditions are anticipated and therefore an EIA is not required on the basis of this topic.

Noise

- 4.49 A Noise Assessment (NA) has been undertaken by Hepworth Acoustics (November 2021) and is submitted with the planning applications.
- 4.50 The NA included noise measurements in order to establish the prevailing noise climate around the Site. The prevailing noise climate comes largely from the surrounding roads and passing trams on Merrill Street.
- 4.51 The construction phase of the Development will involve a number of activities which have the potential to generate short term, temporary increases in noise levels at nearby sensitive receptors if unmitigated. However, these activities will be managed by a CMP, and it is not anticipated there would be significant impacts.
- 4.52 Appropriate acoustic design criteria, in relation to sound insulated window and acoustic vents, have been identified in the NA to ensure the protection of residential amenity within the Development.
- 4.53 External plant and building services associated with the proposed Development have the potential to impact on nearby existing noise sensitive receptors and proposed sensitive receptors within the Development. Appropriate noise limits have been adopted in the NA to ensure the protection of residential amenity.
- 4.54 The increase in noise from traffic associated with the finished Development is anticipated to be negligible especially given the high existing traffic and associated noise levels and the car free Development. As such, the increase in traffic noise due to proposals is not anticipated to be significant.
- 4.55 No significant noise effects are anticipated as a result of the Development and it is not considered that an EIA would be required on the basis of noise impacts.

Transport

- 4.56 A Transport Statement (TS) has been prepared by SK Transport Planning (November 2021) which will be submitted with the planning application.
- 4.57 The accessibility analysis in the TS shows that the site is well located to allow residents to easily access key activity destinations in Manchester city centre, and beyond, by sustainable modes.
- 4.58 The Site is located within walking distance of several nearby tram stations along the Ashton -under -Lyne Metrolink tram network. Holt Town tram stop is 0.5km to the east and New Islington tram stop is located 0.3 km to the west. The Metrolink networks crosses the city and links to both Manchester Piccadilly and Manchester Victoria train stations. Manchester Piccadilly Station is located 1.3km to the south west of the Site and remains the main rail interchange in Manchester and provides connections across the north west region and to other major cities in England, Scotland and Wales. Nearby bus stops are located on Pollard Street, Carruthers Street

and Piercy Street, all of which provide access to and from the city centre. The Site is also well connected to the city by foot and bicycle via the Ashton Canal towpath.

- 4.59 No parking will be provided on the Site within the Development. MCC has agreed that amendments will be made to Traffic Regulation Orders (TRO) on streets bounding the Site to provide disabled, car club and loading bay provision. As such, a minimal level of peak hour traffic will be associated with the Development.
- 4.60 An Interim Travel Plan (ITP) has been prepared (appended to the TS), which sets out the broad principles of the transport strategy that will be used to assist residents of the Development to live active and sustainable lives. The CMP will outline access, road safety and parking arrangements during the construction phase and a construction traffic management plan will be produced by the contractor.
- 4.61 Overall, the Site is sustainably located in an urban area with good proximity to transport links and key services and facilities. It is anticipated there will be no significant effects on the highways network and therefore an EIA is will not be required on the basis of transport.

Wind Microclimate

- 4.62 Whilst development on the Site will provide an increase in scale from the existing massing (from 3 storeys including ground level in terms of the existing massing to 8 storeys including ground level in respect of the proposed massing), the proposed changes are not considered to result in significant impacts to the local wind environment. The massing of both existing buildings on Site, and the proposed Development, are not of the scale typically expected to result in wind microclimate effects on the comfort or safety of users of the proposed Development and surrounding locality. In addition, the proposed Development massing is not dissimilar to the maximum building heights in the surrounding area.
- 4.63 Due to the expectation of no potential for significant effects in relation to wind microclimate, it is not considered that an EIA is required on the basis of wind microclimate impacts.

Daylight and Sunlight

- 4.64 A Daylight and Sunlight Assessment (DSA) has been undertaken by GIA (November 2021) which will be submitted with the planning application.
- 4.65 There are residential properties surrounding the Site that could be impacted by the proposed Development to the north (Piercy Street), south (Crossley Court) and south-west (Milliner's Wharf). An assessment of daylight and sunlight conditions, using a three-dimensional computer model, was undertaken in relation to these properties. The assessment used methodologies set out in the Building Research Establishment (BRE) Guidelines⁴.
- 4.66 The DSA concluded that, considering the limited nature of impacts, and the flexibility in which the BRE Guide is intended to be used, the overall impact of the proposed Development on these properties is considered negligible and acceptable.

⁴ Building Research Establishment Guideline. Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice. 2011

- 4.67 Therefore, it is not expected that the proposed Development will have a significant impact on daylight sunlight amenity of receptors in the area, and an EIA would not be required on the basis of daylight and sunlight effects.

Climate Change

- 4.68 The climate change impacts associated with the proposals, and the subsequent requirement for adaptation and mitigation measures to increase the resilience to climate change events, are covered in the Environmental Standards Statement (ESS) prepared by Watt Energy & Consulting Engineers (November 2021) which is submitted with the planning application, as well as other supporting assessments submitted with the planning application.
- 4.69 The ESS states that the Development is required to achieve a 10% reduction in carbon emissions over Part L 2013 of the Building Regulations. In order to achieve compliance, the Development has been designed with a holistic low energy design concept involving a fabric first approach. The U-values, design air permeability and ventilation targets all aspire to Passive House design standards along with the consideration and application of low zero carbon renewable technologies. It is proposed that the Development will also benefit from a 50kWp PV array that will be implemented on the main flat roof areas. As a result of the above the predicted site wide reduction in CO₂ over Part L 2013 of the Building Regulations can be summarised as:
- 16.6% with SAP 9 carbon factors (current Building Regulations)
 - 38.1% with SAP 10 carbon factors
 - 62.4% with SAP 10.1 carbon factors (proposed improvements to Part L)
- 4.70 The flood risk mitigation and management measures are set out within the Drainage and Flood Risk assessments and as the Site is car free, there will be limited vehicle movements or emissions associated with the Development.
- 4.71 Overall, any climate change impacts have been considered and assessed within the technical reports submitted as part of the planning application, setting out a series of mitigation measures to minimise climate change impacts. As such, it is not considered an EIA is required on the basis of climate change.

Step 4 – Is the proposal likely to have ‘Significant Effects’ on the Environment?

- 4.72 Schedule 3 of the EIA Regulations states that when determining whether EIA is required, the characteristics of the development, the sensitivity of the area to be affected and the characteristics of the potential environmental effects must be considered. There are three key tests which are to be undertaken:
- Consideration of the characteristics of the development;
 - Consideration of the location of the development; and,
 - Consideration of the characteristics of the potential impact.

4.73 Accordingly, we have considered these tests and applied the sub-criteria for each in turn:

Characteristics of the Development

(i) *Size of the Development*

4.74 As set out previously, the proposed Development is screened under Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development project'. The screening criteria for this type of development are if the development exceeds 1ha which is not dwelling house, if there are more than 150 dwellings or if the total development is more than 5ha.

4.75 The proposed Development is for the construction of 183 residential apartments and 10 duplex apartments and therefore exceeds the threshold of 150 dwellings and as such has been screened under this criteria.

(ii) *Cumulation with Other Development*

4.76 PPG states that in judging whether the effects of a development are likely to be significant, Local Planning Authorities should have regard to the possible cumulative effects with any existing or approved development.

4.77 The approved planning applications in **Table 4.1** have been identified as having the potential to have cumulative impacts with the proposed Development.

Table 4.1: Approved Developments

Name, Location and Ref.	Proposal	Distance and Direction	Status
Stubbs Mews 122597/FO/2019	Proposed erection of a residential development comprising 18 no. 3 storey houses located on a podium above a 64 space surface level car park, with associated access, landscaping and boundary treatments	20m west	Under Construction
Bowlers Yard 126261/FO/2020	Erection of a 11-storey building to form 62 residential apartments (Use Class C3a) units with associated landscaping, servicing, access, and parking.	95m south-west	Approved August 2020
Brunswick Place 130394/FO/2021	Refurbishment, removal/demolition, repair and reconfiguration of Brunswick Mill to create work spaces, retail and community uses (Use Class E and Use Class F2) (2034 sqm) at the ground floor and creation of 153 residential apartments (Use Class C3a) with the upper floors following demolition works together with the erection of a part 6, part 8 storey building to form 100 residential apartments (Use Class C3a) and a 5 storey buildings to form 24 residential apartments (Use Class C3a) (277 apartments in total across the 3 buildings) with associated car parking, roof top amenity space, access and servicing, landscaping, pedestrian access to the Ashton Canal and other associated works	110m north	Approved September 2021
MXM/New Islington Green	Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D	175m south-	Approved December

Name, Location and Ref.	Proposal	Distance and Direction	Status
128191/FO/2020	and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works	west	2020
New Islington 111587/FO/2016/N1: Phase 2 122598/FO/2019: Phase 3 which partly supersedes Phase 2	Phase 2: 6 houses and 40 apartments of the Phase 2 application are being built out, the rest is superseded by Phase 3. Phase 3: Proposed erection of a residential development comprising 34 no. 3 storey dwellinghouses, 2 no. 6 storey apartment blocks comprising 60 no. apartments with commercial space at the ground floor (Use Classes A1, A2, A3, A4, B1 and D1) with outdoor seating, all with associated car parking, landscaping, public realm works and boundary treatments	270m to west	Under construction
Woodward Street 123887/FO/2019	Erection of 37 dwellinghouses with a mix of two and three storey semi-detached / terraced properties with associated road access, parking and landscaping.	330m north-west	Under construction
Downley Drive 130390/FO/2021	Erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works	360m north-west	Approved July 2021
X1 Eastbank The Plaza 109948/FO/2015/N2	Erection of a part 10, part 8, part 7, part 6 and part 5 storey building to form 201 residential apartments (C3a) with ancillary ground floor gym area for residents with pedestrian access from Great Ancoats Street and vehicular access from Advent Way and Isaac Way along with associated hard and soft landscaping, car parking, boundary treatment and other associated works	395m south-west	Under construction
New Islington Wharf Phase 4 126669/FO/2020	Erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works	450m south-west	Under construction
Meininger Hotel 124495/FO/2019	Erection of a 12 storey building to create a 212-bedroom hotel (Use Class C1) with ancillary facilities at ground and first floor level and associated servicing, disabled car parking, drop-off area, public realm and hard landscaping works, with	460m south-west	Approved December 2019

Name, Location and Ref.	Proposal	Distance and Direction	Status
	access from Pollard Street		

- 4.78 During the construction phase the Development will be required to implement a series of site management measures to minimise the impacts to on and off-site receptors. These measures are outlined in the CMP and include Site hoardings, dust suppression measures, noise control measures, noise monitoring, a waste management plan, a construction traffic management plan etc. It is reasonable to assume the construction of the approved developments in **Table 4.1** would be effectively managed through similar measures and additional legislative requirements (separate to the EIA Regulations) as necessary. Taking this into account, it is not considered the proposed Development in conjunction with the approved developments would result in significant construction phase impacts.
- 4.79 Where necessary, the technical assessments undertaken to support the planning application have included the approved developments within their assessments. In addition, it is reasonable to assume that the approved developments in **Table 4.1** have been through a rigorous design and assessment process to ensure that their potential for adverse environmental effects is minimised. On this basis it is not considered the proposed Development in conjunction with the approved developments listed in **Table 4.1** would lead to significant effects such that an EIA would be required to assess them.
- 4.80 It is therefore not considered an EIA would be required on the basis of cumulative effects.

(iii) Use of Natural Resources, in particular Land, Soil, Water and Biodiversity

- 4.81 The proposed works are in full accordance with the waste hierarchy to minimise natural resource consumption, and maximise the opportunity to re-use, recycle or recovery. There would be no significant impact on the use of natural resources such that an EIA would be required.

(iv) Production of Waste

- 4.82 A Waste Management Strategy will be prepared by the contractor to minimise the amount of waste being produced and ensure this is dealt with in accordance with the waste hierarchy and reused and recycled where possible.
- 4.83 All material will be dealt with in accordance with the waste hierarchy. The contractors will apply best working practices appropriate on the Site with the intention of avoiding significant or unnecessary environmental effects, managing the production of waste and maximising recycling and reuse of materials. Waste will be segregated into a number of waste streams including general; recycled timber; and plasterboard. Waste transfer notes will be issued for all waste materials removed from the Site.
- 4.84 It is not considered an EIA would be required on the basis of waste arisings.

(v) Pollution and Nuisances**Contamination**

- 4.85 The potential effects of contamination have been discussed earlier in this report.

Traffic

- 4.86 The Site is sustainably located in an urban area with good proximity to transport links and key services and facilities. The Development is proposed to be car free and as such no main vehicular access to the Site will be necessary. Amendments will be made to Traffic Regulation Orders (TRO) on streets bounding the Site to provide disabled, car club and loading bay provision.
- 4.87 As such, it is anticipated there will be no significant effects on the highways network and it is not considered an EIA would be required on the basis of traffic impacts associated with the proposed Development.

Air Quality and Dust

- 4.88 Construction activities such as dust generation and plant vehicle emissions will be short term effects and will be suitably reduced through the implementation of best practice mitigation measures approved by the IAQM. These measures include damping down. These are standard processes and an EIA would not be required to specify them.
- 4.89 Therefore, it is not considered that an EIA would be required on the basis of air quality.

Noise

- 4.90 Noise associated with construction is inevitable but would be minimised as far as reasonably practicable through the application of best practice mitigation measures. Construction work effects would be short term and temporary.
- 4.91 Once completed, the proposed Development will introduce new noise sensitive receptors (i.e. residential dwellings which could be affected by the local noise environment). However, with appropriate acoustic design mitigation measures in place, it is not anticipated there will be significant adverse impacts and it is not considered that an EIA would be required on the basis of noise

(vi) The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge.

- 4.92 It is not considered that the proposed end-use is associated with a significant risk of accident such that an EIA would be required. Risks of accidents during the construction process will be controlled by health and safety measures in full compliance with national standards and legislation.

(vii) The risks to human health

- 4.93 The end activity of the proposed Development is not an activity at such high a risk as to require EIA to assess it.

Location of the Development

(i) The Existing Land Use

4.94 Discussion on the sensitivity of the existing Site features have been presented earlier in this report.

(ii) The relative abundance, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

4.95 Discussion on the sensitivity of natural resources has been presented earlier in this report.

(iii) Absorption Capacity of the Natural Environment

4.96 The EIA regulations state that particular attention should be paid to wetlands; coastal zones; mountain and forest areas; nature reserves or parks; areas designated under European Union ("EU") Directives on the conservation of wild birds, natural habitats, flora and fauna; areas in which environmental standards have been exceeded; densely populated areas; or landscapes of historical, cultural or archaeological significance. The Site possesses none of these characteristics and is therefore considered to possess sufficient absorption capacity to allow development to proceed.

Characteristics of Potential Impact*(i) Magnitude and Spatial Extent of the Impact (for example geographical area and size of the population likely to be affected)*

4.97 Construction phase effects such as noise and vehicle movements will be limited to the Site and the immediate surrounding area. The impacts associated with construction can also be easily controlled by enforceable good practice.

4.98 Physical impacts will be limited to the Site itself and are short term. Overall, potential impacts are not assessed as significant as to require an EIA to evaluate them.

(ii) The Nature of the Impact

4.99 The nature of potential impacts has been discussed earlier in this report.

(iii) Transboundary Nature of the Impact

4.100 Transboundary impacts are not applicable for a development of this nature and scale in this location.

(iv) Intensity and Complexity of the Impact

4.101 The impacts during the construction phase would be of a relatively small scale and would relate to standard construction impacts such as noise and vehicular movements that could be addressed through standard best practice operating procedures.

4.102 Overall, it is not considered that the magnitude and complexity of potential impacts is sufficient so as to require an EIA to evaluate and offset them.

(v) Probability of the Impact

4.103 Construction phase impacts such as noise are considered likely to occur on a localised level only and are easily addressed through appropriate site best practice measures.

4.104 Other potential impacts are considered highly unlikely due to the scope of the proposed works and the ease of applying enforceable and commonplace mitigation measures.

(vi) Expected onset, duration, frequency and reversibility of impact

4.105 Any impacts linked to construction works would be short term or temporary in nature. In the longer term, technical assessments have been undertaken which confirm there will be no long term significant adverse effects associated with the proposed Development.

(vii) Cumulation of the impact with the impact of other existing and/or approved development.

4.106 The cumulation of the proposed Developments impact with existing and/or approved development has been discussed previously in the report.

(viii) Possibility of effectively reducing the impact

4.107 Measures to effectively reduce any potential impacts have been discussed throughout the report in each relevant section.

5. Summary of Proposed Mitigation

5.1 As required by the EIA Regulations, the request for a Screening Opinion should provide a description of the likely significant effects on the environment. It should also provide details of proposed mitigation measures which may avoid or prevent what might otherwise have been significant adverse effects. In accordance with the EIA Regulations, **Table 5.1** sets out the mitigation proposed to reduce any likely effects of the proposed Development. It is envisaged that these measures could be secured to a planning permission through suitably worded planning conditions.

Table 5.1 Proposed Mitigation Measures

Topic	Proposed Mitigation During Construction	Proposed Mitigation During Operation
Heritage	Best practice measures implemented via a CMP.	None required
Townscape and Visual	Best practice measures implemented via a CMP.	None required
Ecology	Best practice measures implemented via a CMP.	None required
Flood Risk and Drainage	Best practice measures implemented via a CMP	Surface water runoff rates will be restricted to provide pre-developed Greenfield runoff rate.
Ground Conditions	Best practice measures implemented via a CMP	Further intrusive investigation to be undertaken on Site to verify ground conditions and confirm proposed commonplace mitigation where necessary
Air Quality	Best practice measures implemented via a CMP	None required
Noise	Best practice measures implemented via a CMP	Appropriate acoustic design criteria, in relation to sound insulated window and acoustic vents. Appropriate noise limits for external plant and building services.
Transport	CMP	Travel Plan
Wind Microclimate	None required	None required
Daylight and Sunlight	None required	None required
Climate Change	None required	None required

6. Summary and Conclusion

- 6.1 The proposed Development exceeds the dwelling threshold of 150 dwellings and therefore the application has been screened under Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development project and an EIA Screening Request has been prepared on this basis.
- 6.2 The EIA thresholds are only used as guidance tools and the test for EIA remains the potential or likelihood for significant environmental effects associated with the proposals. The report has identified the following key points:
- The impacts associated with this type of development are not of a level of magnitude, complexity or significance such that an EIA would be required to evaluate them.
 - The technical assessments undertaken to date show the potential for significant effects can be managed through the use of best practice measures and specific mitigation to be conditioned as part of the planning permission.
- 6.3 In accordance with the above, we consider that an EIA of the proposals would not be required. In order to confirm this, we request a formal Screening Opinion on the requirement for EIA and would be grateful if MCC would respond by way of a formal Screening Opinion within the requisite three weeks.
- 6.4 We request that this opinion contains the main reasons for conclusions with reference to the relevant criteria in Schedule 3 and state any features of the proposed Development and measures envisaged to avoid or prevent what might otherwise have been significant effects, in accordance with Section 5(5) of the EIA Regulations.
- 6.5 If the Local Authority requires any additional information in order to make a decision, please do not hesitate to contact Avison Young.

Contact Details

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