

14 December 2021

Manchester City Council
Planning Department
Town Hall
Albert Square
Manchester M60 2LA

Dear Jennifer,

Our League Life, Rugby Football League, Etihad Campus, Manchester

Town and Country Planning (Environmental Impact Assessment) England Regulations (2017): Request for an EIA Screening Opinion

The Rugby Football League (RFL) ("the Applicant") is bringing forward proposals for the Our League Life Hub for the RFL at the Etihad Campus in Manchester.

The Applicant requests confirmation from Manchester City Council (MCC) that the development proposed does not fall under the Town and Country Planning (EIA) Regulations 2017 ("the EIA Regulations"), guidance or associated case law and therefore does not require an EIA to be undertaken to accompany the forthcoming planning application.

The information provided within this Screening Request concludes that the Proposed Development is not of a type or scale that would necessitate its categorisation within Schedule 1 or 2 of the EIA Regulations. Furthermore, as demonstrated in Appendix B, it does not meet the selection criteria of Schedule 3 where significant environmental effects might arise, and therefore does not necessitate an EIA to be undertaken.

In accordance with Regulation 6 of the EIA Regulations, this request contains:

- A plan sufficient to identify the land (Appendix A);
- A description of the nature and purpose of the development and of its possible effects on the environment (this letter); and
- A Screening Assessment provided through a Screening Checklist (Appendix B) that reflects the detailed requirements and criteria set out within the EIA Regulations.

To further support the conclusions of this report, the following additional appendices are enclosed:

- Appendix C – Cumulative Developments within 500m of the Site; and
- Appendix D – Flood Risk Data.

Project Details

Site Description

The Application Site ("the Site") as shown in Appendix A, is located within Beswick, East Manchester in a strategically important location within the wider Etihad Campus area. The Site is located off Kirkstead Close, to the north of Bell Crescent. The Site is situated within the Ancoats and Beswick Ward.

The East Manchester Academy and associated sports fields are located immediately to the north and north-west of the Site. To the south-west of the existing sports pitch a line of trees forms a boundary between the

Site and the rear gardens of the two storey residential properties along Metcombe Way. Bell Crescent borders the Site from the south to the east.

A surface car park is located to the north-east of the Site and comprises of circa 170 car parking spaces.

The wider area is characterised by a mixture of residential properties and much larger buildings used for sports, leisure and education.

The East Manchester Leisure Centre is located to the junction of Bell Crescent and Grey Mare Lane to the east of the Site, whilst the Manchester City Football Club Training Ground is located to the east of Alan Turing Way, circa 300m from the Site.

The Etihad Stadium is also located circa 600m to the north of the Site. The Co-op Live Arena is also currently under construction on the Site to the north of the Etihad Stadium and is scheduled to open late 2023.

The Site currently comprises an existing sports pitch and the single storey Beswick Local Shops, which have been vacant for a number of years. The Site also comprises surface car parking spaces for 28 vehicles.

It is currently accessed from Kirkstead Close which connects to Bell Crescent, onto Grey Mare Lane and then onto Alan Turing Way; a major arterial route through East Manchester.

The existing rugby pitch occupies a large proportion of the Site and is currently used by students from the adjacent East Manchester Academy. The existing rugby pitch slopes up above the groundfloor level of the existing building and currently comprises rugby posts and a tall metal structure providing netting behind.

In total, there are 11 scattered trees and 20 scattered scrub located within the Site and a further group of trees separating the Site from the residential uses to the west. A transparent metal fence lines the boundary to Bell Crescent to the south and East of the Site. There are no existing trees within the Site.

Accessibility

There are many residential properties within 500m of the Site in Beswick and also many bus stops within this walking catchment. The Site is also well situated to take advantage of existing public transport infrastructure to Manchester City Centre and other areas of Greater Manchester. There are several bus stops comfortably within 400m walk of the Site along Grey Mare Lane with the closest being a c. 250m walk east of the Site. The closest rail station to the Site is Ashburys, which is within an 800m walk to the south.

Located within the 500m – 1,000m walking catchment lies Ashburys train station, the Etihad stadium, the Velopark tram stop, and parts of The Manchester College's Openshaw campus. The pedestrian infrastructure which connects the Site to the nearby facilities is generally excellent and comprise well lit, wide footways with a number of controlled crossing points across key roads.

There are also many facilities within an 8km cycle catchment of the Site, which encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Blackley and Moston to the north, Dukinfield and Ashton-under-Lyne to the east, Didsbury and Withington to the south, and Salford and beyond to the west. There is also a national cycle network within close proximity to the Site (Route 60) which can be accessed via the primarily fully segregated cycle lanes along Alan Turing Way. It is also in proximity to Regional Cycle Route 86 which connects the Etihad stadium to Piccadilly Gardens.

As mentioned above, there are several bus stops near to the Site and Manchester Piccadilly, which can be used to travel to much of Greater Manchester and the wider UK, is within circa 2.5km of the Site and could be accessed by a multi-modal journey. The nearest Metrolink station is located approximately 1km to the north of the Site, which comprises the Blue Line running between Eccles and Ashton-under-Lyne.

In summary, the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

Statutory Designations

The Site does not include or immediately adjoin any designated areas afforded special protection, i.e. areas of ecological or biodiversity value, historic or Listed Buildings, or Conservation Areas.

The Site is not located within an Air Quality Management Area (AQMA).

It is entirely located within Flood Zone 1 and is therefore at a low probability of flooding. As with the majority of Manchester City Centre and the surrounding areas, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011).

There are no Tree Preservation Orders on the Site.

The Proposals

The Proposed Development comprises the development of the Our League Life National Community Hub (hereafter referred to as the 'OLL Hub'). The OLL Hub provides an opportunity for the RFL to utilise its strengths in Northern communities and act as a vehicle for social mobility. The OLL Hub will celebrate, expand and roll out existing good practice in rugby league communities across the North of England, adding value, and providing coordination. It provides a place for training in all aspects of the game from groundsmen, media through to sports science. It will also be used by the national teams on occasions for training purposes.

The proposals for the OLL Hub include retention and upgrading of an existing rugby pitch, the demolition of existing building on-site, and the erection of a training facility building (Use Class F1(a)) comprising classrooms, seminar rooms, ancillary offices, flexible conferencing space and workspace and an ancillary café / kitchen. It also includes changing facilities and a 900-seat spectator stand, together with an upgrading of the existing rugby pitch, the erection of floodlighting, boundary treatment and related access and highways works.

Construction Phase

Construction impacts would be managed and controlled through the implementation of an appropriate Demolition Method Statement and Detailed Construction Management Plan (CMP).

At this stage it is anticipated that demolition and construction will commence in Spring 2022, and last for around 1 year.

During the demolition and construction phase, there would be increases in traffic movement to and from the Site, leading to temporary potential effects relating to local air quality and noise.

Materials, components and techniques used during demolition and construction of the Proposed Development are likely to be readily available, reliable, durable and easily maintained or replaced.

A number of committed developments are located within the vicinity of the Site. Relevant cumulative developments will be considered through the technical assessment work and reports submitted in support of the planning application.

Depending upon the timing of the demolition and construction phases of committed developments, there may be potential cumulative impacts to the surrounding area in terms of construction traffic and associated noise and air quality emissions; however, any effects are anticipated to be short-term and temporary in nature and would be capable of being managed through the CMP.

Operational Phase

The Proposed Development would be located within the existing site boundary, as shown in Appendix A. Pedestrian access will be from Kirkstead Close.

The proposals will represent a net reduction in car parking spaces on Site by 28 spaces (that are currently blocked-off and unable to be used), but will have access to car parking available within the adjacent MCC car park which currently operates at only 15-20% capacity. For any larger events, of which up to ten events will take place annually where the 900 seat capacity stand would be in use, car parking spaces will also be available at the New East Manchester Academy if required.

This provision of car parking is considered appropriate based on the demand, whilst the Site is also well-served by public transport options and significant increases in traffic to the Site are not expected. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure and there are public transport opportunities within acceptable walking distance of the site. A Framework Travel Plan is prepared and submitted in support of the planning application and outlines the measures to encourage the use of sustainable modes of transport to access the Site. The potential for impact on surrounding highway network as a result of the influx of people, trips, servicing and deliveries will be mitigated through this Framework Travel Plan.

The RFL are also happy to commit to no large events on any day where a major event is to take place at the Etihad Stadium.

During operation, light spillage and noise emissions from the Proposed Development are not expected to be out of character with the Site's location within the Etihad Campus.

There is potential that there will be some noise impact from the Proposed Development mostly associated with crowd noise, notably where the larger events are to take place. However, these larger events are not out of nature with the uses at the Etihad Campus and are proposed at a maximum of ten times a year at the weekend and during daytime hours. The Proposed Development is therefore not expected to give rise to any significant environmental effects in terms of noise due to the infrequent and temporary nature of those events. A Noise Statement is submitted in support of the application, which details appropriate noise levels and mitigation measures in light of any identified impact on nearby sensitive receptors.

There is also potential for some impact as a result of the proposed floodlighting. However, the floodlighting is only proposed for occasional use and of a directional nature to provide lighting to the rugby pitch only. Details of the nature and location of all the proposed lighting, including any proposed floodlighting and illuminance, and the details of how any impacts are to be mitigated will be provided within the Design and Access Statement. The Proposed Development is not expected to give rise to any significant environmental effects in terms of light spillage.

In terms of visual impact it is considered that the proposal will not give rise to any undue visual impacts due to its scale and context, and the quality of the design for the proposed building. The proposals will be designed to be in keeping with their immediate context in terms of scale and design.

Need for a Screening Opinion

The need for a Screening Opinion has been considered in light of:

- The requirements of the Town and Country Planning (England) (Environmental Impact Assessment) Regulations 2017 (the "EIA Regulations"); and
- National Planning Practice Guidance (March 2014).

In order to determine whether the proposals require a formal EIA, regard must be had to the EIA Regulations.

Where a proposed development falls within one of the descriptions contained in Schedule 2 of the EIA Regulations, it is prudent to obtain a 'screening opinion' from the Local Planning Authority to determine whether the Proposed Development is EIA development. This is defined as a development likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

In deciding whether a Schedule 2 development is an EIA development, i.e. it is likely to have significant effects on the environment by virtue of factors such as its nature, size, or location, Regulation 4(6) provides as follows:

"Where a local planning authority ... has to decide under these Regulations whether Schedule 2 development is EIA development the authority ... shall take into account in making that decision such of the selection criteria set out in Schedule 3 as are relevant to the development."

The selection criteria specified in paragraphs 1 to 3 of Schedule 3 of the EIA Regulations refer respectively to the characteristics of the development, the location of the development, and the characteristics of the potential impact. Paragraph 1 provides that the characteristics of the development must be considered having regarded a number of matters.

Paragraph 2, dealing with the location of the development, specifies a number of matters which have to be considered in relation to the environmental sensitivity of geographical areas likely to be affected by the development.

Paragraph 3, dealing with the characteristics of the potential impact, provides that the potential significant effects of the development must be considered having regard to a number of matters.

Screening Assessment

Introduction

It is understood that the Proposed Development does not meet the criteria for requiring an EIA. Nonetheless, an assessment has been undertaken to ensure a fully robust approach in view of the comments in the National Planning Practice Guidance (NPPG).

In determining whether the Proposed Development constitutes EIA development, the following questions must be answered in accordance with the EIA Regulations 2017 and National Planning Practice Guidance:

- Is the Proposed Development of a type listed in Schedule 1?
- If not, is it listed in Schedule 2?
- If so, is it of more than local significance, located in an environmentally sensitive area or likely to give rise to unusually complex and potentially hazardous effects?
- And/or does it meet any of the relevant thresholds and criteria set out in Schedule 2?

Schedule 1 Projects

EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. The Proposed Development is not of a type listed in Schedule 1.

Schedule 2 Projects

The EIA Regulations state that the Proposed Development may be considered to be Schedule 2 development under Category 10 'Infrastructure Projects,' of the EIA Regulations:

- Sub-section 10 (b) relates to 'Urban development projects', and states that development should be screened for the need for EIA if: (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; (ii) the development includes more than 150 dwellinghouses; or, (iii) the overall area of development exceeds 5 hectares.

The Proposed Development comprises of a maximum of 22,000 sq.ft. of Gross Internal Area (GIA) and covers an area of approximately 0.8 hectares and therefore does not exceed the 1 ha threshold set out in Part (i), Schedule 2 10 (b) of the EIA Regulations, or part (iii).

Paragraph 18 of National Planning Practice Guidance makes it clear that there are no simple formulaic approaches that allow the definition of Schedule 2 projects, stating that:

“While it is not possible to formulate criteria or thresholds which will provide a universal test of whether or not an assessment is required, it is possible to offer a broad indication of the type or scale of development which is likely to require an assessment. It is also possible to provide an indication of the sort of development for which an assessment is unlikely to be necessary”.

The Proposed Development has been assessed against the EIA screening criteria and a checklist of potential effects, having regard for Schedule 3 of the EIA Regulations, and the National Planning Practice Guidance, in order to provide certainty that an EIA does not need to be considered. The Assessment is provided within Appendix B.

Consideration of EIA Screening Criteria

Selection Criteria

The characteristics and location of the development, and the types and characteristics of the potential impacts, have been considered both above and within Appendix B attached to this letter:

- Size of the Development;
- Cumulation with Other Developments;
- Use of Natural Resources, including:
 - Production of Waste;
 - Land, Soil, Water, and Biodiversity;
 - Pollution and Nuisances; and
 - Risk of Accidents.
- Location of Development, including:
 - Existing and Approved Land Use;
 - Historic Land Use;
 - Abundance, Quality and Regenerative Capacity of Natural Resources; and
 - Absorption Capacity of the Natural Environment.
- The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge.
- The risks to human health (for example, due to water contamination or air pollution).

For any given development proposal, the more environmentally sensitive the location, the more likely it is that the effects will be significant and will require an assessment. Certain designated sites are defined in the EIA Regulations as sensitive areas and the thresholds and criteria of the second column of the table in Schedule 2 are not applied. Paragraph 032 (Reference ID: 4-032-20140306) of the National Planning Practice Guidance states that all developments in, or partly in, such areas should be screened for EIA.

Appendix B provides a summary of the proposals in relation to the EIA criteria with regard to the impact of the development during construction and operational phases concluding that the Proposed Development, either independently or cumulatively, does not meet the tests of Schedules 1, 2 or 3; an EIA does not need to be considered.

Table 1: EIA Screening Assessment Summary

Criteria		Discussion	EIA likely to be required?
EIA Regulations	Schedule 2 of the EIA Regulations	The Proposed Development will deliver circa 22,000 sq.ft of development covering a developed site area of 0.8 ha. The proposals will not deliver development in excess of the threshold set out within part (ii) of Schedule 2 10 (b).	No. The Proposed Development does not meet the criteria for requiring an EIA. Nonetheless, an assessment has been undertaken to ensure a fully robust approach in view of the comments in the NPPG.
	Does the site lie within or adjacent to a "sensitive area"	No	No
National Planning Practice Guidance	Scale of development compared to the previous use.	The height and density of the Proposed Development is greater than that existing on the Site, however, the Proposed Development is in keeping with existing and adjacent uses including the three storey East Manchester Leisure Centre and the four storey Beswick Library and East Manchester Academy. It is also respective of its surroundings and location as part of the wider Etihad Campus area.	No
	Whether the types of impact are of a markedly different nature.	The existing building on the Site comprises the former Beswick Local Shops which have been vacant for some time. It also partly comprises a rugby pitch and it is located within the Etihad Campus, which is a focus area for sport excellence. The potential impacts of the Proposed Development are therefore not anticipated to be of a markedly different nature.	No
	Potential for a high level of contamination to exist	The Phase 2 Ground Conditions Report, which is submitted in support of this planning application, details that the risk to site end users from contamination is considered to be Low.	No.
	Development of sites not previously intensively developed if site area is more than 5 hectares.	The Site area is less than 5ha and has been previously intensively developed.	No

Criteria		Discussion	EIA likely to be required?
	Development of Sites not previously intensively developed if it would provide a total of more than 10,000m ² of new commercial floorspace.	The Site has previously been intensively developed and the Proposed Development does not comprise any commercial floorspace. Moreover, the Proposed use as a training facility building (Use Class F1(a)) equates to c.22,000 sq. ft of floorspace which is under 10,000 sq. m (107,639 sq. ft).	No
	Whether there would be significant urbanising effects in a previously non-urbanised area.	The Site is located in East Manchester, in an urbanised area. The Site comprises previously developed land.	No
	How will the proposals address the key issues to consider for a scheme of this type, as set out within the NPPG.	The EIA Thresholds table considers that for a scheme of this type the following issues should be considered: - Physical scale of such developments - Potential increase in traffic - Emissions and noise Physical scale of such developments The proposals are of a moderate scale and in keeping with the scale of existing development, and type of development in the area. Potential increase in traffic The proposals comprise the Net loss of car parking on-site, whilst the proposals are also likely to give rise to a slight increase in demand in car parking. However, a survey of the adjacent MCC car park has identified that its currently only operating at only 15-20% capacity. The Site is also located in a highly accessible location by a range of sustainable modes of transport and a Travel Plan will be put in place to encourage future users of the Site to travel to the Site by methods other than the use of a private car. The planning application is supported by a Transport Assessment, which details that significant increases of traffic to the Site is not expected. The potential for impact on surrounding highway network as a result of the influx of people, trips, servicing and deliveries will be mitigated through this Framework Travel Plan. The Proposed Development will also seek to improve facilities for those wishing to travel by sustainable modes of	No

Criteria	Discussion	EIA likely to be required?
	transport. This will include secure cycle parking, shower, changing and storage facilities. The RFL are also happy to commit to no large events on any day where a major event is to take place at the Etihad Stadium. Noise The planning application is also supported by a Noise Impact Assessment which assesses any noise impact of the Proposed Development and details appropriate noise levels and mitigation measures in light of any identified impact on nearby sensitive receptors. There is potential that there will be some noise impact from the Proposed Development mostly associated with crowd noise, notably where the larger events are to take place. However, these larger events are not out of nature with the uses at the Etihad Campus and are proposed at a maximum of ten times a year at the weekend and during daytime hours. The Proposed Development is therefore not expected to give rise to any significant environmental effects in terms of noise. The Noise Statement will confirm that based on the requirements of MCC and on the results of the noise survey, cumulative noise limits from proposed plant and amplified sound will be set at 1m from the worst affected windows of the nearby noise sensitive receptors. Air Quality With regards to emissions, any dust and particulate matter emissions produced during construction phase activities would be inherently controlled through the implementation of a detailed CPM and during the operational phase. The Transport Assessment submitted in support of the planning application finds that the Proposed Development will not result in any significant increases in traffic and thus will not result in any significant impacts in terms of air quality. Summary The extent of any impacts will be local, and the overall impact of the scheme would not be unusually complex, great,	

Criteria		Discussion	EIA likely to be required?
		raise any sensitive land use issues, or extend beyond the immediate area within which the Site lies. The Site is located in a non-sensitive area.	

Application Documentation

The following documents are submitted in support of the application, in the form of standalone reports:

- Application Form and Ownership Certificate – prepared by Deloitte LLP;
- Existing and proposed scheme drawings including plans, sections and elevations, (full schedule of drawings provided in the Design and Access Statement - prepared by Holmes Miller;
- Design and Access Statement (DAS) – prepared by Holmes Miller;
- Planning Statement - prepared by Deloitte LLP;
- Screening Letter - prepared by Deloitte LLP;
- Statement of Community Consultation – prepared by the Applicant;
- Outline Demolition Intent – prepared by Curtins;
- Outline Construction Management Plan– prepared by the Applicant;
- Topographical Survey – prepared by Discovery Services Ltd;
- Flood Risk Assessment and Drainage Strategy – prepared by Curtins;
- Environmental Standards Statement / Energy Statement - prepared by Rybka;
- Green and Blue Infrastructure Statement (Appendix B to this Statement) – prepared by Deloitte LLP;
- Crime Impact Statement - prepared by Greater Manchester Police (GMP);
- Transport Statement - prepared by Curtins;
- Framework Travel Plan prepared by Curtins;
- Operating Statement, prepared by the Applicant;
- Noise Assessment – prepared by Sandy Brown;
- Ground Conditions – prepared by Curtins;
- Archaeology Note– prepared by Salford Archaeology;
- Ecological Survey and Assessment – prepared by ERAP;
- Local Benefits and Social Value Statement – prepared by the Applicant;
- Servicing and Waste Management Strategy (within DAS) – prepared by Holmes Miller;

- Ventilation, Extraction and Odour Strategy (within DAS) – prepared by Holmes Miller; and
- Lighting Strategy (within DAS) – prepared by Holmes Miller.

Summary

The Proposed Development comprises a standalone planning application for Full Planning Permission for the demolition of the existing building on Site and the development of the Our League Life National Centre for the RFL.

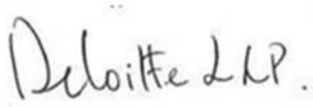
The Site is located within Beswick, East Manchester in a strategically important location within the wider Etihad Campus area. The Site is located off Kirkstead Close, to the north of Bell Crescent.

Appendix B attached to this Report provides a comprehensive assessment of the scheme in accordance with the EIA Screening Checklist, including the characteristics and location of development.

We would be grateful if you could provide a Screening Opinion for the Proposed Development and look forward to your response.

If you have any queries, or require any further information, please contact my colleague Jennifer Chatfield (jchatfield@deloitte.co.uk / 0161 455 8084).

Yours sincerely

A handwritten signature in dark ink that reads "Deloitte LLP." The signature is written in a cursive, slightly stylized font.

Deloitte LLP

Appendix A - Site Location Plan



Appendix B – EIA Screening Checklist

Characteristics of the Proposed Development

Size of the Proposed Development

Will the Proposed Development be out of scale with the existing environment?

The proposal is for the demolition of the existing one storey vacant Beswick Local Shops and the erection of a training facility building (Use Class F1(a)) which includes a 900-seat spectator stand and floodlighting. The Proposed Development will comprise a two-storey building, which will rise to a maximum of 11.5m tall from Finished Floor Level (FFL).

The height and density of the Proposed Development is greater than that existing on-site; however, it is not out of character with the adjacent uses including the three storey East Manchester Leisure Centre and the four storey Beswick Library and East Manchester Academy. It will be taller than the adjacent residential uses to the west of the Site, but it is also respectful of its surroundings and location as part of the wider Etihad Campus area, which includes buildings of a significant scale, including: the Etihad Stadium; City Football Academy; Manchester Regional Arena; National Cycling Centre; and the currently under construction Co-op Live arena. The Proposed Development will therefore not be out of scale with the existing environment.

Will it lead to further consequential development or works (e.g. new roads, extraction of aggregate, and provision of new water supply, generation or transmission of power, increased housing and sewage disposal)?

The Proposed Development is not expected to produce any further consequential development as existing utilities and the existing road network will be sufficient to support the development. The Proposed Development does not include any housing.

Cumulation with other development

Are there potential cumulative impacts with other existing development or development not yet begun but for which Planning Permission exists?

There are no developments under construction within 500m of the Site, however, there is one residential development with planning permission which has not yet been implemented, as identified in Appendix C.

Each individual development will be subject to their own mitigation measures in relation to the respective operational phases.

It is expected the impact of the Proposed Development will be minimal, with the core concerns being related to noise and traffic effects during construction phase on a temporary basis, all of which will be controlled through a Construction Management Plan during development.

Permanent positive cumulative effects are expected in terms of socioeconomic indicators, including employment, community and training opportunities.

Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?

No. The Proposed Development is a standalone project that is not an integral part of a more substantial project.

Use of natural resources

Will construction or operation of the development use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or in short supply?

- ***Land (especially undeveloped or agricultural land)?***

- **Water?**
- **Soil?**
- **Biodiversity?**
- **Minerals?**
- **Aggregates?**
- **Forests and timber?**
- **Energy including electricity and fuels?**
- **Any other resources?**

The Site currently comprises an existing building formerly comprising the Beswick Local Shops and associated surface car parking. The construction phase will involve the use of building materials some of which will be derived from natural resources. The extent of that impact is mitigated through a sustainable design and construction approach to the development that accords with current legislative requirements and best practice advice.

The operational phase of the Proposed Development will be designed in order to minimise the use of natural resources and an Environmental Standards and Energy Statement will be submitted in support of the application to demonstrate the strategies that will be put in place to minimise the use of natural resources – through for example the efficient use of energy, water and minimisation of waste.

Production of waste

Will the development produce wastes during construction or operation or decommissioning?

- ***Spoil, overburden or mine wastes?***
- ***Municipal waste (household and/or commercial)?***
- ***Hazardous or toxic wastes (including radioactive)?***
- ***Other industrial process wastes?***
- ***Surplus product?***
- ***Sewage sludge or other sludges from effluent treatment?***
- ***Construction or demolition wastes?***
- ***Redundant machinery or equipment?***
- ***Contaminated soils or other material?***
- ***Agricultural wastes?***
- ***Any other solid wastes?***
- ***Liquid or solid wastes in suspension?***

It is inevitable that the demolition, construction and proposed use of the Site will generate waste. A Site Waste Management Strategy will be provided as part of the CMP prior to commencement of development to explain how waste will be managed, including appropriate provision for recycling, during the demolition and construction phase of the development. A Servicing and Waste Management Strategy is submitted in support of the planning application and details how operational waste will be stored and transported off-site.

The Phase 2 Ground Conditions Report, which is submitted in support of this planning application, details that the risk to site end users from contamination is considered to be Low.

Pollution and nuisances

Emissions from:-

- **Combustion of fossil fuels from stationary or mobile sources?**
- **Production processes?**
- **Materials handling including storage or transport?**
- **Construction activities including plant and equipment?**
- **Dust or odours from handling of materials including construction materials, sewage and waste?**
- **Incineration of waste?**
- **Burning of waste in open air (e.g. slash material, construction debris)?**
- **Any other sources?**

During the demolition and construction phase, activities may produce minor amounts of dust from the handling of building materials, and the production of particulate matter and emissions through the demolition and use of construction plant and equipment. Releases of emissions to the air during construction would be managed and controlled through the implementation of a detailed CMP.

The proposals are expected to generate additional traffic during the construction phase. Construction traffic will consist of typically heavy goods vehicles movements and there is potential for emissions from the construction traffic, including on-site activities and deliveries. However, any effects will occur on a temporary basis and are not considered to be of a significant nature. Appropriate mitigation measures can be put in place to ensure the suitable management of the demolition and construction phase including provisions to deal with site logistics and traffic management.

Operationally, the level of car parking and associated vehicle movements is expected to have a minimal impact compared to current baseline conditions. A Framework Travel Plan has been prepared and submitted in support of the planning application and outlined the measures to encourage the use of sustainable modes of transport to access the Site. The potential for impact on surrounding highway network as a result of the influx of people, trips, servicing and deliveries will be mitigated through this Framework Travel Plan.

The Applicant is also happy to commit to no large events when there is a major event at the Etihad Stadium.

Is there a potential risk from:-

- **Leachates?**
- **Escape of wastes or other products/by-products that may constitute a contaminant in the environment?**

The Proposed Development is not anticipated to generate a risk from leachates or the escape of products/by-products that may constitute a contaminant in the environment beyond that described above.

Best practice construction management techniques would be employed on site to prevent accidental spillage that may cause contamination. A detailed CMP will be compiled in consultation with the statutory authorities and implemented on site during all construction works.

Will the development cause noise and vibration or release of light, heat, energy or electromagnetic radiation?

- **From operation of equipment e.g. engines, ventilation plant, crush**
- **From industrial or similar processes?**
- **From blasting or piling?**
- **From construction or operational traffic?**
- **From lighting or cooling systems?**
- **From sources of electromagnetic radiation (effects on nearby sensitive equipment as well as people)?**

- ***From any other sources?***

The demolition and construction phase of the Proposed Development will generate increased levels of noise and vibration from plant operation and construction methods, such as breakout and piling activities. This will be temporary in nature and will be controlled in line with requirements set out in the Construction Management Plan, to be prepared in advance of works commencing. Best practice construction methods will be employed to reduce these impacts to an acceptable level.

No significant increase in heat energy or electromagnetic radiation is anticipated from the Proposed Development.

The Proposed Development will comprise the erection of a training facility building (Use Class F1(a)) including a c. 900 seat spectator stand and associated floodlighting. There is therefore the potential that there will be some noise impact from the Proposed Development mostly associated with crowd noise, notably where the larger events are to take place. However, these larger events are not out of nature with the uses within this wider Etihad Campus area and are proposed at a maximum of ten times a year at the weekend and during daytime hours.

The Proposed Development is therefore not expected to give rise to any significant environmental effects in terms of noise. A Noise Statement is to be submitted in support of the application, which details appropriate noise levels and mitigation measures in light of any identified impact on nearby sensitive receptors.

There is also potential for some light spillage as a result of the proposed floodlighting. However, the floodlighting is only proposed for occasional use and of a directional nature to provide lighting to the rugby pitch only. They are proposed to only be used during hours of darkness, which, given the daylight hours during summer months, would not need to be all year round. Details of the nature and location of all the proposed lighting, including any proposed floodlighting and illuminance are provided within the Design and Access Statement submitted in support of this planning application. The Proposed Development is not expected to give rise to any significant environmental effects in terms of light spillage.

During operation, light spillage and noise emissions from the Proposed Development are not expected to be out of character with the Site's location within the Etihad Campus.

Will the development lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?

- ***From handling, storage, use or spillage of hazardous or toxic materials?***
- ***From discharge of sewage or other effluents (whether treated or untreated) to water or the land?***
- ***By deposition of pollutants emitted to air, onto the land or into water?***
- ***From any other sources?***
- ***Is there a risk of long term build-up of pollutants in the environment from these sources?***

The Site is located within a heavily urbanised environment. The Proposed Development does not comprise a highly contaminative land use so is not likely to lead to pollution of ground, air or water.

The demolition and construction phase of development poses the highest risk of contamination to land or water from the release of pollutants. This can occur by accidental spillages where a pollutant linkage exists. Best practice construction management techniques will be employed on site to prevent accidental spillage that may cause contamination.

Once constructed and operational, the Proposed Development would produce waste associated with its use as a training facility. Waste is expected to increase during the less frequent events (maximum ten annually) as a result of spectators. A Waste Management Strategy is included within the Design and Access Statement submitted with the planning application and outlines the strategy for waste storage and collection in line with MCC Waste Storage and Collection Guidance. A Waste Proforma is also appended to the Transport Statement submitted in support of the planning application.

The intended quantum and nature of the proposed uses is not anticipated to pose a risk of significant pollution.

Risk of accidents, having regard in particular to substances and technologies used

Will there be a risk of accidents during construction or operation of the development which could have effects on people or the environment?

- ***From explosions, spillages, fires etc. from storage, handling, use or production of hazardous or toxic substances?***
- ***From events beyond the limits of normal environmental protection e.g. failures of pollution control systems?***
- ***From the effects of Climate Change or major accidents***
- ***From any other causes?***
- ***Could the development be affected by natural disasters causing environmental damage (e.g. floods, earthquakes, landslip etc.)?***
- ***The construction phase of development will give rise to increased risk of accidental spillage of hydrocarbon based fuels and lubricants stored on site.***

The demolition and construction phase of the Proposed Development will give rise to increased risk of accidental spillage of hydrocarbon-based fuels and lubricants stored on-site and will pose the highest risk of contamination to land or water. This can occur by accidental spillages where a pollutant linkage exists. Best practice construction management techniques should be employed on-site to prevent accidental spillage that may cause contamination. Operational use of the Site is not anticipated to pose a risk of significant pollution, or any of the above as listed.

Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people or the environment (flora, fauna, water supplies)?

- ***Use of hazardous or toxic substances?***
- ***Potential changes in occurrence of disease or effect on disease carriers (e.g. insect or water borne diseases)?***
- ***Effect on welfare of people (e.g. change of living conditions)?***
- ***Effects on vulnerable groups (e.g. the elderly)?***
- ***Effects on human health (e.g. due to water contamination or air pollution)***

It is not considered that the proposed uses are likely to give rise to any potential risk. A Phase 2 Ground Conditions Report is submitted with the application; which found that the risk to human health as a result of contamination is low.

Other characteristics: potential physical changes (topography, land use, changes in waterbodies etc.) from construction, operation or decommissioning of the development

Will the development cause permanent or temporary change in land use, land cover or topography including increases in intensity of land use?

- ***Clearance of existing land, vegetation and buildings?***
- ***Creation of new land uses?***
- ***Pre-construction investigations e.g. boreholes, soil testing?***
- ***Construction or demolition works?***

- *Temporary sites or housing for construction workers?*
- *Above ground buildings, structures or earthworks including linear structures, cut and fill or excavations?*
- *Underground works including mining or tunnelling*
- *Reclamation works?*
- *Dredging?*
- *Coastal structures (seawalls, piers)?*
- *Offshore structures?*
- *Production and manufacturing processes?*
- *Facilities for storage of goods or materials?*
- *Facilities for treatment or disposal of solid wastes or liquid effluents?*
- *Facilities for long term housing of operational workers?*
- *New road, rail or sea traffic during construction or operation?*
- *New road, rail, air, waterborne or other transport infrastructure including new or altered routes and stations, ports, airports etc.?*
- *Closure or diversion of existing transport routes or infrastructure leading to changes in traffic movements?*
- *New or diverted transmission lines or pipelines?*
- *Impounding, damming, culverting, realignment or other changes to the hydrology of watercourses or aquifers?*
- *Stream crossings?*
- *Abstraction or transfers of water from ground or surface waters?*
- *Changes in waterbodies or the land surface affecting drainage or run-off?*
- *Transport of personnel or materials for construction, operation or decommissioning?*
- *Long term dismantling or decommissioning or restoration works?*
- *Ongoing activity during decommissioning which could have an impact on the environment?*
- *Influx of people to an area either temporarily or permanently?*
- *Introduction of alien species?*
- *Loss of native species or genetic diversity?*
- *Any other changes?*

Potential physical changes to the Site as a result of the Proposed Development are anticipated to include:

- Demolition of the existing building;
- Construction of new buildings and associated works;
- Earthworks including excavations;
- Facilities for storage of goods and materials associated with construction;
- New road traffic during construction;

- Influx of people to an area temporarily as a result of construction; and,
- Transport of personnel or materials for construction and operational activity which could have an impact on the environment in terms of noise, vibration and dust.

However, the effects are likely to be of local significance only, will not affect an environmentally sensitive area, and are unlikely to give rise to unusually complex and potentially hazardous effects.

The scale and quantum of development is in keeping with the surrounding development, and within a highly accessible location. The Site is previously developed, and it is not expected that the Proposed Development will significantly alter the surface water drainage regime with regard to the Site. The developed area of the Site is above the 0.5ha. threshold for requiring a flood risk assessment, and as such a Flood Risk Assessment and Drainage Strategy is submitted in support of the application, which demonstrates how the Proposed Development will comply with relevant legislation and policy regarding surface water drainage.

Location of the Development

Existing land use

Are there existing land uses on or around the location which could be affected by the development, e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying?

The Site is previously developed and currently occupied by the now vacant building of the former Beswick Local Shops and associated car parking.

There are a number of residential properties to the west of the Site, with the nearest located along Metcombe Way, but also a number of much larger buildings used for sports, leisure and education. There is potential for some impact on these adjacent uses as a result of the Proposed Development, however, these are not expected to be significant and appropriate mitigation measures will be put in place to minimise any potential impact. Overall, the Proposed Development is not expected to be out of character with the Site's location within the Etihad Campus and other uses within this area, including the following: Manchester City Football Club Training Ground; the Etihad Stadium; East Manchester Leisure Centre; Beswick Library and East Manchester Academy; and Connell Co-op College.

Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected?

No sensitive land uses are proposed to be demolished as a result of the proposals. The Site currently comprises the former Beswick Local Shops, which have been vacant for some time and earmarked for demolition.

The Proposed Development will instead make a real impact through innovative education and training for young people and the wider community of Greater Manchester. It seeks to capitalise on rugby league as not just a great sport but also a vehicle for social mobility. The OLL Hub will celebrate, expand and roll out existing good practice in rugby league communities across the North of England, adding value, and providing coordination. It provides a place for training in all aspects of the game from groundsmen, media through to sports science. It will also be used by the national teams on occasions for training purposes.

Is the development located in a previously undeveloped area where there will be loss of greenfield land?

No, the Site is previously developed and will not involve the loss of greenfield land.

Relative abundance, quality and regenerative capacity of natural resources in the area

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?

- ***Groundwater resources***

- **Surface waters**
- **Soil**
- **Water**
- **Biodiversity**
- **Forestry**
- **Agriculture**
- **Fisheries**
- **Tourism**
- **Minerals**

The surrounding area does not contain important, high quality or scarce resources which could be affected by the development.

Absorption capacity of the natural environment

Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the development?

The Site does not contain any international or national ecological designations. An Ecology Assessment and Bat Survey is submitted in support of the planning application to assess the impact of the proposals on local ecology. This demonstrates that there are no important designations on the Site. The Proposed Development will require the removal of circa eight trees, however it is proposed to plant trees at a replacement ratio beyond 3:1.

The Site is not located within a Conservation Area and there are no Listed Buildings on the Site or within the immediate vicinity of the Site. The nearest heritage asset is circa 850m away comprising Ashton Canal Lock 8 to the South East of Ashton New Road. St Benedict's Church is also located circa 900m in West Gorton.

Are there any other areas on or around the location which are important or sensitive for reasons of their ecology or the absorption capacity of the natural environment, paying particular attention to:

- ***Westlands, watercourses or other waterbodies***
- ***The coastal zone and the marine environment;***
- ***Mountains, forests or woodlands***
- ***Nature reserves and parks***
- ***European sites and other areas classified or protected under national legislation;***
- ***Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;***
- ***Densely populated areas;***
- ***Landscapes and sites of historical, cultural or archaeological significance.***

There are no important or sensitive areas either within the Site or around the location of the Site and no heritage assets outside the Site will be affected by the current proposal. The Site is located within the Etihad Campus and East Manchester, which is a densely populated area; however, due to the scale and nature of the proposals it is not considered that these will significantly impact on the absorption capacity of the natural environment.

Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected?

An Ecology Assessment and Bat Survey has been undertaken to support the planning submission to assess vegetation, amphibians, bats, birds and invertebrate habitats. The Survey did not identify any protected species; however, if any protected, important or sensitive species of fauna or flora are found, mitigation measures will be implemented seeking to avoid a significant impact as a result of the development.

Are there any inland, coastal, marine or underground waters on or around the location which could be affected?

As indicated in Appendix D of this Letter, the Site is located within Flood Zone 1 and is therefore at a low probability of flooding.

As with the majority of Manchester City Centre and the surrounding areas, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011), where land is particularly sensitive to the increase in surface water runoff and / or volume from new developments. The developed area of the site is above the 0.5ha. threshold for requiring a flood risk assessment, and as such a Flood Risk Assessment and Drainage Strategy is submitted in support of the planning application.

Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?

The Site is not located within a groundwater source protection zone (GPZ). During demolition and construction best practice construction methodology will be employed in order to minimise any release of pollutants during the demolition and construction phases of the Proposed Development.

Are there any areas or features of high landscape or scenic value on or around the location which could be affected?

The Site is not located within a Conservation Area and there are no Listed Buildings on the Site or within the immediate vicinity that could be affected by the proposals.

Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?

As detailed in this request, the Site is considered to be highly accessible by public transport modes, which will reduce reliance on private car trips. Details of any affected routes during the construction phases of development will be provided within a detailed Construction Management Plan and will be subject to review with the contractor and highways agency. In addition, a Transport Statement is submitted alongside the planning application.

Is the development in a location where it is likely to be highly visible to many people?

The Proposed Development is likely to be visible to the adjacent land uses including the residents adjacent to the Site along Metcombe Way. However, the visual impact of the Proposed Development will be minimal considering its location adjacent to other building of similar massing and height and the nature of the other uses within the wider Etihad Campus area, including the following: Manchester City Football Club Training Ground; the Etihad Stadium; East Manchester Leisure Centre; Beswick Library and East Manchester Academy; and Connell Co-op College. The proposals are designed to be in keeping with their immediate context in terms of scale and design. The application includes indicative visuals of the proposals in context within the Design and Access Statement.

It is also proposed to be set-back from the road and separated from adjacent properties by the existing rugby pitch which will be upgraded. It is likely that the proposed floodlights would be visible from the adjacent uses. However, the floodlighting is only proposed for occasional use and of a directional nature to provide lighting to the rugby pitch only. Details of the nature and location of all the proposed lighting, including any proposed floodlighting and illuminance, and the details of how any impacts are to be mitigated

are provided within the Design and Access Statement. The Proposed Development is not expected to give rise to any significant environmental effects in terms of light spillage.

Are there any areas or features of historic or cultural importance on or around the location which could be affected?

The Site is not located within or adjacent to any Conservation Area. Similarly, there are no heritage assets within or immediately adjacent to the Site. The nearest heritage asset is circa 850m away comprising Ashton Canal Lock 8 to the South East of Ashton New Road. St Benedict's Church is also located circa 900m in West Gorton. As such, given the distance from the Site, it is not considered that any historic or cultural assets will be affected by the Proposed Development given the built urban form surrounding the development.

Is the location of the development susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the development to present environmental problems?

The Site is located within Flood Zone 1 and is therefore at a low probability of flooding.

As with the majority of Manchester City Centre and the surrounding areas, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011), where land is particularly sensitive to the increase in surface water runoff and / or volume from new developments. The developed area of the Site is above the 0.5ha. threshold for requiring a flood risk assessment, and as such a Flood Risk Assessment and Drainage Strategy is submitted in support of this planning application.

The Site is not known to be susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions.

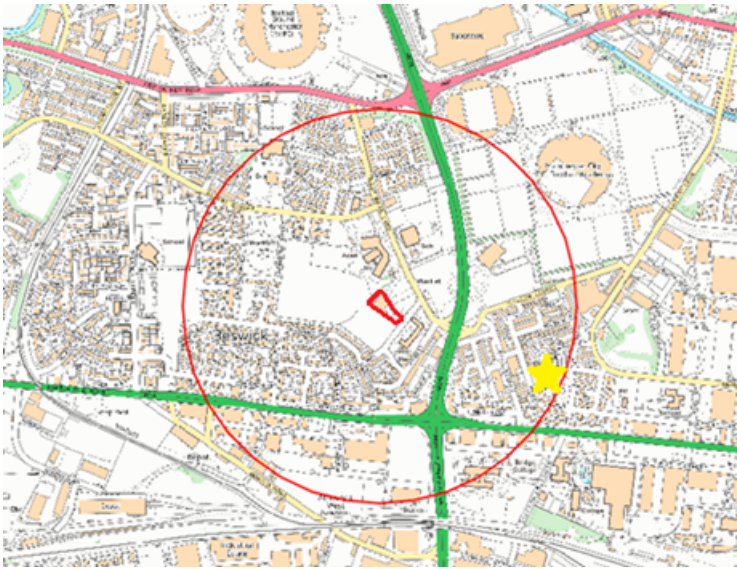
Is the proposed location such that the size of the development might cause interference with vital broadcasting services?

The height of the Proposed Development is less than the four storey threshold for TV Surveys and is therefore also expected to not cause interference with vital broadcasting services.

Appendix C - Cumulative Developments within 500m Radius of the Site

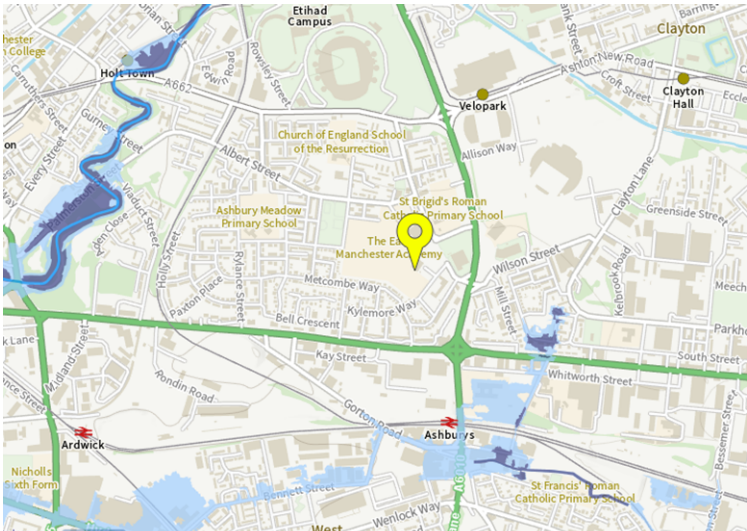
Application Reference	Proposal	Status
1. 125474/FO/2019	Proposed erection of 23 no. two storey dwellinghouses with associated car parking, hard and soft landscaping and boundary treatments. Land Adjacent To Mayton Street Manchester M11 2AN	CUMULATIVE Planning permission not implemented, not on site.

Map of Cumulative Developments within 500m Radius of the Site (Source: Manchester City Council)



Appendix D – Flood Risk Data

Environment Agency Flood Map Extract (Source: UK Government’s Flood Map for Planning, 2021)



Deloitte.
Real Estate

This report has been prepared for The Rugby Football League.

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

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

The information contained within this report is provided to assist The Rugby Football League with the preparation of a Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 2 New Street Square, London, EC4A 3BZ, United Kingdom.

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

© 2021 Deloitte LLP. All rights reserved.