

Scrafton, Eleanor

From: Scrafton, Eleanor
Sent: 17 June 2025 15:01
To: Jennifer Atkinson
Cc: Wray, Katie
Subject: MMU Library Forthcoming Application - EIA Screening and Scoping
Attachments: MMU Library Committed Developments Map.pptx; MMU Committed Development Schedule 17.06.2025.docx; TVIA - Views.pdf; 1350B-HBA-SW-00-DR-A-020001.pdf; 1044B-TG-YY-XX-RP-OX-13126R01a[1].pdf; 1044B-TG-YY-XX-RP-OX-131262R02.pdf

Hi Jen,

Further to recent discussions regarding EIA approach for the forthcoming full planning application for the partial demolition of All Saints Library, please find our proposed approach to EIA Screening & Scoping details outlined below.

The Site and the Proposed Development

The 'Site' constitutes the All Saints Library building, located within Manchester Metropolitan University's ('MMU') All Saints Campus, along the Oxford Road Corridor, and within Manchester City Centre. The Site currently comprises a seven-storey brick building, which is used as a library facility for students and staff of the University. The existing accommodation provides desk spaces, book clusters and meeting rooms.

Please find a Site Plan outlining the relevant demolition area attached. It is anticipated that the total duration of demolition will be c.10-12 months. The exact process of demolition is still being finalised, however it is envisioned the broad sequencing will be: site set up; soft strip of the building and asbestos containing material; and then floor by floor deconstruction, with remaining areas demolished on a structural bay-by-bay basis to foundation level. Once superstructure demolition is completed, the foundations will be removed and crushed materials used to create a temporary berm against the perimeter up to existing ground level.

Based on the above, we have considered all disciplines deemed to be relevant to this application within the list below, and whether they are likely to give rise to significant environmental effects.

The Proposed Development is to ready the Site for future development. Proposals for the redevelopment of the Site are anticipated to come forwards which will be subject to two further planning applications (and EIA as required).

Disciplines - Proposed to be Scoped Out of the EIA

Ecology

This type of development at an existing urban site is considered unlikely to increase indirect impacts to the wider area. Habitats on-site are of limited importance ecologically with only small areas of trees and hard standing.

On the basis of the previously submitted (alongside application ref. 138424/FO/2023) Bat Survey report data (please see attached) – originally prepared in October 2020 and updated in February 2023 - a full EIA assessment for ecology is not considered necessary. There have not been any fundamental changes to the fabric of the building in this post-survey period, and no major amendments are therefore anticipated. Therefore, as the Proposed Development does not meet criteria listed in Schedule 1 or 2 of the Regulations and does not lie within an ecologically sensitive area. As such, ecology is proposed to be scoped out of the EIA.

Flood Risk

According to the Environment Agency Flood Map, the Site is located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding.

The site is currently entirely impermeable with buildings and external hard landscaping. The proposed works will see the demolition of existing buildings, abandonment and diversion of existing utilities and drainage beneath the existing building, and changes to finished ground levels in order to provide a platform for development.

Following site clearance works, it is anticipated that surface water runoff rates will not increase and are likely to be reduced when compared with the existing site. This is because the characteristics of the backfilled areas will change from rooftop surfaces and replaced with unbound stone or recycled aggregate. This could potentially offer additional void space at the ground surface and will increase the overall permeability of the site. To mitigate this, the contractor will ensure existing external below ground drainage and associated drainage channels and gullies within the external hardstanding areas, are not removed as part of the demolition works. This is to ensure that surface water runoff can still enter the existing drainage network and drainage the site effectively. This discipline can therefore be scoped out of the EIA.

Townscape

Please find attached views submitted and assessed alongside the previous planning application at the Site. As these views demonstrate, the proposed development will have very minor visual impact within a close range of the Site, and therefore, the impact from a further range will be even less perceptible. As such, it is concluded that there will be no demonstrable environmental impact in regard to Townscape within the wider surrounding area. It is anticipated that any future decision notice will include a condition which requires a landscaping solution should the main application not come forward within a defined time frame. The landscaping solution will ensure there is no long-term detrimental townscape impacts arising from the demolition works. This discipline can therefore be scoped out of the EIA.

Traffic & Transport

Whilst traffic associated with the demolition phase would be generated by the works, in general it is envisaged that vehicle numbers associated with this activity would be low when compared to existing annual average daily traffic flows on the major routes / links on the adjoining highway network.

On links on the adjoining network where general background traffic flows are low, and therefore the percentage increase during demolition is higher than on major links, the combined baseline and demolition traffic flows in real terms are likely to be well within the theoretical highway link capacity.

Given the above, the overall traffic volume generated by demolition activities is not expected to give rise to significant traffic and transport effects in relation to severance, driver delay, pedestrian/ cycle delay, pedestrian/ cycle amenity, fear and intimidation or highway safety.

Prior to the commencement of the works on-site, a limited scope Construction Logistics Plan (CLP) for the demolition phase would be prepared, which would seek to manage construction vehicle impacts including routing and the timing of vehicle arrivals / departures, and to encourage the use of low emission vehicles. The CLP would represent the minimum requirements to be adopted on-site by the principal contractor for the works, which would seek to ensure that demolition vehicle trips take place outside highway peak periods wherever possible and movements be timed to avoid peak times for pedestrian movement as far as possible (such as University start and finish times) so as to limit the impact of the additional HGV movements on pedestrian /cycle delay and amenity.

Given that the increased traffic levels during the works would be temporary and the mitigation measures to be implemented by managing construction traffic through the implementation of the CLP (secured by planning condition), effects on road users are unlikely to be significant. At this stage it is estimated to be 6-10 vehicle movements a day.

As part of the CLP, a Construction Traffic Management Plan (CTMP) would also be developed prior to the commencement of demolition, which will define the hours during which demolition vehicle trips can be made to and from the site and the routes that these vehicles will take. In addition, it would require safe pedestrian passage to be maintained on the surrounding roads at all times during the demolition phase, with suitable traffic management measures to be implemented, which would include maintaining a minimum 1.8m footway width alongside the site (to allow wheelchair users and pushchairs to pass), clear directional signage on hoardings and keeping walkways clear of trip hazards.

Demolition vehicle impacts would be mitigated by adherence to the measures contained in the CLP / CTMP, which would be agreed with Manchester City Council prior to commencement of the works.

In conclusion, it is unlikely that there would be any significant effects arising from the demolition phase of the project in relation to traffic and transport and it should be scoped out of the ES.

Heritage

There are no Conservation areas within the immediate vicinity of the Site, the nearest being the Whitworth Street Conservation Area c. 350m to the north.

There are a total of 14 listed buildings located within the vicinity of the Site, however there will be no direct impacts on these, as concluded by the Heritage Statement (including assessment of the contribution of the setting and site make to the significance) prepared and submitted in relation to the previous planning application at the Site – please find attached for reference. This report concluded that the Proposed Development would cause no harm to 5 of the identified listed buildings, and very minor ‘less than substantial harm’ to 2 of the identified listed buildings. Therefore, in accordance with this and relevant planning policy, the public benefits of the proposals were considered and outweigh any harm caused. On this basis, Heritage is proposed to be scoped out.

Climate change

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on climate change.

Human Health

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on human health.

Wind

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on wind.

Daylight, Sunlight and Overshadowing

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on daylight, sunlight and overshadowing.

TV Reception

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on TV Reception.

Aviation

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on aviation.

Solar Glare

As this application is for demolition-only, the application is not of scale or scope that is considered relevant to assess the impacts of the development on solar glare.

Archaeology

There are no 'below ground' works and therefore archaeology can be scoped out. For additional context, a formal archaeological letter prepared by Greater Manchester Archaeological Advisory Service (GMAAS) was submitted in support of the previous planning application at the Site. The letter details the Site's historical uses and the transformation that has taken place post-late 18th Century due to the rapid expansion of Manchester and concludes that the previously approved application proposals on the site will not have an impact on the below-ground archaeological remains.

Ground Conditions

There are no 'below ground' works proposed and therefore ground conditions can be scoped out. The previous Desktop Study will be submitted alongside the application for completeness.

Disciplines - Proposed to be Scoped In

Noise and Vibration – Construction Phase Only

Effects scoped into the EIA for further assessment

Demolition of a building typically results in the generation of noise and vibration. While the exact methodologies for the demolition are not known at this time, based on typical processes used and the proximity of potentially sensitive receptors, it is considered possible that temporary potentially significant effects may occur due to noise and vibration from some elements of the demolition works.

Effects scoped out the EIA

Due to the site being located close to busy roads and the size of the building to demolished, it is considered unlikely that the additional road traffic generated by the works would result in any material changes in road traffic noise, and therefore this has been scoped out of the assessment. Please refer to the above Traffic and Transport details to support this conclusion.

Please note, these effects relate to the construction-phase only - given nature of the proposals for demolition, it is considered that the operational-phase will not give rise to any significant effects and is therefore scoped out of the assessment.

Air Quality – Construction Phase Only

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

- **Nuisance, disturbance from dust soiling, and adverse health effects from dust and PM₁₀ generated by demolition activities.** A demolition dust risk assessment and proposed mitigation measures for minimising impacts at sensitive receptors will be considered within the air quality ES chapter, in line with the IAQM Guidance on the assessment of dust from demolition. There are no ecological designations located within 2 km of the site and therefore impacts from dust soiling has been scoped out of this EIA and not considered further.
- **Combustion emissions from Non-Road Mobile Machinery (NRMM) during demolition activities:** There is potential for emissions associated with NRMM used onsite to cause impacts at nearby sensitive receptors therefore, the effects of combustion emissions from NRMM on existing sensitive human receptors will be considered within the EIA and appropriate NRMM emission standard controls will be proposed to minimise air quality impacts, in line with Part 4 of the IAQM construction guidance.
- **Effects associated with emissions of NO₂ and PM₁₀ /PM_{2.5} generated by demolition vehicle traffic:** Nearby existing sensitive uses (residential properties, schools, care homes, etc.) that are close to roads along which there will be an increase in traffic due to demolition. This shall be considered in line with the IAQM screening criteria for detailed assessment. There are no ecological designations located within 2 km of the site and therefore impacts from emissions associated with demolition vehicle has been scoped out of this EIA and not considered further.

Please note, these effects relate to the construction-phase only - given nature of the proposals for demolition, it is considered that the operational-phase will not give rise to any significant effects and is therefore scoped out of the assessment.

To confirm, we have assessed the surrounding Committed Developments as per the attached Schedule and Map. The only cumulative development we deem to be of relevance to the Proposed Development, is located at Cambridge Halls (outlined as '4' within the attached). Therefore, on the basis that Air Quality and Noise and Vibration are the only disciplines proposed to be scoped in, we do not consider Cambridge Halls is of relevance to the proposals. In order to provide an assessment, proportionate to the scale of development, we propose to assess one scenario - baseline + proposed development – which is considered to be the 'worst case'. We would be grateful if you can please confirm whether you are in agreement with the proposed approach with regard to EIA disciplines and the scope of these assessments.

Forthcoming Planning Application - Proposed Document Schedule

On the basis of the above approach, to ensure a robust application, I would be grateful if you can please advise whether the below proposed application deliverables for the forthcoming full planning application for demolition are agreeable:

- Application forms, certificates, notices
- Extended Covering Letter / Planning Statement
- Application Site (Red Line) Boundary and Location Plan
- Application drawings (demolition plans plus plans of the 'proposed/cleared' site)
- Existing Site Plan
- Ecology Report
- Asbestos Report and Management Plan
- Demolition Method Statement and Management Plan - details to include the following:
 - Description of the demolition methodology and end state of the Site;
 - A detailed programme of the works and risk assessments;
 - Hours of site opening / operation;
 - Site Waste Management Plan that demonstrates how demolition waste would be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user would be met. Must also include a scheme for recycling/disposing of waste resulting from demolition works;
 - Air Quality Plan;
 - A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during demolition;
 - Traffic management – Traffic Management Plan, Construction Traffic, Workers, Deliveries and Parking including any temporary traffic management measures to address any necessary bus re-routing and bus stop closures;
 - Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
 - Loading and unloading of plant and materials;
 - Storage of plant and materials;
 - Health and Safety – explanation of the way that CDM will be managed (i.e. through the appointment of a CDM Coordinator and Principal Contractor), management of construction materials, site security and safety;
 - Environmental Management – Environmental Legislation, pollution, dealing with potential nuisances created by the proposed development, and public relations;
 - The erection and maintenance of security hoarding;
 - Measures to control the emission of dust and dirt during works;
 - Oil and fuel spillages – how these will be dealt with;
 - Measures to control noise and vibration during demolition – particularly any vibration impacts as a result of demolition;
 - Details of and position of any proposed cranes to be used on the site and any lighting; and

- A Human Impact Management Plan.
 - Details of tree and root area protection during construction.
- Ground Conditions and UXO
- Dilapidation Survey - TBC following discussion with Highways re. validity timescales of report
- Environmental Statement - Disciplines subject to the above but anticipated to be Noise and Vibration and Air Quality.

Please let me know if any queries, or otherwise I would be grateful if you could confirm your agreement with the above-outlined approach to the forthcoming planning application and ES.

Many thanks,

Eleanor Scrafton

Pronouns: she / her / hers

Planner | Deloitte LLP

100 Embankment, Cathedral Approach, Manchester, M3 7FB

D: +441614558598