

11 May 2023

FAO Jennifer Atkinson
Planning Department
Manchester City Council
Town Hall
Albert Square
M602LA
PO Box 532

Dear Jen,

Application for Prior Approval of Proposed Demolition: Greenheys Building, Pencroft Way, Manchester Science Park

Please find enclosed an application for Prior Approval of Proposed Demolition submitted by Bruntwood Sci-Tech Ltd (the “Applicant”) under the Town and Country Planning (General Permitted Development) Order 2015, Schedule 2, Part 11 (Class B).

This Letter and its enclosures seek to notify Manchester City Council (MCC) of the proposed demolition of four buildings located on a site east of Greenheys Lane and west of Pencroft Way, located at Manchester Science Park (MSP) (the Site).

Demolition works are required to clear the Site prior to commencement of its comprehensive redevelopment for a new building comprising six storeys of occupiable office and laboratory space, plus one storey of plant above, in addition to cycle parking, landscaping, highways access and other associated works, on the site of the existing Greenheys Building within Manchester Science Park (MSP). The proposed development is subject to a separate, concurrent application for Full Planning Permission.

A meeting was held with Senior Planning Officers on 4th April 2023 where the Applicant explained the necessity to commence demolition as soon as possible. Subject to approval, the Prior Approval of Demolition will enable the delivery programme to be maintained and ultimately secure the anchor tenant for the proposed building, which will bring substantial direct and indirect socio-economic benefits to MSP and the wider Corridor eco-system.

1 Assessment of Environmental Impacts

A formal request for an EIA Screening Opinion was issued to MCC on 15th February 2023; this related to the demolition of the Greenheys building and the proposed redevelopment of the Site. MCC subsequently provided a Screening Opinion on 6th March 2023, which stated that no EIA would be required for the proposed works. Please see Appendix A for full screening letter.

Since the submission of the Screening, the proposals have altered as follows:

- Redline boundary has extended in the North East corner of the site, to include demolition of additional structures to create a construction compound. The additional structures are relatively small scale, have no specific architectural value, are in poor condition and vacant. Demolition will be undertaken as part of the same demolition contract and will be subject to the same methodology and environmental controls.
- Nine trees are required to be removed to facilitate access to the Site from Pencroft Way during construction. However, these trees are of relatively poor quality (Category C) and will be replaced at ratio of 1:3 through the planting of 27 trees proposed as part of the application for Planning Permission on the Site, submitted concurrently with this application. A Biodiversity Net Gain Assessment of the Proposed Development has been undertaken, and these proposals for the Site are expected to deliver a substantial biodiversity net gain.

Whilst the works above extend beyond those that were considered by the Screening Opinion, the additional works are relatively minor and all necessary measures will be taken to mitigate any environmental impacts. When considered cumulatively with the works considered by the Screening Opinion, they are not expected to result in significant environmental impacts and are not considered to result in the need for an EIA. Notwithstanding this, the LPA has advised that a supplementary Screening Request is submitted, which is included within this letter.

2 Site Description

The Site comprises approximately 0.67 ha of previously developed land. The Site an area of existing surface car parking, with 60 car parking spaces and includes four buildings all of which are proposed for demolition as identified in Figure 1 below.

They comprise the Greenheys Building (Building 1), currently used as a research and development facility for a range of different science and technology businesses, and comprising office spaces, office clusters and meeting rooms. The Site is currently occupied but due to be vacated. There are also two adjacent vacant conjoined terraced houses, No.7 and No. 9 Greenheys Lane (Buildings 2 & 3) and Building 4, a single storey brick building previously used as a furniture store.



Figure 1: Site Location Plan (Source: Bruntwood, 2023)

In total there are 15 trees on Site, which includes 3 Category B trees (providing moderate arboricultural quality and value) and 12 Category C trees (low arboricultural quality and value).

The Site is located in the north-west corner of MSP, which is located within the Oxford Road Corridor in Manchester and is located within the Hulme Ward. The Site is bound to the north by the McDougall Centre and garage, which runs up to Burlington Street to the north; and immediately to the west by Greenheys Lane. Pencroft Way provides access to the surface car parking and Building 1. The five storey Base Building, which completion construction towards the end of 2022, is located immediately to the south of the Site and includes a landscaped pedestrian and cyclist route between Pencroft Way and Greenheys Lane adjacent to the Site boundary.

The Site is identified for comprehensive redevelopment for a new seven-storey building, which is subject to a separate application for Planning Permission submitted concurrently and which seeks to deliver on the ambitions detailed within the various iterations of the MSP Strategic Regeneration Framework (SRF).

2.1 Site Context

The Site forms part of MSP, a strategic employment location as identified in the Manchester Core Strategy (2012) within the Oxford Road Corridor. The strategic opportunity presented by MSP is set out within the endorsed SRF (2018) and the subsequent SRF Refresh (2023).

The MSP SRF was first endorsed by MCC's Executive Committee in 2014 before being updated in 2018, and most recently through a site-specific addendum approved in March 2023. The endorsed SRF's seek to build upon the strong foundations currently present within the area to develop a world class science park that maximises opportunities for its tenants while providing significant benefits to the wider community.

A set of Core Development Principles have been established to help to achieve this aim, which includes the re-use of existing extensive areas of surface car parking and incidental landscaping as an opportunity to significantly enhance the site's environment and sense of place through the provision of new high-quality buildings, landscaping and public spaces.

The Applicant now has a live opportunity to secure an internationally significant health research organisation which wishes to relocate to a new purpose-built facility within MSP. This occupier presents a live opportunity that will bring significant direct and indirect socio-economic benefits to MSP and the wider Oxford Road Corridor eco-system, strengthening Manchester's R&D capabilities and world leading reputation for life science and health innovation. Due to the highly specialist requirements of this organisation, the proposals need to meet its distinct high specification requirements, ensuring the scheme is viable and deliverable whilst also being sensitive to the local environment.

The opportunity relates specifically to this Site. This latest update to the SRF (2023) reflects increased ambitions for the area, following on from the ongoing success of MSP in establishing a world-class science park. The key principles underpinning the March 2014 MSP SRF, and the subsequent 2018 update, are carried forward into the 2023 Addendum, and have been updated to provide a new emphasis on climate change, biodiversity, green and blue infrastructure.

As outlined in the 2018 Framework, commercial-led mixed-use development on the Site is consistent with the Development Plan. The Site is of sufficient scale to accommodate a larger building, subject to being designed in the context of the wider MSP Masterplan and other surrounding uses and buildings beyond the SRF boundary.

In the context of the strategic opportunity presented by its relocation, the 2023 MSP SRF Addendum identifies the opportunity for an increased quantum and height on the Site, subject to being robustly justified in the context of the direct contribution that will be made to the overall vision for MSP, the scale of strategic benefits that will be secured for the Corridor, and demonstrating that localised impacts can be appropriately addressed.

In this context, the demolition of existing buildings on the Site are required to realise the Site's full potential.

3 Proposed Demolition

The buildings identified in Figure 1 and the associated structures within the Site are proposed for demolition under this Application for Prior Approval of Demolition. To facilitate the demolition works, up to nine of the existing trees on-site are proposed for removal (all Category C), which are also covered within the Application for Full Planning Permission for the Site which is submitted concurrently. The retained trees will be subject to protection measures during the demolition works.

The existing cycle store located to the southeast corner of the Site and surface car park is proposed to be retained in situ to accommodate existing users at MSP. It is proposed that a replacement cycle store will be provided elsewhere at MSP prior to the commencement of construction of the redevelopment of the Site under the concurrent Application for Full Planning Permission. As such, demolition hoardings are proposed to exclude the existing cycle store and ensure access is maintained for existing users.

3.1 Timing and Programme

Demolition works are proposed to commence from late Summer 2023. This will allow the Site to be cleared and made good in preparation for the future redevelopment of the Site in line with the aspirations for MSP.

The proposals for the comprehensive redevelopment of the Site to accommodate a seven-storey development are submitted concurrently with this application, under an Application for Full Planning Permission. Following demolition, it is proposed that (subject to Planning Permission) the main redevelopment works will commence construction in Q3 2023 and complete in Q2 2026.

This application includes an interim treatment plan prepared by BDP, which details how the Site would be laid out in the event that there is a significant delay in the programme for bringing forward the full redevelopment of the Site; albeit this delay is not anticipated.

4 EIA Screening

The Applicant requests confirmation that the Proposed Development is not of the scale or type to necessitate the need for an EIA and therefore does not fall under the Town and Country Planning (EIA) Regulations 2017 ("the EIA Regulations"), guidance or associated case law to require an EIA to be undertaken to accompany the planning application.

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

- The requirements of the Town and Country Planning (England) (EIA) Regulations 2017 (the "EIA Regulations");
- European legislation under Directive 2011/92/EU; and
- National Planning Practice Guidance (March 2014; updated June 2021).

The proposed demolition does not fall under the definitions within Schedule 1 of 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. 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 regard to 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.

Given the nature of the development it is considered pertinent to agree that no EIA is required through the screening process through due consideration of Schedule 3 of the Regulations. A Screening Checklist

against the EIA Regulations is provided in Appendix B of this Covering Letter, which 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 (2017 – “the Regulations”). It does not meet the selection criteria of Schedule 3 where significant environmental effects might arise.

4.1 Assessment of Environmental Impacts

This section considers the potential for significant effects to arise during the proposed demolition works and reflects technical input from the project team.

The impacts of the demolition works would be managed and controlled through the implementation of the Demolition Management Plan (DMP) prepared by the contractor and submitted in support of this application.

4.2 Flood Risk

As with the majority of central Manchester, the Site is located within the Conurbation Core Critical Drainage Area. The Site as falls within Flood Zone 1, which means it is within an area at low risk of flooding from rivers or the sea without flood defences, or from the Corn Brook river culvert which flows underground alongside Greenheys Lane, as advised by The Environment Agency. The proposed demolition works are therefore at low risk of significant environmental effects from flood risk.

4.3 Ground Conditions

Ground conditions anticipated beneath the Site are likely to comprise a shallow cover of made ground overlying clay glacial till and glaciofluvial sand and gravel. A perched and discontinuous groundwater regime may be present locally within the made ground soils beneath the Site, and perhaps also within the glaciofluvial deposits. General redevelopment of the Site and surrounding area which may have been a source of imported, potentially contaminated made ground.

The Site and adjacent property are not affected by known faulting. No unstable slopes, or significant induced surface settlements were observed during a recent inspection. Although the Site lies within a coal mining reporting area, as defined by the Coal Authority, the property is not considered to be at significant risk from historical coal mining legacy issues (mine shafts, shallow workings, mine gases, fissures or breaklines). The Site is not considered to be at significant risk from the historical mining of other minerals.

Other ground subsidence categories are listed as having a very low to negligible risk.

No current or historic landfill Sites/waste related industry or areas of recent infilling/upfilling have been identified in close proximity to the Site. Given the history of the Site and surrounding area, the risk from hazardous ground gas is Low and the property is not located in a Radon Affected Area, as less than 1% of properties are above the Action Level.

Given the proposed end use, the proposed layout and the likely absence of contaminant pathways across much of the Site, it is considered that significant remedial actions to mitigate human health risk are unlikely to be required.

Demolition works will not include below ground works. A detailed Phase 1 Ground Conditions Assessment will be submitted in support of the planning application for the construction phase of works, and standard

contaminated land planning conditions (requiring investigation, risk assessment, remediation strategy, implementation and validation) that are expected to be applied to the consent.

4.4 Ecology and Arboriculture

An 'extended' Phase I Habitat Survey was undertaken on 11th October 2022, and the Preliminary Ecological Appraisal produced by Tyler Grange is submitted in support of this application.

This finds that the Site has no statutory or non-statutory designation for nature conservation, and no statutory protected Sites lie on the Site or immediately adjacent to the Site boundary. There is one European designated Site within 10km of the development, Rochdale Canal Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). However, there are no nationally designated or non-statutory designated Sites within 2km of the Site. All designated sites are considered to be sufficiently distant and not directly connected to the Site and thus no adverse ecological impacts are anticipated from the proposed works.

Habitats within the Site, namely the hardstanding, introduced shrub and buildings, are all considered to be of negligible ecological importance. The scattered trees on-Site are of local ecological importance and the three nine trees proposed for removal are Category C trees of low arboricultural quality and value.

The Site is considered to provide limited foraging habitat for bats due to the limited amount of on-site vegetation, partnered with the largely hardstanding nature of the Site. Furthermore, the surrounding habitat is considered to provide similar sub-optimal foraging and commuting habitat for bats, due to the abundance of residential and industrial habitat. It is possible that some of the existing buildings may support bats. It is therefore proposed that a condition is applied to the subsequent consent which requires submission of a Bat Roost Assessment of the existing buildings, structures and trees proposed to be removed and demolished, which requires discharge prior to their demolition or removal.

Significant environmental effects on ecology and arboriculture are therefore not anticipated as a result of the proposed demolition works.

4.5 Highways and Contractor Parking

The Site is located close to the A5103 Princess Road, which is a major A road linking Manchester City Centre to the M60 motorway. As such the road experiences congestion in the AM and PM peak hours. The proposed demolition works would remove the visitor car parking at the Site. The removal of existing car parking on-site is not expected to have an impact on existing staff as the car park is solely for visitor use. Future visitor car parking requirements for the Site will be provided as part of a wider parking strategy for MSP, and detailed within the Full Planning Application for the Site which is submitted concurrently.

The number of construction vehicles accessing the Site will be minimal and for a short temporary period of time, so the impact on the local highway network will be limited. Sufficient space is available on the Site for car parking; construction workers will be encouraged to car share or take sustainable modes of transport.

The demolition phase impacts, including a contractor parking strategy, would be managed and controlled through the implementation of the Demolition Management Plan (DMP) prepared by the contractor, and submitted with this application.

During the demolition works, it is not expected that road closures would be required, and where needed this would likely be reduced to single lanes as opposed to the whole road. Where required the Applicant and contractor will liaise directly with MCC Highways for agreement.

With the implementation of appropriate mitigation as detailed further in Section 5, the proposed demolition is not anticipated to cause any significant adverse environmental effects on highways or create any significant adverse impacts as a result of contractor parking.

4.6 Acoustics and Vibration

An Environmental Noise Study has been prepared by BDP to establish appropriate levels of noise from the Site during construction in line with background noise levels, and is submitted in support of this application.

With appropriate mitigation measures in place, as detailed further in Section 5, the potential noise and vibration impacts are not expected to be significant and will be temporary in nature. Significant environmental effects on noise and vibration are therefore not anticipated as a result of the proposed demolition works.

4.7 Air Quality

The Site is located within the administrative area of MCC, which has one Air Quality Management Area (AQMA) declared; the Greater Manchester Combined Authority AQMA, covering the 10 districts of Greater Manchester, including arterial routes, district centres and airport. The Site is outside of the AQMA; however, the boundary of the AQMA runs along Greenheys Lane.

During construction, air quality impacts are likely to be local to the development and will be temporary in nature (i.e. during the construction phase only). A qualitative study, based on the Institute of Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction' document, has been undertaken to assess potential demolition and construction phase impacts. Receptors located within 350m of the construction activities have been considered.

This Air Quality Assessment (AQA) will be submitted as part of the planning application. The assessment has identified a range of mitigation measures aimed at minimising construction impacts (fugitive dust emissions), detailed in Section 5 of this letter. Through the implementation of identified appropriate mitigation, it is concluded there would be to be a low risk of significant environmental effects with regards to air quality.

4.8 EIA Screening Conclusion

The proposed demolition works are required in order to clear the Site prior to commencement of the comprehensive redevelopment of the Site for a new seven-storey building, which is subject to a separate application for Full Planning Permission submitted concurrently.

A formal Screening Request for an EIA Screening Opinion was issued to MCC on 15 February 2023; this related to the demolition of the Greenheys building and the development of the Site for a seven-storey building. MCC subsequently provided a Screening Opinion on 06 March 2023, which stated that no EIA would be required for the proposed demolition or the comprehensive redevelopment on the Greenheys Site applied for under separate cover.

As highlighted above the technical consultants have advised the proposals are not expected to give rise to any significant environmental effects and it is considered an EIA is not required. We would be grateful if you could provide a Screening Opinion for the Proposed Development within the statutory timescales and look forward to your response.

5 Demolition Management

The impacts of the demolition works would be managed and controlled through the implementation of the Demolition Management Plan (DMP) prepared by Bruntwood SciTech in support of the application. The measures detailed within this form part of the contractual arrangements with the demolition contractor.

The demolition sequence proposed is summarised below:

5.1 Prior to commencement of works:

Intrusive investigation required will be undertaken, including prior demolition asbestos survey, phase 2 site investigation survey, bat emergence survey and UXO surveys. All mandatory recommendations and requirements outcoming from these surveys and reports will be completed in full prior to the commencement of demolition works.

5.2 Operation No 1: Services isolation

Following vacant possession, and before the strip-out and demolition of the existing buildings and structures takes place, all local/internal services will be isolated and decommissioned by suitably competent engineers. Non-exhaustively, this includes LV power, data comms, alarm systems, security systems, open and closed loop water services, waste pipework services, refrigerant systems, heating and cooling systems and other such service media. All service isolation certificates will be handed over to the demolition contractor before demolition commencement.

5.3 Operation No 2: Utility Disconnections

Alongside the local services disconnection, incoming utilities to the properties will be disconnected by the relevant and respective service providers.

The McDougall Centre furniture store building has been surveyed and takes its service media feeds from infrastructure in the adjacent buildings which are being retained. Disconnection of services in the areas of demolition will therefore be achieved by local services isolations and will not require utilities disconnections from statutory providers.

5.4 Operation No 3: Demolition Site Set-up

The boundary of the Site will be established through fencing. The Site's hoarding will be designed and installed in a manner to ensure adjacent public walkways (notably to the immediate west and east of the Site) remain safe and suitable to use. Hoarding will not be erected around the existing cycle store to the south east corner of the Site and surface car park, to ensure access to the cycle parking is retained.

Fencing will also be established around retained trees for protection as recommended in Tyler Grange's Arboricultural Report and rhino barriers will be used to create safe walkways and traffic routes.

Warning signs will be displayed at the appropriate points around the perimeter of the Site to deter unauthorised access. A mobile welfare unit will be set up on the Site.

5.5 Operation No 4: Soft Strip

Upon completion of the pre-demolition asbestos survey, undertaking of any outcoming asbestos removals and issue of reoccupation certificates, the internal strip out of the properties will commence. Safety controls as established in the Demolition Phase Plan and task specific Risk Assessment Method Statements (RAMS) will be implemented and maintained through the duration of strip-out works.

The internal strip-out scope will non-exhaustively include the removal and disposal of decommissioned building service media and associated appliances, ceiling finishes, floor finishes, loose and fixed furniture, residual equipment from the use of the building and internal/external joinery items. Strip-out materials will be sorted and segregated through material-specific waste skips for the benefit of recycling. The outline sequence of works is set out in detail in the Demolition Management Plan submitted with this application.

5.6 Operation No 5: Demolition of buildings

5.6.1 Building 1: Greenheys Business Centre

The west elevation of the Greenheys Building, located directly adjacent to a public footpath, will be demolished by hand with waste materials being 'pushed' into the building's footprint and an appropriate scaffolding system will be erected. It is possible that a temporary footpath and/or lane closure on Greenheys Lane is required during these works.

Once the building has been fully demolished demolition waste will be segregated and recycled and removed from Site appropriately in accordance with the waste management strategy within the DMP.

5.6.2 Buildings 2 & 3: Terrace Housing

The demolition of these terrace properties is largely expected to follow the process of building no 1. Access to the east of the properties will be gained for heavy plant for demolition by mechanical means, and removals on the western edge closer to the Greenheys Lane footpath will be undertaken by hand. Unlike Building 1, the west elevations of buildings 2 and 3 do not sit directly on the public footpath edge, and so a safety buffer zone can be established through HerasH fencing without the need for highway/footpath licences.

Extra care and precautions will be taken for the demolition of the most northern wall of buildings 2 and 3 which are directly adjacent to a retained building under separate ownership; demolition in this area will be exclusively by hand and include extra safety controls such as crash decks to avoid the risk of debris falling outside of the building footprint and causing damage to retained buildings.

5.6.3 Building 4

Exclusion zones will be established around the boundaries of the property and demolition will largely follow the processes set out for buildings 1-3. Demolition buildings must fully consider the adjacent sports hall building, which will be operational during the demolition process.

The majority of the building consists of a single storey brick and steel beamed structure with a heavily fenestrated frontage. There is also a single storey section which has been added onto the property at a later stage which has a timber joisted flat roof.

There is an existing wall to be retained which separates the areas scheduled for demolition and retention; this wall is structurally isolated from the areas for demolition and is believed to have formerly been an external wall. As such, structures will be removed up to the point of this wall. External grade doors and windows will subsequently be installed (where not already existent) to the retained elements of the building to ensure a weather that and secure property. Access can be gained on all expose east, south and west elevations for heavy plant to allow demolition by mainly mechanical plant means.

6 Demolition Mitigation Measures

General provisions relating to the mitigation of demolition activity will include the control of noise at the Site boundaries, and the management and control of dust and air quality emissions.

The demolition activity will be carefully managed in accordance with the mitigation measures detailed in full in the DMP submitted in support of this application, so as to minimise the potential impacts on nearby pedestrians, businesses or residents. The works will be temporary in nature and over a short time period.

6.1 Highways and Contractor Parking

Vehicular access to the development site will predominantly be off Pencroft Way with a secondary access off Greenheys Lane. The Princess Road arterial route to Manchester junctions with Greenheys Lane approximately 0.5km from the development site. Construction traffic will follow these designated routes and will be limited to slow speeds.

Contractor parking for contractors will be contained to the Site boundary, or alternately to allocated parking spaces within the wider MSP campus (in designated bay) or nearby public car parks, to mitigate against any impacts from on-street parking. Contractor and staff parking for the development during the demolition. Staff parking in nearby residential areas will be heavily discouraged and MSP's project and estates team will work closely with community groups to ensure this is suitably policed.

The site's hoarding will be designed and installed in a manner to ensure adjacent public walkways (notably to the immediate south of the site) remain safe and suitable to use. Furthermore, if the erection of fencing and subsequent hoarding happens ahead of the relocation of an existing MSP cycle store located on the Greenheys site, then safe and proper access will be maintained for the store until such point the facility is repositioned within the MSP campus.

6.2 Air Quality

The following mitigation measures specific to demolition have been recommended within the Air Quality Assessment produced by Silcock Leedham:

- Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is

needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.

- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition

It is believed that particulate dust emissions from construction activities have the potential to impact on local site users, neighbouring uses, and local ecology and as such, mitigation and control measures are proposed to be implemented to minimise this potential impact.

The following mitigation measures are proposed to be implemented:

- Construction traffic will follow designated routes and will be limited to slow speeds. Where loose material is transported, vehicles will be covered.
- A wheel-wash facility will be provided for vehicles leaving the Site.
- Regular road sweeping will be carried out, the frequency of these will be determined by activities taking place on the Site.
- Stockpiles will be located away from sensitive receptors and damped down and/or enclosed as appropriate.
- Enclosures are proposed where safe and possible around activities which are deemed to generate higher levels of dust.
- Cuffing and grinding methods will employ dust mitigation measures where possible (i.e. wet cuffing).
- A complete prohibition of burning of any materials on the Site will be implemented.

6.3 Noise and Vibration

All demolition works will take place within appropriate working hours, employ best practise construction methods and maximum plant noise thresholds to appropriately mitigate potential noise and vibration impacts arising from the proposals during construction and operation.

Based on standard MCC construction hours, the following hours are proposed:

- Monday - Friday: 07:30 – 18:00 (noisy works will not commence until after 09:00)
- Saturday: 08:00 – 14:00
- Sunday: By prior notice and agreement only

Measures to control the potential impacts from noise and vibration will be implemented and are summarised below. Measures are informed by guidance from the BRE Pollution Control Guide: Part 1- Pre-project Planning and Effective Management.

- Acoustic barriers will be implemented for static activities where necessary and practicable.
- All construction plant and machinery must comply with EU noise emission limits.
- All vehicles used for construction purposes will be fitted with effective exhaust silencers and attenuators.
- All generators will be 'sound reduced' models and fitted with acoustic covers.
- Ancillary plant will be positioned so as to cause minimum noise disturbance to identified sensitive receptors.
- Drop heights of materials will be minimised.
- No plant or machinery will be left running unnecessarily.

Any works which are considered to be excessively loud will be communicated to supervision and managerial staff and the Applicant will procure a sensible and appropriate way forward for the management of activities and communication with the local community, through established links.

6.4 Ground Conditions and Asbestos

Following vacant possession of the Site anticipated to be in early June 2023, and ahead of works being carried out, a fully intrusive Pre-Demolition Asbestos Survey will be carried out by Airborne Environmental Consultants Ltd (AEC) across all buildings and structures scheduled for demolition.

A Phase 1 site investigation report exists for the Site as included in the scheme's planning application. A phase 2 site investigation survey is underway and is expected to be completed by May 2023 which will identify the ground conditions and any contamination and ground gas present on the Site.

It is possible, that the findings of this survey may impact the strategy of demolition and extent of subterranean removals. All and any mandatory recommendations made through the Phase 2 site investigation will be complied with in full where relevant to the demolition phase of the project.

A Unexploded Ordnance (UXO) Assessment has been undertaken for the Site which establishes the majority of the area to be low-risk, with a medium risk zone in the south west corner of Site. Recommendations are made in this Assessment including training briefings prior to excavation works, and the appointment of a UXO surveyor to oversee below ground works in the medium risk zone, which will be adhered to in full.

6.5 Ecology

Fencing will be established around specified trees for protection as recommended in Tyler Grange's arboricultural reports.

The following additional mitigation is recommended by Tyler Grange's initial ecology assessment:

- **Bats** – It is proposed that a condition is applied to the subsequent consent which requires submission of a Bat Roost Assessment of the existing buildings, structures and trees proposed to be removed and demolished, which requires discharge prior to their demolition or removal. The

roost emergence survey will be conducted by Tyler Grange and any outcoming advice, recommendations or mitigation requirements will be complied with in full ahead of works commencing

Surveys are planned to occur in May when the survey season re-opens.

- **Birds** – Limited suitable breeding habitat for birds, restricted to the low numbers of scattered trees and introduced shrub. Through pre-clearance checks of any vegetated areas required for removal and through the planting of new native trees, any negative impacts to birds will be avoided and/or compensated for.
- **Badger** – Negligible potential for these species to be present on-site due to the developed nature of the site and surrounding area. As such, no further surveys or mitigation with regards to these species is recommended.
- **Reptiles** – Due to the absence of suitable habitat within or adjacent to the Site for reptiles, the likelihood of presence within the Site is considered to be negligible and no adverse impacts are expected as a result of the proposed demolition.
- **Water Vole, Otter and White-Clawed Crayfish** – Due to the absence of suitable habitat within or adjacent to the Site for these species, the likelihood of presence within the Site is considered to be negligible and adverse impacts are expected as a result of the proposed demolition.

7 Summary

This Application notifies the Council of demolition works proposed to take place in relation to the demolition of the Greenheys building at MSP. Demolition works are required to clear the Site prior to commencement of the comprehensive redevelopment of the Site for a new seven-storey building, which is subject to a separate application for Full Planning Permission submitted concurrently. This will allow works to progress in line with programme deadlines required to secure the unique opportunity presented by the anchor tenant occupying this space within MSP.

In light of the information summarised below and enclosed with the Application, we would be grateful for confirmation from MCC that Prior Approval for the proposed demolition is granted.

In addition to this Covering Letter, the following documents have been submitted via the Planning Portal (Ref. PP- PP-12042843) as part of this application:

- Application Form and Ownership Certificate – prepared by Deloitte LLP;
- Cover Letter – prepared by Deloitte LLP;
- Application Site Boundary and Location Plan – prepared by BDP;
- Existing Site Plans– prepared by BDP;
- Proposed Interim Site Treatment Plan reference (9-)L007 prepared by BDP;
- Demolition Management Plan prepared by Bruntwood;

- Ecological Appraisal Report, including Phase 1 Habitat Survey, desk study, preliminary bat roost assessment, badger survey and nocturnal bat surveys prepared by Tyler Grange; and
- Arboricultural Method Statement / Tree Protection Plan – Demolition Phase, prepared by Tyler Grange.

In accordance with Paragraph B.2 (b)(iv) of the Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015, a Site Notice will be displayed to notify neighbours and members of the public of the intended works on the date of submission of this application.

A fee has been paid directly to MCC via BACS payment for £96 in, in respect of the requisite application fee.

We trust you will find this application in order and we look forward to receiving written confirmation of its registration.

Please contact Jennifer Chatfield (0161 455 8084 / jchatfield@deloitte.co.uk) or Eithne Fitzgerald (0161 455 6963 / eithnefitzgerald@deloitte.co.uk)

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 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 proposed works relate to the demolition of the existing building and structures on the Site and the removal of three trees. The demolition works are required to clear the Site prior to commencement of comprehensive redevelopment of the Site for a new seven storey building (which will be the subject of a separate application for Planning Permission). Future redevelopment proposals will be considered and assessed fully under the separate Full Planning Application, but in summary are in keeping with the vision set out within the MSP Strategic Regeneration Framework (SRF) (2018) and Addendum (2023).

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 demolition works are required to clear the Site prior to commencement of comprehensive redevelopment of the Site, which is subject of a separate application for Full Planning Permission submitted concurrently to this application.

Cumulative impact with other development

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

At the time of writing, the Applicant is not aware of any buildings currently under construction within a 250m radius of the Site. Any committed developments benefitting from planning permission have been identified and are set out within the table at Appendix C, albeit these are minor in scale (refurb/ change of use). These developments have been considered by consultants as relevant within their assessments.

It is expected the impact of the works will be minimal, with the core technical matters being related to air quality, noise and traffic effects during demolition phase on a temporary basis, all of which will be controlled through a DMP during development.

Given the construction programme for the respective developments, there is likely to be a limited overlap of construction activity. Each individual development will be subject to their own mitigation measures in relation to the respective operational phases.

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?

Demolition works are required to clear the Site prior to commencement of comprehensive redevelopment of the Site for a new seven storey building (which will be the subject of a separate application for Planning Permission). This development forms part of the wider MSP Masterplan, which is subject to an endorsed SRF (2018) and SRF Addendum (2023).

The proposals for the wider MSP Masterplan area will not be assessed cumulatively as part of this application because the Masterplan is only indicative of future development.

The proposed for the comprehensive redevelopment of the Greenheys Site (an application for Full Planning Permission for which is submitted concurrently with this application) has already been assessed and a Screening Option provided by MCC on 05 March 2023 stating that an EIA is not required in support of the application.

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 is a brownfield site and proposal is for demolition works and waste will be managed in accordance with the strategy set out within the DMP submitted with this application. The Principal Contractor is to develop and implement a Site Waste Management Plan (SWMP) which describes the procedures for the management of waste arising from the construction activities. The SWMP shall comply with the relevant regulatory standards.

The proposals relate to a developed Site that comprises an existing office building 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 will be mitigated through a sustainable design and construction approach to the development that accords with current legislative requirements and best practice advice.

Production of waste

Will the development produce waste 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 works will generate waste. The Principal Contractor is to develop and implement a Site Waste Management Plan (SWMP) which describes the procedures for the management of waste arising from the construction activities. The SWMP shall comply with the relevant regulatory standards.

Based on initial desk studies, the Site is deemed to be moderate to low risk to human health as a result of contamination. Should any contamination be discovered that is not previously identified then that will need to be treated or appropriately disposed of off-Site. It is not considered that these issues are significant, unusual, complex, or of any more than local importance.

Pollution and nuisances

Will the development release pollutants or any hazardous, toxic or noxious substances to air?

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?

The proposed demolition activities will likely produce dust and the production of particulate matter and emissions using construction plant and equipment. The proposed demolition works will also generate new construction traffic consisting of some heavy goods vehicle movements. This has potential to generate noise and emissions.

Air quality impacts will occur on a temporary basis and would be managed and controlled through the implementation of the mitigation measures summarised in Section 5 and detailed within the DMP (DMP), prepared in accordance with the relevant legislation and environmental permits, and submitted in support of this application.

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 demolition works are not anticipated to generate a risk from leachates or the escape of products/by-products that may constitute a contaminant in the environment. Best practice demolition management techniques would be employed on the Site to prevent accidental spillage that may cause contamination.

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, crushers?

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 proposed demolition works will generate increased levels of noise and vibration. This will be temporary in nature and best practice construction methods will be employed to reduce these impacts to an acceptable level. The proposed mitigation measures are summarized in Section 5 and detailed in the DMP submitted in support of this application.

No significant increase in heat energy or electromagnetic radiation is anticipated from the proposed demolition works.

During certain periods of the year, it will likely be necessary to unnaturally light the construction site, construction office, roads, complexes etc. for safety and accessibility reasons. It is likely that this lighting could impact the nearby population or wildlife, and needs noting that unnecessary light emission could affect drivers who pass the Site.

Mitigation measures for light related nuisance will be employed, such as limiting construction activity times to daylight hours and angle all site lighting appropriately so as not to purposely aim beams of light outside of the construction site boundaries.

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 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 and through existing contamination in ground, if there are pathways. Best practice construction management techniques will be employed on-Site to prevent accidental spillage that may cause contamination.

The Principal Contractor is to develop and implement a site waste management plan (SWMP) which describes the procedures for the management of waste arising from the construction activities. The SWMP shall comply with the relevant regulatory standards.

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.)?

It is not considered that the proposed uses are likely to give rise to any potential risk. It is anticipated that the risk to human health as a result of contamination is low.

The proposals fall within an area of low flood risk and is not likely to be adversely affected even when climate change factors are applied.

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)

The demolition works will not involve handling or production of substances or materials which could be harmful to people or the environment.

An Asbestos Survey will be carried out prior to

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 tunneling

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?
Steam 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;
- Removal of 3 existing trees;
- Facilities for storage of goods and materials associated with demolition;
- New road traffic during construction;
- Influx of people to an area temporarily as a result of demolition works; 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, will be temporary and are unlikely to give rise to unusually complex and potentially hazardous effects.

The nature of the demolition works is in keeping with the surrounding development, and within a highly accessible location, within the defined Regional Centre.

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 an existing office building and ancillary buildings, and associated surface car parking, with a number of scattered trees. The proposed

development would result in the removal of these uses, 9 trees of low significance and removal of the visitor car park.

The area around the Site has been developed for commercial uses, with residential, education, community and industrial (brewery) uses beyond in the wider area.

While impacts on Highways, Air, Noise and Ecology may be expected, mitigation measures are in place to minimise impacts from demolitions works, as summarised in section 5 and detailed in DMP.

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?

The Site is located in close proximity to the McDougall Mosque/ Prayer Hall. Residential uses are also located to the west of the Site. Appropriate mitigation are contained in DMP and summarised in Section 5 and it is therefore not considered that sensitive land uses will be adversely affected by the proposals.

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

No, the Site is located on brownfield land which has been previously developed.

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 Proposed 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 prepared by Tyler Grange is submitted in support of this application, which confirms there is one European designated site within 10km of the development, Rochdale Canal Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). However, there are no nationally designated or non-statutory designated sites within 2km of the site.

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 closest Listed Buildings are approximately 270m from the Site and,

due to the nature of the works comprising demolition works, no Listed Buildings are anticipated to be affected.

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:

Wetlands, 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 Site and no heritage assets within or near to the Site that will be affected by the proposed demolition works.

The Site is located within the Regional Centre of Manchester, as defined by the core strategy, which is a densely populated area. However, due to the nature of the proposals comprising demolition works 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?

The proposed demolition works are not considered to give rise to significant environmental effects on ecological receptors.

An Ecology Assessment has been undertaken by Tyler Grange to support the planning submission to assess vegetation, amphibians, bats, birds and invertebrate habitats. This identifies that given the nature of the Site, it is not expected that there would be any impact on important or sensitive species of fauna or flora.

There is a potential for bat roosts in some of the existing buildings scheduled for demolition and as such, prior to demolition works being instructed, a roost emergence survey will be conducted by Tyler Grange in May 2023. Any outgoing advice, recommendations or mitigation requirements will be complied with in full ahead of works commencing.

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

The Environment Agency Flood Map identifies the Site as being located within Flood Zone 1 and therefore at low risk from all forms of flooding. However, along with the majority of Manchester City Centre and Central Manchester, the Site lies within the Critical Drainage Area as designated by Manchester Salford and Trafford Strategic Flood Risk Assessment.

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 best practice construction methodology will be employed in order to minimise any release of pollutants during the demolition works.

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. There are no other areas or features of high landscape or scenic value on or around the Site.

Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?

There are no public access routes within the Site. There is a public access route outside of and to the south of the Site that will be retained throughout the proposed works.

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

The location of the Site means that it is accessible by a range of sustainable transport modes, including the Metrolink and Rail. Contractors will be encouraged to use sustainable modes of transport to the Site where possible. Designated routes are outlined in the DMP for construction vehicles and vehicles movements to the Site will be carefully planned to avoid peak hours of congestion.

It is not anticipated that any significant impacts relating to congestion, or the environment, will be caused by the vehicle movements from the proposed demolition works.

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

The Site is likely to be visible to the residents to the west of Greenheys Lane; however, the visual impact will be minimal and temporary. These demolition works will allow commencement of comprehensive redevelopment of the Site.

The demolition works are only temporary in nature and the comprehensive development is planned to start shortly after. An Interim Site plan has been prepared by BDP, which will be implemented to make good should these main works be delayed.

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

The nearest Listed Buildings identified are around 270m distance from the Site and will not be affected by the Proposed Development given the built urban form surrounding the development and significant change that has occurred in MSP since it was created.

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 falls within Flood Zone 1, which means it is within an area at low risk of flooding from rivers or the sea without flood defences. In addition, the Site is not at risk from any of the other hazards mentioned above.

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

Given the nature of works proposed, there will be no impact.

Is there likely to be any transboundary impacts?

Considering the scale, nature, and location of the Proposed Development this is not considered likely.

Appendix C – Committed development schemes within 500m of the Site

Project Name	Application Reference	Description of Development Proposals	Date Approved	Map No.	Distance from Site	Status
	124456/JO/2019	Application to vary condition 2 (Approved Drawings and Documents) and 12 (Totem) imposed upon planning approval reference 118410/FO/2017 under section 73 of the Town And Country Planning Act 1990 to amend the location of the main entrance and remove the totem from the proposals	124456/JO/2019			
	130016/JO/2021	Variation of conditions 2 (Approved Drawings and Documents) of application referenced 124456/JO/2019 to allow amendments to the design of the development under section 73 of the Town and Country Planning Act 1990	Mon 19 Jul 2021			