

Appendix 2.1

EIA Scoping Note

Briefing Note

Proposed EIA Scope – Land East of Upper Brook Street

Client:	McLaren Properties Ltd and Kadans Science Partner	Site:	Land east of Upper Brook Street
Author:	Patrick Duffy, Charles Anderton	Date:	3 February 2023
Subject:	Proposed Environmental Impact Assessment (EIA) Scope – Land East of Upper Brook Street		

1. Introduction

- 1.1 McLaren Properties Ltd, Kadans Science Partner ('the Applicant') is proposing to seek planning permission for the redevelopment of land on the east of the A34 Upper Brook Street (UBS), Manchester.
- 1.2 The Applicant has accepted an earlier informal view expressed by MCC that the Proposed Development is likely to give rise to significant effects on the environment and therefore a formal Environmental Impact Assessment (EIA) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017¹ (as amended²) will be required to be undertaken and an Environmental Statement (ES) submitted with the planning application.
- 1.3 In response to this the Applicant has requested that Avison Young undertake a review of the proposals and their environmental setting to identify the proposed scope of the assessment work required to be undertaken through the EIA process. This note sets out the Applicant's consideration of the likely scope of the EIA, and the intention is that it be sent to MCC to requests its informal view on this with the aim of agreeing the scope of the assessment to be reported in the ES.

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

² Amended by the Exiting The European Union Environmental Protection Town And Country Planning Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018

2. Site Description and Location

- 2.1 The Site comprises land controlled by McLaren Properties and Manchester City Council (MCC). The part of the Site under the control of McLaren Property is currently partly unused and partly used on a temporary basis for paid car parking but was formerly a Citroën car dealership and is accessed from both Upper Brook Street (UBS) to the west and Kincardine Road to the east. The part of the Site owned by MCC comprises the former Elizabeth Yarwood Court residential complex, which is accessed from Kincardine Road to the east of the Site.
- 2.2 The Site is identified for redevelopment within the Oxford Road Corridor Strategic Regeneration Framework Guidance document (SRF)³, with mixed commercial uses in-line with the SRF being a priority for the UBS site.

Figure 2.1: Aerial View of the Site



- 2.3 As is visible in **Figure 2.1**, the nearby land uses surrounding the Site include:
- To the north of the Site is a vacant single-storey commercial building (also identified for redevelopment within the Oxford Road Corridor SRF) and the Grade II* listed 'Former Unitarian Chapel' which now functions as student accommodation.
 - To the east of the Site is Kincardine Road; beyond which is a 4 to 6-storey student accommodation building and 2-storey residential dwellings that form a part of the wider Brunswick Estate. The

³ Deloitte (September 2019) Oxford Road Corridor Strategic Regeneration Framework Guidance. Available at: https://www.manchester.gov.uk/downloads/download/7175/oxford_road_corridor

Brunswick Estate is an area currently undergoing extensive urban regeneration (see Cumulative Scheme 1 (Brunswick Neighbourhood)).

- To the south of the Site is Cottenham Street; beyond which is the Tai Wu restaurant and W.H. Lung Supermarket.
- To the west of the Site is UBS, on the opposite side of which is the University of Manchester's Main Campus, which includes the National Graphene Institute, the Manchester Engineering Campus and the Sir Henry Royce Institute, with buildings ranging from 4-storeys to 10-storeys in height.

3. Description of the Proposed Development

- 3.1 The Proposed Development comprises two blocks of varying height. A single 5 to 22-storey block, to be used for student accommodation (comprising approximately 740 units in total, with the exact number of units to be confirmed), would be located within the northern portion of the Site. A single 6 to 9-storey block, for Life Sciences use, would be located within the southern portion of the Site.
- 3.2 A linear area of public realm separates the two blocks and crosses the Site on a north-east to south-west alignment. Alongside its use as an amenity space for Site users, the new public realm will also serve as a pedestrian and cyclist thoroughfare through the Site and will connect UBS with Kincardine Road.
- 3.3 It is understood that the Proposed Development would contain very limited car parking spaces and would be designated solely as accessible parking spaces. This is based on the nature of the Site's uses and the Site's immediate proximity to existing public transport infrastructure. Each block will contain its own indoor cycle storage area for use by the Site's occupants. Once operational, servicing of the Proposed Development would take place entirely within the Site.
- 3.4 During the Works, the demolition of three structures on-Site would be necessary to facilitate the construction of the Proposed Development, these being:
- Elizabeth Yarwood Court;
 - Former Citroën dealership showroom; and
 - Former Citroën dealership pavilion.

4. EIA Approach and Methodology

4.1 The ES will be prepared to fully comply with Schedule 4 of the EIA Regulations: 'Information for Inclusion in Environmental Statements'; and in accordance with National Planning Practice Guidance (PPG).

4.2 The 2017 EIA Regulations state that an ES should include:

"4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions), impacts relevant to adaptation, material assets, cultural heritage, including architectural and archaeological aspects, and landscape.

5. A description of the likely significant effects of the development on the environment resulting from, inter alia:

- a. the construction and existence of the development, including, where relevant, demolition works;*
- b. the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;*
- c. the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;*
- d. the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);*
- e. the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;*
- f. the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;*
- g. the technologies and the substances used.*

The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(a) and Directive 2009/147/EC(b)."

4.3 The scope of assessment proposed in this Briefing Note has taken this into account.

4.4 Planning Practice Guidance (PPG) states that in judging whether the effects of a development are likely to be significant, local planning authorities should have regard to the possible cumulative effects with any approved development. Given the surrounding urban context a search area of 1km of the Site was

considered to be appropriate for the identification of projects likely to give rise to significant cumulative effects. In accordance with Schedule 4 of the EIA Regulations schemes within this search area would be required to have:

- A resolution to grant planning permission;
- A valid planning permission and yet to start on-site; and
- A valid planning permission and under construction.

4.5 A search of MCC's planning portal was carried out; the following planning permissions have been identified as being of sufficient scale and proximity to warrant consideration with the Proposed Development for the potential to result in significant cumulative effects. The identified planning applications (hereafter referred to as 'Cumulative Schemes') are presented in **Table 4.1** and **Figure 4.1**.

4.6 There are also the additional plots that form part of the SRF. McLaren Properties Ltd and Kadans Science Partner are aware of and collaboration with the owners bringing forward the sites within the SRF area to the north of the Proposed Development (known as the PAG and Moda site). They are in discussions with these owners to understand what information would be available to be included in a cumulative assessment. However, these do not yet have planning permission and are not the subject of planning applications. As such, they would not constitute 'Cumulative Schemes' as defined by the EIA Regulations. Notwithstanding this, it is anticipated that planning applications for these sites will be submitted during the determination period of the Proposed Development and therefore the currently anticipated form and scale of the PAG and Moda site proposals have been taken into account in the following consideration of the likely environmental effects of the Proposed Development. McLaren Properties Ltd and Kadans Science Partner's proposals are thought to be sufficiently in advance of the other SRF site to the south that they will be in an advanced stage of construction the other SRF site start significant construction works. In this scenario significant construction effects are unlikely to occur.

4.7 The PAG and Moda sites comprise five plots located to the north of the Proposed Development to the west of Kincardine Road and extending to Grosvenor Street. The sites immediately north of the Proposed Development are anticipated to be up to nine storeys (circa 42m) in height. The PAG and Moda proposals, to the north of the current alignment of Inchley Road, would step up in height from up to seven to 11, to 14 storeys (circa 33m, 37m and 48m in height respectively) with a landmark tower at the junction with Grosvenor Street of up to 39 storeys (circa 120m) in height.

Table 4.1: List of Proposed Cumulative Schemes benefitting from Planning Permission

No.	Planning Reference	Description of Development	Status	Distance and Direction from the Site
1	101664/FO/2013/N2	Brunswick Neighbourhood Selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and refurbishment of the Brunswick Neighbourhood, including the	Application validated: 18 February 2013	Encompasses the southern half of the Site along with the surrounding Brunswick area

No.	Planning Reference	Description of Development	Status	Distance and Direction from the Site
		erection of 444 new residential dwellings (C3); the refurbishment of 839 existing homes [including low rise reversals and the refurbishment of Artillery Court, Silkin Court, Lockton Court, Lamport Court, and existing maisonettes and low rise houses]; a new boulevard and new access roads, new car parking and service areas; a new mixed use building comprising of 4 retail units (A1 or launderette or A5), and a neighbourhood housing office (B1a) with 18 apartments (C3) above; a mixed use residential extra care home with 60 residential units, and a day care centre on part of the ground floor (C2/D1); the upgrading of Gartside Gardens [with new multi use games area, a new playground, realigned pathways, new entrances and new landscaping]; a new orchard; 25 new allotments; new boundary treatments; new open spaces; with associated infrastructure, landscaping and tree planting	Application approved: 30 May 2013	
2	124472/FO/2019	Kincardine Court Extension Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank	Application validated: 14 August 2019 Application approved: 06 December 2019	15m north-east
3	134288/FO/2022	Number 3 Circle Square Erection of 15 storey building comprising office space (Use Class E(g)(i)) and ancillary flexible commercial uses (Use Class E), rooftop terrace, highway works, landscaping, and other associated works	Application validated: 19 July 2022 Application approved: 04 November 2022 Groundworks started: 06 December 2022	570m north-west

No.	Planning Reference	Description of Development	Status	Distance and Direction from the Site
4	125799/FO/2019	MMU Science and Engineering Building Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.	Application validated: 20 December 2019 Application approved: 12 March 2020 Construction started: 14 April 2021	720m north-west
5	125573/FO/2019	First Street South Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.	Application validated: 22 January 2020 Application approved: 09 March 2021 Construction started: 21 March 2022	925m north-west

Figure 4.1: Map of Proposed Cumulative Schemes



5. Assessments to be Scoped Out of the EIA

- 5.1 The following provides the justification for scoping out of the EIA a series of environment topics.

Arboriculture

The Works

- 5.2 There is a small number of trees on the Site, mostly located in the southern and south-eastern parts of the Site and are associated with the former Elizabeth Yarwood Court residential complex. There is a range of species including maple and horse chestnut along with a number of ornamental species including buddleia. All these trees would be removed as a result of the construction works.
- 5.3 None of the trees located on-Site are subject to a Tree Preservation Order (TPO) and the Site is not located within or in proximity to any areas of Ancient Woodland.
- 5.4 Given the age and species composition of the trees on-Site, the demolition and construction phase of the Development is not anticipated to generate significant adverse effects upon arboriculture.

The Completed Development

- 5.5 New tree specimens (with the exact number, species and age yet to be determined) would be planted within the Site as part of the completed Development, with the majority of tree planting to be focussed within the new public realm space and along the north-eastern border of the Site.
- 5.6 Overall, the operational phase of the Development is not anticipated to generate significant effects upon arboriculture.

Cumulative Scenario

- 5.7 The nearest Cumulative Scheme to the Site, Cumulative Scheme 2 (Kincardine Court Extension), would result in the loss of 8 trees fronting Haymans Walk⁴. Overall, no significant cumulative effects are anticipated in regard to arboriculture. The loss of trees associated with the development of the other cumulative schemes is off set through their approved landscaping proposals such that a cumulative effect on arboriculture is unlikely.
- 5.8 The remainder of the SRF area has a very limited number of trees dispersed to the northern and southern ends. It is expected that MCC will require details of the tree provision on the SRF sites as they come forward and will require that appropriate re/provision of trees will be required through the landscaping proposals for these sites in due course. As such significant cumulative arboriculture effects are unlikely.

Ecology and Nature Conservation

The Works

- 5.9 The Site is not situated within, or in proximity to, any statutory ecological designations (i.e. Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), Special Protection Area (SPA), Local

⁴ TEP (2019) Kincardine Court, Manchester – Arboricultural Impact Assessment

Nature Reserve (LNR), National Nature Reserve (NNR) or Ramsar Sites). While the Site is located within a SSSI Impact Risk Zone (IRZ), due to the nature of the Proposed Development (i.e. not pertaining to livestock and poultry units or general combustion processes) consultation with Natural England would not be required as per Natural England's IRZ for SSSI User Guidance.

- 5.10 The nearest non-statutory ecological designations are the 'Ashton Canal (West)' Site of Biological Importance (SBI) (located approximately 1.2km north-east of the Site) and the 'Rochdale Canal, Stott's Lane – Ducie Street Basin' SBI (located approximately 1.2km north of the Site). Both designations, being located within Manchester's city centre, are spatially separated from the Site by a dense built environment with no conceivable pathway for ecologically harm to occur at either of the designations as a result of the Proposed Development.
- 5.11 The Site does not contain, or is located to any, Priority Habitats. The existing habitats present within the Site do not appear to be of notable scale and complexity, and the ornamental landscaping within the Elizabeth Yarwood Court gardens is unlikely to support any species of conservation concern.
- 5.12 A Bat Survey would be necessary to ascertain the level of bat activity within the Site, along with the suitability of the vacant Citroën dealership showroom and pavilion and existing trees to support Potential Roost Features (PRF). However, the level of activity and lighting along UBS and the well-maintained nature of the buildings on the Site it is unlikely that there is significant bat activity at the Site.
- 5.13 In-line with best practice and to avoid a contravention of the Wildlife and Countryside Act, 1981 (as amended), standard mitigatory precautions would be implemented. This would include a pre-clearance nesting bird check completed by a suitably experienced ecologist. In addition, precautionary measures would be employed during site clearance to ensure the adequate protection and removal to a safe location of any reptiles or hedgehog that may be present on the Site at that time. This would involve a clearance process outside of the reptile and hedgehog hibernation period and supervised by an Ecological Clerk of Works. Similarly, in respect of potential bat roosts, appropriate timing of sensitive clearance works would be employed outside of the active bat roosting season to avoid any impact on roosting bats present on-Site. The development work should be undertaken with care, for example with roof tiles lifted rather than dragged. With these standard mitigation measures secured and controlled through a suitable planning condition there would be no significant effects on ecological resources.
- 5.14 The demolition and construction phase of the Development is not anticipated to generate significant adverse effects upon ecology and nature conservation.

The Completed Development

- 5.15 The operational Development is not anticipated to have any significant adverse ecological effect. It is anticipated that the finalised soft landscaping scheme would be based upon the findings of subsequent ecological surveys and would incorporate best practice measures to provide context-appropriate habitat and foraging opportunities for native wildlife.

Cumulative Scenario

- 5.16 The location of the cumulative sites at distance from the ecological designations identified indicates that they would not be likely to give rise to significant effects on these nature conservation resources.

All the cumulative schemes and the SRF area include are similarly located on previously developed land and all have landscaping schemes to address to mitigate the effects of the on-site development. As such significant cumulative ecological effects are unlikely.

- 5.17 It is expected that MCC will require details of the ecological value of the SRF sites as they come forward and will require that appropriate biodiversity gains are incorporated into the proposals for these sites in due course. As such significant cumulative significant ecological effects are unlikely.

Traffic and Transportation

The Works

- 5.18 The Site does not contain, nor is it located adjacent to, any Public Rights of Way (PRoW).
- 5.19 The Works would introduce additional vehicles on the local highway network, primarily as a result of construction workers accessing the Site and through the delivery of construction materials via Heavy Goods Vehicles (HGVs). However, these vehicle movements would be temporary, and the number of construction vehicle movements associated with the Development is not expected to be substantial (certainly well below the 'rule-of-thumb' thresholds detailed at paragraph 3.15 of the IEMA assessment guidance).
- 5.20 Nevertheless, construction vehicle movements could give rise to some minor disruption to the normal operation of the local highway network and therefore appropriate management measures will be put in place to reduce / minimise impacts during the Works. These measures will be detailed in a Construction Environmental Management Plan (CEMP) which will be secured through an appropriately worded planning Condition and will be agreed with MCC prior to the commencement of the Works.
- 5.21 The CEMP will stipulate designated vehicular access arrangements for the Site and vehicular traffic arising from construction site traffic will be required to follow pre-agreed designated routes to avoid network constraints (e.g. residential areas, narrow streets etc.) and be timed to avoid peak traffic periods. Furthermore, the CEMP will review measures to reduce the number of deliveries and will seek to time deliveries so that vehicles do not have to wait to access the Site.
- 5.22 The CEMP will also deal with the appropriate management of the safety of vulnerable road users in the area (e.g. clearly advertising any public footway / cycleway closures that are required and clearly signposting alternative routes). In addition, protocols will be proposed to ensure that all suppliers that the contractor / developer employs are obligated to adhere to a number of safety and environmental standards and programmes.
- 5.23 Whilst the traffic resulting from the Works may result in some temporary disruption, the management measures proposed will ensure that there are no significant impacts on the local highway network.

The Completed Development

- 5.24 It is proposed that the Development will be car-free, with the exception of a limited number of accessible parking spaces to be provided on-Site. Servicing of the Development would occur on-Site, which in-turn would minimise the traffic volume generated.

Cumulative Scenario

- 5.25 Assuming the construction programme of the Development may overlap with the construction programme of other schemes (although the MMU Science and Engineering Building is likely to be nearing completion by the time the Proposed Development is implemented) the cumulative schemes will be managed by a CEMP should they interact.
- 5.26 Construction-related traffic related to the Proposed Development and Cumulative Scheme 2 (Kincardine Court Extension) would likely access their respective constructive sites from Kincardine Road (before joining onto Whitekirk Close in the case of Cumulative Scheme 2). A modal filter is currently present on the Kincardine Road which would prevent construction-related vehicle access to the Site from the south-eastern end of Kincardine Road. Should the programme of works of the Proposed Development and Cumulative Scheme 2 overlap there would be a period of disruption by construction-related traffic for the most sensitive receptors situated along and off Kincardine Court and Whitekirk Close (i.e. residents of Kincardine Court and residents located along Whitekirk Close, Arkley Street, Haymans Walk, Hanworth Close and users of Gartside Gardens). However, a CEMP can be implemented that interacts with that for the Kincardine Court Extension works to programme deliveries to minimise effects at these receptors. This will ensure minimal disruption to the surrounding road network so significant cumulative effects will not occur.
- 5.27 While some degree of overlap with the PAG Moda sites is anticipated during construction it is expected that MCC will control the construction traffic through a CEMP and a Construction Logistic Plan (CLP) requiring the contractors to coordinate with each other to minimise construction traffic effects. These management plans are routinely controlled through planning condition and can be relied upon to be effective. On this basis significant contraction traffic impacts can be scoped out of the EIA.
- 5.28 Operational cumulative effects are also expected to be insignificant when considering the anticipated trip generation of the Proposed Development. Proportional increases in overall traffic will continue to be below the IEMA thresholds and therefore there will be no significant cumulative effects.
- 5.29 It is expected that MCC will require details of the transportation effects of the SRF sites as they come forward and will require that appropriate mitigation be built into the schemes and any necessary highway works are carried out before the development of these sites in due course. As such significant cumulative transportation effects are unlikely.

Air Quality

The Works

- 5.30 The Site is located within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA). The GMCA AQMA, formerly named the Manchester AQMA, was originally declared by Manchester City Council on 31/07/2001 for levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) and was most recently amended on 01/05/2016 for levels of NO₂. The principal source of air pollution within the AQMA is from road traffic.
- 5.31 During the works, the demolition of three structures on-Site would be necessary to facilitate the Proposed Development, these being:
- Former Elizabeth Yarwood Court;

- Former Citroën dealership showroom; and
- Former Citroën dealership pavilion.

5.32 Given the modest scale of the existing built development on the Site, the demolition works required would be limited and the temporary effects to neighbouring residents would be typical for any construction site and would be minimised through compliance with the relevant legislative requirements and the implementation of environmental management control measures detailed within the CEMP.

5.33 The demolition and construction works could have the potential to give rise to the following air quality effects:

- Dust emissions and associated nuisance generated by demolition and construction activities; and
- Additional emissions to the atmosphere from the operation of construction plant and machinery and construction related traffic generation.

5.34 The generation of dust nuisance would be sufficiently minimised through the implementation of a Dust Management Plan (DMP) that can be secured through an appropriate planning condition.

5.35 Construction traffic and activities would be controlled through a CEMP and a Construction Logistics Plan (CLP) such that routes to and from the Site are controlled where possible and to maintain local air quality for surrounding land uses and occupiers. As such, the demolition and construction works of the Proposed Development are unlikely to give rise to a significant effect on local air quality and would not have a significant impact upon the GMCA AQMA.

The Completed Development

5.36 Once operational, the Development is anticipated to generate a negligible number of additional vehicle trips due to the limited provision of car parking spaces on-Site and the accessibility of the Site via public transportation. As such, the completed and operational Development is not anticipated to generate a significant adverse effect upon local air quality.

Cumulative Scenario

5.37 Should demolition and construction works overlap with the construction programmes of the Cumulative Schemes (although the MMU Science and Engineering Building is likely to be nearing completion by the time the Proposed Development is implemented) there may be a potential for cumulative construction dust nuisance effects to occur. However, as for the Proposed Development, it is assumed the construction activities of the Cumulative Schemes will be effectively managed by a CEMP. This will reduce disruption to the surrounding sensitive receptors so significant effects are unlikely. In the Cumulative Scenario, it is not anticipated that the Development would result in any significant adverse effects upon air quality.

5.38 As noted above it is anticipated that the construction of the proposed development will overlap with the redevelopment of PAG and Moda sites. Again it is anticipated that each contractor will be required to accord with a CEMP that will control on site activities and could be used to require liaison and

organisation across the construction sites to control activities that may give rise to impacts on air quality thus making significant effects on air quality from the construction activities unlikely.

- 5.39 It is expected that MCC will require details of the air quality effects of the SRF sites as they come forward and will require that appropriate mitigation be built into the schemes or controlled through conditions. Emissions from road traffic is likely to reduce through the period of the delivery of the SRF as a whole due to changes to the road traffic fleet through improved emissions and an increased proportion of electric vehicles. As such significant cumulative air quality effects are unlikely.

Noise and Vibration

The Works

- 5.40 In common with all active construction sites, the Works could have the potential to give rise to noise and vibration nuisance generated by construction activities associated with the Works (including noise from plant and machinery) as well as noise from construction traffic.
- 5.41 Measures to be implemented as part of a CEMP would aim to reduce noise and vibration nuisance during the Works. These standard measures and temporary nature of the Works are typically sufficient to minimise noise nuisance effects. These measures will include the following:
- Adherence to reasonable construction site working hours which will avoid early mornings, night-time, and weekend working (unless required for an emergency situation);
 - The use of modern, low noise emission plant and machinery;
 - Switching off plant and machinery when not in use;
 - Noise and vibration monitoring to assess the effectiveness of the management controls and to indicate if and when additional measures may be required; and / or
 - Construction traffic and HGVs to follow previously agreed routes set out in a CLP.
- 5.42 With regard to emissions from construction related traffic, the temporary increase in traffic generation associated with the Works is not envisaged to be significant. It therefore follows that road traffic noise will unlikely be significantly affected by this temporary addition of traffic to the local road network.

- 5.43 Considering all of the above, the Works are not anticipated to generate significant noise and vibration effects.

The Completed Development

- 5.44 Overall traffic volumes and flows on the local road network generated by the Development are not likely to be significant. It therefore follows that road traffic noise emissions of the surrounding network would unlikely be significantly affected by this addition of traffic to the local road network.
- 5.45 The exact noise contribution and associated effects from the completed Proposed Development's road traffic would be determined following the methodology in the Calculation of Road Traffic Noise (CRTN) (1988) and the Design Manual for Road and Bridges (DMRB LA111) (2020).

- 5.46 With regard to potential noise emanating from the operation of building plant, the design of such within the Development would be informed by noise emission limits set in accordance with British Standard 4142:2014+A1:2019.
- 5.47 It would then be necessary to design, select, locate and / or attenuate collectively all building services plant within the Development such that the noise emission limits are achieved. In line with relevant stringent policy requirements and industry standard guidelines, the Development would incorporate low noise emission plant, with additional acoustic screening, as necessary, to minimise the likelihood of significant effects. These design measures can be secured by an appropriately worded planning condition.
- 5.48 In view of the above, the operation of the Completed Development is not anticipated to generate significant noise effects. A Noise and Vibration Assessment will be submitted with the planning application.

Cumulative Scenario

- 5.49 Assuming the construction programme of the Development may overlap with the construction programme of Cumulative Schemes (although the MMU Science and Engineering Building is likely to be nearing completion by the time the Proposed Development is implemented) there may be a potential for cumulative noise and vibration effects to occur. However, as per the Development, it is assumed the construction activities of the Cumulative Scheme will be effectively managed by a CEMP. This will ensure noise emissions during construction are kept to a minimum and limits are achieved.
- 5.50 As noted above it is anticipated that the construction of the proposed development will overlap with the redevelopment of PAG and Moda sites. Again it is anticipated that each contractor will be required to accord with a CEMP that will control on site activities and could be used to require liaison and organisation across the construction sites to control activities that may give rise to noise impacts thus making significant noise effects from the construction activities unlikely.
- 5.51 Similar to the Proposed Development, it is assumed that it would then be necessary to design, select, locate and / or attenuate collectively all building services plant within Cumulative Schemes such that the noise emission limits are achieved, to avoid significant effects.
- 5.52 Considering the effects of the completed and operational Development with Cumulative Schemes, with reference to other sections, it has been concluded there is unlikely to be significant cumulative transport and connectivity effects. Accordingly, as per the Development in isolation, it is unlikely there will be significant cumulative road traffic noise effects associated with vehicular traffic.
- 5.53 It is expected that MCC will require details of the noise and vibration effects of the SRF sites as they come forward and will require that appropriate mitigation be built into the schemes or controlled through conditions. As such significant cumulative noise and vibration effects are unlikely.

Archaeology

Demolition and Construction

- 5.54 There are no Scheduled Monuments situated within or in proximity to the Site, and the Site is not situated within an Area of Archaeological Potential (AAP) or an Area of Archaeological Importance (AAI).
- 5.55 The excavation of the Site during the construction and demolition phase for services and associated infrastructure would cut through the archaeological horizon of the Site. Earthwork operations to re-profile the land (if necessary) and to create a platform for development may result in a major adverse impact upon any archaeological assets from the truncation or destruction of any features, should they be present.
- 5.56 However, as the archaeological potential of the Site is low and the existing development on the site may have already affected any shallow archaeology on the site. The demolition and construction phase of the Development is not anticipated to generate significant adverse effects upon archaeology.

The Completed Development

- 5.57 The completed and operational Development would not give rise to any activities that necessitate intrusive ground works. Consequently, there would be no potential for any archaeological effects once the Proposed Development is completed and operational. An EIA is not required to assess the effects.

Cumulative Scenario

- 5.58 The archaeological potential of each of the cumulative schemes will have been determined through the planning application process for each of these schemes. Any necessary mitigation will have been secured through planning conditions attached to the permissions such that any significant effects are mitigated appropriately.
- 5.59 The Archaeological Desk-Based Assessment for Cumulative Scheme 2 (Kincardine Court Extension) revealed a low potential for prehistoric, Roman or early or late medieval remains within the Scheme's study area. There is a high potential for post medieval remains and modern remains to have survived on the Scheme. However, following three known phases of substantial redevelopment any remains are likely to be truncated, damaged or destroyed. As such, no discrete and localised buried heritage assets shared with the identified Cumulative Schemes are anticipated and no significant cumulative effects upon archaeological remains are therefore predicted to arise.
- 5.60 It is expected that MCC will require details of the archaeological potential of each of the SRF sites to be provided as they come forward and will require that appropriate mitigation be built into the schemes or controlled through conditions. As such significant cumulative archaeological effects are unlikely.

Geological Assets, Ground Conditions and Contamination

The Works

- 5.61 According to the British Geological Survey (BGS) GeoIndex map viewer⁵, the Site is underlain by a bedrock deposit of Chester Formation – Sandstone, which is designated as a Principal aquifer by the Environment Agency (EA). The Site is underlain by a superficial deposit of Till, Devensian – Diamicton and is designated as a Secondary (undifferentiated) aquifer.
- 5.62 There are no Geological SSSIs within proximity to the Site.
- 5.63 The Site does not contain any soil that could be classified as best and most versatile (BMV) agricultural land.
- 5.64 There is the potential for ground contaminants to be present on the Site as a result of the long-term storage and maintenance of motor vehicles associated with the now vacant Citroën car dealership.
- 5.65 During the Works, earthworks, excavations, and foundation works would be required resulting in a direct interaction with subsoil layers and potential groundwater levels, with the potential to create contamination pathways and / or result in mechanical disturbance and instability. The potential risks can be successfully managed and mitigated via various standard means including:
- Intrusive ground investigation as well as groundwater and gas monitoring to further investigate, qualify and quantify the potential for contamination at the Site;
 - If required, the preparation of an appropriate remediation strategy to ensure the Site is appropriate for its proposed end-use and with low residual risks (and therefore effects) to human health and the environment;
 - The selection and employment of construction techniques that minimise contaminative risks, particularly with regard to intrusive works such as piling; and / or
 - Adherence to relevant legislative and best practice construction mitigation measures to ensure a well-managed operation which minimises potential environmental risks to all receptors. The CEMP will outline management procedures for pollution prevention, hazardous materials storage, requirements for risk assessments and method statements, use of materials on-Site and the disposal of materials from the Site. The CEMP would outline health and safety requirements for workers who may encounter contaminants.
- 5.66 All of the above can be secured by standard planning conditions, requiring investigation and remediation as controlled through other legislation. As such and based upon the tried and tested effectiveness of the above, it is not anticipated that the Development will give rise to significant contamination risks or effects.

⁵ British Geological Survey (2022) GeoIndex Map Viewer. Available at: <https://www.bgs.ac.uk/map-viewers/geoindex-onshore/>

The Completed Development

- 5.67 The Development does not propose any land uses or activities that would be of a contaminative nature. Consequently, the Development would be unlikely give rise to any significant contamination risks or effects once completed.

Cumulative Scenario

- 5.68 In the event that the Cumulative Schemes encounter contamination issues, it is considered reasonable to assume the implementation of best practice environmental management controls and additional legislative requirements (separate to the EIA Regulations) would mean all matters would be (or have been) adequately dealt with so as to prevent significant effects on human health and / or the environment. Therefore, it is unlikely significant ground conditions or contamination cumulative effects would result either during construction or on completion and operation of the Development and the Cumulative Schemes together.
- 5.69 It is expected that MCC will require details of the contamination and its mitigation for each of the SRF sites to be provided as they come forward and require remediation in compliance with other legislative requirements to be undertaken. As such significant cumulative effects are unlikely.

Water Resources, Flood Risk and Drainage

The Works

- 5.70 The nearest Main River is the River Medlock and is located approximately 590m north-east of the Site at its closest point. The culverted Cornbrook river, a tributary of the River Irwell, is located approximately 75m south-east of the Site at its closest point where it crosses underneath Upper Brook Street.
- 5.71 The Site is located partly within Flood Zone 1 (indicating a less than 0.1% chance of flooding each year) and Flood Zone 2 (indicating between a 0.1% - 0.5% chance of flooding each year). The areas of the Site situated within Flood Zone 2, and which are at the greatest risk of flooding from fluvial sources, are largely confined to the north, the east and the centre of the Site.
- 5.72 The northern extent and the eastern corner of the Site is primarily at 'Low' risk (indicating between a 0.1% to 1% chance of flooding each year) of surface water flooding. A small area of medium risk 1% to 3.3% chance of surface water flooding is located centrally on the Site. The remainder of the Site is at 'Very Low' risk (indicating a less than 0.1% chance of flooding each year) of flooding from surface water sources.
- 5.73 The Site is not at risk of flooding from tidal / coastal or reservoir sources.
- 5.74 The Site is located within a Medium – Low groundwater vulnerability area and is not located within a Groundwater Source Protection Zone (SPZ).
- 5.75 As previously discussed in this **Section** (Ecology and Nature Conservation), there are no statutory ecological designations within distance to the Site in which a pollution pathway could be reasonably conceived. The nearest non-statutory ecological designations, the Ashton Canal (West) SBI the Rochdale Canal, Stott's Lane – Ducie Street Basin SBI are both located approximately 1.2km from the Site and do

not appear to be functionally linked to the Site through the nearest waterways (River Medlock and Cornbrook).

- 5.76 As part of the Site is situated within Flood Zone 2, a standalone Flood Risk Assessment (FRA) and Drainage Strategy will be produced and submitted in support of the planning application.
- 5.77 Relevant legislative and best practice construction mitigation measures will be followed (and secured via a CEMP) to ensure a well-managed operation which minimises potential environmental risks to all surface water receptors.
- 5.78 In view of the above, the construction phase of Proposed Development is not anticipated to generate significant impacts and effects to water resources, flood risk and drainage.

The Completed Development

- 5.79 Direct drainage to the nearest surface water feature (the River Medlock) would not be practical due to the distance and the intervening third-party land. The most likely solution would be to discharge surface water to (one of) the public combined water networks surrounding the Site. Liaison with United Utilities (UU) would be necessary to confirm the acceptable volume of discharge rate from the Site. The specific arrangement in which surface water would be collected, directed and discharged would be detailed within the Drainage Strategy which would be prepared and submitted with the planning application.

Cumulative Scenario

- 5.80 Cumulative Scheme 2's (Kincardine Court Extension) Flood Risk Assessment and Drainage Strategy⁶ confirms that the Scheme is located within Flood Zone 1 and as such is at a low risk of flooding. Surface water disposal via infiltration, watercourse or surface water public sewer would not be viable for the Scheme, and as such it is proposed that the Scheme would discharge surface water to the combined public sewer, mimicking the existing flow routing and re-using existing drainage components where possible.
- 5.81 In the Cumulative Scenario, the risk of significant adverse cumulative effects from Cumulative Schemes 3, 4 and 5 would be unlikely given their spatial separation from the Site and the assumed implementation of necessary mitigation measures to ensure that flood risk is not increased up or down stream.
- 5.82 In the Cumulative Scenario, no significant adverse effects are anticipated upon water resources, flood risk and drainage.
- 5.83 It is expected that MCC and the Environment Agency will require details of the flood mitigation and drainage proposals for each of the SRF sites to be provided as they come forward and will require that appropriate mitigation be built into the schemes or controlled through conditions. As such significant cumulative flood risk and drainage effects are unlikely.

⁶ Curtins (2019) Kincardine Court, Manchester – Flood Risk Assessment and Detailed Drainage Strategy

Risk of Major Accidents and Disasters

The Works

- 5.84 The Works would be managed in accordance with best practice environmental management controls and relevant regulations. Furthermore, with standard, tried and tested construction related best practice environmental management controls in place, previous sub-sections (Geological Assets, Ground Conditions and Contamination and Water Resources, Flood Risk and Drainage) demonstrate that Works are unlikely to give rise to significant risks associated with contamination and fluvial and surface water flooding. As such, significant risks of major accidents and disasters during the Works would not be considered likely.

The Completed Development

- 5.85 According to the UK Health Security Agency's (UKHSA) Radon Map⁷, the Site is located within an area where it is believed that less than 1% of the properties within the area are affected by radon. This is below the range in which mandatory protection measures against the ingress of radon would be required.
- 5.86 The Site is not located within a Development High Risk Area and the Coal Authority's records⁸ do not show any coal mining features to be located within, or in proximity to, the Site that would indicate that the Site is at any risk.
- 5.87 There are two COMAH-registered establishments located within 3 miles (approximately 3.83km) of the Site⁹, they are:
- Clayton, Evonik Chemicals Limited, M11 4SR
 - Located 3.4km north-east of the Site, it is a Lower Tier establishment. Activities at the establishment include chemicals manufacturing and / or disposal.
 - Manchester, Tennants Distribution Limited, M8 0GR
 - Located 4.3km north of the Site, it is a Lower Tier establishment. Activities at the establishment include chemicals distribution.
- 5.88 Neither of the aforementioned COMAH-registered establishments are seen to require special consideration due to the sufficient spatial separation of the Site. The nature of the activities carried out at both establishments is also not seen to be of particular risk, given that both establishments will operate under the stipulation of strict risk management measures and procedures.
- 5.89 Should the life science component of the Development include such facilities as laboratories and the capacity for the storage of chemicals and gases

⁷ UK Health Security Agency [formerly Public Health England] (2022) UK Radon Map. Available at:

<https://www.ukradon.org/information/ukmaps>

⁸ The Coal Authority (2022) Interactive Map Viewer. Available at: <https://mapapps2.bgs.ac.uk/coalauthority/home.html>

⁹ Health and Safety Executive (2022) COMAH 2015 Public Information Search. Available at: <https://notifications.hse.gov.uk/COMAH2015/Search.aspx>

- 5.90 While the exact nature of the life sciences component during the operational phase of the Development is not yet understood, it can be assumed with a level of certainty that the Development would not propose any land uses that would significantly increase the risk of major accidents and disasters by virtue of being hazardous or operating complex processes, under the assumption that the same level of due consideration is given to the handling, storage and disposal of laboratory-related materials as with other life science facilities in the surrounding area. Furthermore, previous sub-sections (Ground Conditions and Contamination and Water Resources and Flood Risk) justify that the completed and operational Development would unlikely give rise to any significant contamination or flood risk. In view of all of the above, significant effects associated with the risk of major accidents and disasters as a result of the completed Development would be unlikely.

Cumulative Scenario

- 5.91 The above regarding the Development in isolation are valid for Cumulative Schemes, given that the nature of the proposals for Cumulative Schemes are similar. Consequently, there is no potential for significant cumulative risks of major accidents and disasters during any concurrent construction works or following completion and operation of the Development and the Cumulative Schemes together.
- 5.92 SRF schemes are anticipated to be a mix of purpose-built student accommodation and life sciences floorspace located above commercial / retail / health centre / workspace floorspace which is unlikely to pose a significant risk in the event of an accident or disaster and there a significant cumulative risk as a result an of accident or disaster is unlikely.

Waste

The Works

- 5.93 It is inevitable that waste will be generated during the Works, as is the case for any redevelopment project. Legal and best practice measures and protocols will ensure good construction site management practices that lead to minimal waste creation and maximal re-use and recycling of waste materials arising from the Works which will be detailed in the CEMP submitted alongside the planning application. The Development is therefore unlikely to give rise to significant waste effects during the demolition and construction works.

The Completed Development

- 5.94 The Site is not located upon, or within immediate proximity to, any known historic (closed)¹⁰ or authorised landfill sites¹¹.
- 5.95 As previously reasoned within **this Section** (Risk of Major Accidents and Disasters), while the exact operational nature of the life sciences component, and therefore its waste, cannot be yet known, the completed Development will be expected to comply with the relevant regulation outside of the EIA Regulations to safely manage the disposal of hazardous waste materials.

¹⁰ Environment Agency (2022) Historic Landfill Sites Dataset. Available at: <https://www.data.gov.uk/dataset/17edf94f-6de3-4034-b66b-004ebd0dd010/historic-landfill-sites>

¹¹ Defra (2022) Authorised Landfill Sites Dataset. Available at: <https://www.data.gov.uk/dataset/ad695596-d71d-4cbb-8e32-99108371c0ee/permited-waste-sites-authorised-landfill-site-boundaries>

- 5.96 In line with policy requirements, the Development will be designed to ensure sufficient space and facilities are provided for the storage of segregated general and recyclable waste. In addition, the servicing of the Development will allow for adequate waste collection and disposal on-Site, as necessary. The Development is therefore unlikely to give rise to significant waste effects once completed and operational.
- 5.97 The Development is therefore unlikely to give rise to significant waste effects once complete and operational.

Cumulative Scenario

- 5.98 As for the Development, the Cumulative Schemes is also expected to employ good waste management practices during the Works so that significant cumulative effects are unlikely to occur from the Development and Cumulative Schemes together.
- 5.99 Similarly, the Cumulative Scheme will not include for any land-uses or activities that will give rise to particularly hazardous waste materials and it is assumed that they will be designed to ensure that sufficient space and facilities are provided for the storage of segregated general and recyclable waste in line with policy requirements. Significant cumulative effects are therefore unlikely to occur from the Development and Cumulative Schemes together, once completed and operational.
- 5.100 The nature of the developments that will come forward on the SRF sites is anticipated to be a mix of purpose-built student accommodation and life sciences floorspace located above commercial / retail / health centre / workspace floorspace. It is unlikely that these uses will generate particularly hazardous wastes and appropriate waste management facilities and servicing will be built into the development proposals. Significant cumulative effects are therefore unlikely to occur.

Health and Wellbeing

Construction

- 5.101 The Geological Assets, Ground Conditions and Contamination, Noise, Air Quality, Water Resources, Flood Risk and Drainage sections demonstrate that the construction works are not anticipated to give rise to any significant contamination, air quality, noise, wind microclimate or flood risk effects, all of which have the potential to affect human health and wellbeing.
- 5.102 The likelihood of insignificant effects for all relevant topics is by virtue of the nature and location of the Development, together with the implementation of a broad range of standard, tried and tested construction related best practice environmental management controls that can be controlled through planning conditions. Consequently, the health and wellbeing of construction site workers, local residents, local workers and visitors to the locality is unlikely to be significantly affected by the construction works.

The Completed Development

- 5.103 Similar to the above, previous sub-sections (Geological Assets, Ground Conditions and Contamination, Noise, Air Quality, Water Resources, Flood Risk and Drainage) demonstrate that the completed and operational Development are unlikely to give rise to significant contamination, air quality, noise and / or flood risk effects. As such, with the Development in place, these environmental factors are unlikely

to significantly affect the health and wellbeing of local residents, local workers, users and visitors of the Development and the surrounding locality.

Cumulative Scenario

- 5.104 The above statements regarding the Development in isolation are also valid for the Cumulative Schemes as the developments proposed are not of a type to adversely affect health and Ground Conditions and Contamination, Noise, Air Quality, Water Resources, Flood Risk and Drainage have been addressed through the planning application process. Consequently, there is no potential for significant cumulative health and wellbeing effects during any concurrent demolition and construction works or following completion and operation of the Development and the Cumulative Schemes.
- 5.105 Similarly, it is expected that MCC will consider the health and wellbeing of users and the public when considering the proposals for each of the SRF sites and will require that appropriate mitigation be built into the schemes or controlled through conditions. As such significant health and wellbeing effects are unlikely.

Lighting

The Works

- 5.106 During the Works, there may be periods where floodlighting / security and health and safety lighting will be required. However, a CEMP will be prepared and agreed with MCC prior to the commencement of works. As part of the CEMP, measures may be implemented to minimise artificial light spill and glare to nearby sensitive receptors surrounding the Site. As such, the Works is unlikely to give rise to any significant light pollution issues.

The Completed Development

- 5.107 The Site is not situated within, or in proximity to, a designated Dark Sky Park or an associated buffer zone and it is not located within a National Park or AONB.
- 5.108 The exiting environment is a dense urban area with extensive existing lighting evident particularly in relation to the University buildings to the west of the site. It is assumed all lighting installations will be designed in line with best practice guidance and relevant standards (such as relevant British Standards (BS), including BS 5489-1:2013 'Code of Practice for the Design of Roads Lighting'¹² and the Institute of Light Pollution (ILP) 'Guidance Notes for the Reduction of Obtrusive Light'). Accounting for this, any increase in light spill and glare associated with the completed Development is unlikely to be significant. An external lighting scheme design will be submitted with the planning application.

Cumulative Scenario

- 5.109 It can be assumed that Cumulative Schemes would also have lighting designs that comply with modern standards as identified above. Accounting for this any increase in light spill and glare associated with the Development and Cumulative Schemes together is unlikely to be significant.

¹² BS 5489-1:2013 Code of Practice for the Design of Road Lighting. Lighting of Roads and Public Amenity Areas. 2013.

- 5.110 It is expected that MCC will require details of the lighting for each of the SRF sites to be provided as they come forward and will require that appropriate mitigation be built into the schemes or controlled through conditions. As such significant cumulative lighting effects are unlikely.

6. Assessments to be Scoped Into the EIA

Townscape and Visual Assessment

Site Context

- 6.1 The Site is not located within or in proximity to a World Heritage Site, an Area of Outstanding Natural Beauty (AONB), a National Park or an area of Green Belt land. Evidently, the context of the Site is that of a highly urbanised setting and as such the assessment of the Proposed Development's visual impact would be that of townscape-related issues, rather than landscape.
- 6.2 The Site is situated within a transitional zone between the institutional townscape of the University of Manchester's Main Campus to the west, and the low-rise, residential townscape of the Brunswick Estate. The Brunswick Estate has seen significant investment and redevelopment in recent years, with new areas of public realm such as Gartside Gardens having aided to improve the quality of the built environment for local residents. However, there are still areas in proximity to the Site (and indeed the Site itself) that are characterised by disused or vacant buildings and inactive frontages that contribute to a poorer quality of public realm.

Approach

- 6.3 Given the scale and massing of the Proposed Development, further assessment would be necessary to identify the significant effects in terms of heights and views, particularly within the context of the Brunswick Estate and the nearby heritage assets. As such, it is proposed that a townscape and visual assessment of the construction phase is scoped into the EIA.
- 6.4 As it is considered that the construction works associated with the Proposed Development are likely to give rise to significant effects it is also likely that the completed development would be likely to give rise to significant effects also.
- 6.5 Likely significant townscape and visual effects to be addressed within the ES are set out as follows:
- Changes to the townscape character, context and quality of the Site and its surrounds due to the presence of the completed and operational Development in isolation, and in combination with relevant Cumulative Schemes.
 - Effects upon a selection of non-statutory short, medium and long-range views (including the visual amenity experienced by people within the views) due to the presence of the completed and operational Development in isolation, and in combination with other relevant Cumulative Schemes.
 - Effects of the completed and operational Development in isolation, and in combination with other relevant Cumulative Schemes
- 6.6 The townscape and visual assessment element of the assessment will be based upon the principles set out in Guidelines for Landscape and Visual Impact Assessment (GLVIA)¹³. Reference will also be made to relevant guidance and planning policies, as necessary.

¹³ Landscape Institute and IEMA (2013) Guidelines for Landscape and Visual Impact Assessment [3rd Edition]

6.7 The above ground heritage element of the assessment will be based upon guidance contained in the following documents:

- Section 16 of the National Planning Policy Framework (NPPF); and
- National Planning Practice Guidance (PPG).

6.8 A combination of desk-based study and field survey will be undertaken to establish the relevant existing townscape, visual and above ground heritage baseline conditions of the Site and its surrounds. This will include for the determination and evaluation of:

- The Zone of Visual Influence (ZVI) of the Site (both existing and with the Development in place);
- The townscape characters within the ZVI, including for their characteristics, qualities and sensitivity to change;
- The identification of appropriate short-, medium- and long-range views for assessment, with the selection of assessment viewpoints undertaken in consultation and agreement with MCC. Visual receptors in the views will be identified, together with their sensitivity to change;
- Each of the assessment viewpoints will be photographed using a precise methodology to ensure fully verified and accurate images. All photography will be undertaken when significant leaf growth is not present. This will capture the most open and visible (worst-case) views; and
- A 3D model of the Development in isolation and then the Development with relevant Cumulative Schemes will be superimposed within the fully verified and accurate images to produce Accurate Visual Representations (AVRs) of both scenarios within the assessment viewpoints. Again, in consultation with LBB it will be agreed which AVRs will be fully rendered, and which will be wireline only. The AVRs will then be appraised to determine:
 - The likely significant effects of the completed and operational Development in isolation upon the prevailing townscape and relevant views; and
 - The likely significant effects of the completed and operational Development together with relevant Cumulative Schemes upon the prevailing townscape and relevant views.

6.9 It should be noted that all likely significant townscape and visual effects associated with the Works will be based upon qualitative judgement only.

Built Heritage

Site Context

6.10 The Site is not located within, or in proximity to, any Registered Battlefields, Registered Parks and Gardens, World Heritage Sites (WHS) or Scheduled Monuments. The Site is also not located within a Conservation Area. The nearest is the Whitworth Street and Princess Street Conservation Area, located approximately 780m north-east of the Site.

6.11 Owing to the Site's proximity to Manchester's City Centre and the Oxford Road Corridor, there are over 90 Listed Buildings situated within a 1km radius of the Site. Two Listed Buildings are situated within

immediate proximity to the Site and are listed as particular relevance to the Site within the SRF, they are:

- *'The Mawson Hotel'* (Grade II listed, Reference: 1393734), located approximately 35m east of the Site; and
- *'Former Unitarian Chapel'* (Grade II* listed, Reference: 1270670), located approximately 80m north-west of the Site.

Approach

- 6.12 Further assessment of the impact of the Proposed Development upon the Mawson Hotel and the Former Unitarian Chapel would be required to ascertain the significance of any potential effects, as well to recommend any necessary mitigation measures. Given the scale of the Development and its proximity to the aforementioned built heritage assets, it is proposed that built heritage is scoped into the EIA.
- 6.13 It is proposed that a Heritage Impact Assessment will be produced and will be used as the basis for the relevant ES chapter. The Heritage Impact Assessment will be undertaken in accordance with the criteria set out within the Design Manual for Roads and Bridges (DMRB) Sustainability and Environment Appraisal LA 106: Cultural Heritage Assessment (revised January 2020) and a range of relevant guidance from Historic England.
- 6.14 Baseline information regarding the heritage assets in vicinity of the Site will be derived from following sources:
- Greater Manchester Historic Environment Record (HER);
 - National Heritage List for England; and
 - Historic England Archive.
- 6.15 The significance of the heritage assets will be assessed with reference to the criteria contained in the DMRB and relevant Historic England guidance, such criteria would include:
- *Rarity* – Does it exemplify a pattern or type seldom or never encountered elsewhere;
 - *Representativeness* – Is its' character or type representative of important historical or architectural trends;
 - *Aesthetic appeal* – Does it (or could it) evoke positive feelings of worth by virtue of the quality (whether designed or artless) of its architecture, design or layout, the harmony or diversity of its forms and materials, or through its attractive physical condition;
 - *Integrity* – Does it retain a sense of completeness and coherence; and
 - *Associations* – Is it associated with important historic events or people? Can those associations be verified? If they cannot, they may still be of some significance, as many places and buildings are valued for associations that are traditional rather than historically proven.

- 6.16 The magnitude of direct or indirect impacts resulting from the Proposed Development on nearby heritage assets and their respective settings would then be assessed, supported by a photographic survey of the area from key views. This assessment would be carried out in accordance with the recognised criteria contained in the DMRB and relevant Historic England guidance.
- 6.17 Consideration would be given to key attributes of the Proposed Development in terms of:
- Location and siting – e.g. proximity to asset, extent and degree to which location will physically or visually isolate the asset and position in relation to key views;
 - Form and appearance – e.g. prominence / conspicuousness, competition with or distraction from the asset, scale and massing, proportions, materials, architectural style or design;
 - Additional effects – e.g. change to built surroundings and spaces, change to general character and tree cover; and
 - Permanence.

Socio-economics

Site Context

- 6.18 Before its closure in June 2021, Elizabeth Yarwood Court provided sheltered accommodation. The building is now understood to be fully vacated, and as such, the demolition of the existing structures on the Site would not result in the loss of any currently occupied dwellings. Additionally, there are no direct employment opportunities associated with the Site at current.

Approach

- 6.19 The assessment is proposed to focus on the following socio-economic effects:
- Direct, indirect and induced job creation associated with the construction and operational phases; and
 - Contribution of the Proposed Development to the economy during the operational phase.
- 6.20 Firstly, a desk-based study will be undertaken which will include a review of local and national policies and strategies related to economic development and regeneration, which will be used to identify priorities at the local and national level. The existing economic and social conditions will be established through reference to a number of published data sources such as Census data, the Office of National Statistics website, NOMIS and the Indices of Deprivation.
- 6.21 Secondly, the socio-economic effects during both the construction and operational phases of the Development would be assessed:
- In terms of demolition and construction effects, the key issues are anticipated to relate to the generation of construction-related employment at a local and regional level. This will consider both the direct employment effect and the indirect / induced effects associated with the supply chain and the impact of construction worker spend on local goods and services. These effects will be quantified, and their significance evaluated.

- In terms of operational effects, the key issues for assessment comprise the generation of direct, indirect and induced employment opportunities as a result of the Proposed Development. This will include quantification of both on-site jobs at the proposed development and wider off-site jobs.

6.22 The assessment will utilise a range of different data sources including CLG guidance on labour ratios in the construction sector, HCA Employment Density Guide, and the HCA Additionality Guide.

Wind Microclimate

Site Context

- 6.23 The eastern side of Upper Brook Street, on which the Site is situated, largely comprises of 2 to 4-storey residential dwellings, with the tallest buildings being the Former Unitarian Church, the Kincardine Court student accommodation and the W.H. Lung Supermarket.
- 6.24 Opposite the Site, the western side of Upper Brook Street comprises a number of mid-rise buildings (5 to 10 storeys) primarily associated with the University of Manchester (Henry Royce Institute, Alan Turing Building, Schuster Building, the Chemistry Building and the emerging Manchester Engineering Campus) along with the Manchester Aquatic Centre's multi-storey car park.

Approach

- 6.25 The significance of wind microclimate effects is determined by the level of pedestrian comfort and safety (the magnitude) experienced by existing receptors such as residents and users of open spaces (the sensitivity) around a site proposed for development. Due to the height and layout of the Proposed Development (understood to be a single 5 to 22-storey block and a single 6 to 9-storey block) a Wind Microclimate Assessment would be necessary to determine the likely significant effects of upon the wind microclimate. As such, it is proposed that wind microclimate is scoped into the EIA.
- 6.26 The likely significant wind microclimate effects to be considered within the ES are as follows:
- Temporary and transient changes in the local wind environment both on and off-Site during the Works together with any associated effects to pedestrian comfort and safety giving due consideration to the type of pedestrian activity likely to occur at specific locations and specific seasons.
 - Long-term changes in the local wind environment both on and off-Site once the Development is completed and operational and any associated effects to pedestrian comfort and safety giving due consideration to the type of pedestrian activity likely to occur at specific locations and specific seasons.
- 6.27 The effects of a development on the wind environment will change as the development is built out and it is likely that the worst-case effects would be experienced upon completion of the Development therefore this review of the likely effects is based on the completed Development only as it is considered that construction effects would be less than those considered.
- 6.28 As per standard practice, a qualitative assessment of wind conditions during the Works will be undertaken using professional judgement.

- 6.29 It is proposed that, given the low and mid-rise heights of surrounding development and with just part of the proposed building being a tall building, that a computerised fluid dynamics (CFD) model will be employed.
- 6.30 The above modelling will determine the likely wind conditions in and around the Site at specific locations such as main pedestrian routes, building entrances and amenity spaces for Proposed Development on its own and with the identified cumulative schemes.
- 6.31 The results of the modelling will be benchmarked against the commonly used Lawson Comfort Criteria. Such criteria identify the wind conditions and thresholds for a range of pedestrian activities such as sitting, strolling, business (fast) walking and so on. In this way, the results of the modelling can be used to determine the relative comfort and safety of the wind microclimate in relation to the expected pedestrian activities at and surrounding the Site.
- 6.32 Should the results of the modelling reveal unacceptably uncomfortable or unsafe wind conditions then the design of the Development will be refined and further testing undertaken to quantify the effectiveness of such 'mitigation by design'.
- 6.33 The conclusions of the modelling will be summarised in the ES, with all technical details appended to the ES.

Daylight, Sunlight and Overshadowing

Site Context

- 6.34 As previously described in **this Section** (Wind Microclimate), the eastern side of Upper Brook Street, predominantly comprises of 2 to 4-storey residential dwellings, with the tallest buildings being the Former Unitarian Church, the Kincardine Court student accommodation and the W.H. Lung Supermarket. The western side of Upper Brook Street comprises a number of mid-rise buildings primarily associated with the University of Manchester.

Approach

- 6.35 Due to the height and layout of the Proposed Development, a Daylight, Sunlight and Overshadowing Assessment would also be required to assess the effect of the completed Development upon the daylight and sunlight amenity of existing nearby residents and users of open spaces.
- 6.36 The likely significant daylight, sunlight and overshadowing effects to be considered within the ES are as follows:
- Temporary and transient changes to levels of daylight and sunlight to residential properties surrounding the Site during the Works;
 - Temporary and transient changes to incidences of overshadowing to amenity areas surrounding the Site during the Works;
 - Long-term changes to the duration and quantum of daylight and sunlight to existing residential properties surrounding the Site as a result of the completed Development; and

- Long-term changes to the duration and quantum of sunlight amenity to public and private amenity spaces surrounding the Site as a result of the completed Development.

- 6.37 It should be noted that the determination of the acceptability of daylight, sunlight and overshadowing within the Development is considered a design issue. In addition, as the student accommodation and proposed amenity spaces of the Development do not currently exist, there is no baseline situation against which to undertake a true 'impact assessment'. On this basis, such issues will not be dealt with as part of the EIA process. However, the detailed planning application for the Development will be accompanied by a stand-alone report in relation to such issues.
- 6.38 A Site walkover survey and desk-based investigation will identify all relevant residential receptors and amenity spaces surrounding the Site to be included in the assessment.
- 6.39 In line with standard practice, a qualitative assessment of daylight, sunlight and overshadowing conditions to relevant receptors surround the Site and during the Works will be undertaken using professional judgement.
- 6.40 Likely significant effects of the completed and operational Development will be informed by computer modelling of the following scenarios:
1. The existing Site and all relevant existing features surrounding the Site.
 2. The Development and all relevant existing features surrounding the Site.
 3. The Development and all relevant Cumulative and SRF Schemes and remaining existing features (following completion of the relevant Cumulative Schemes) surrounding the Site.
- 6.41 The modelling and associated analysis will be undertaken in line with the Building Research Establishment (BRE) Guidelines: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice, Second Edition and BS 8206 Part 2 Lighting for Buildings. Code of Practice for Daylighting, insofar as such guidelines can be applied to dense urban settings.
- 6.42 The results of the modelling will allow for a comparative assessment of all test scenarios.
- 6.43 Should the results of the computer modelling for test scenarios 2 or 3 reveal unacceptable daylight, sunlight and / or overshadowing effects, then the design of the Development will be refined and further computer modelling and assessment will be undertaken to quantify the effectiveness of such 'mitigation by design'.
- 6.44 The conclusions of the computer modelling will be summarised in the ES, with all technical details appended to the ES.

Climate Change and Greenhouse Gases

Site Context

- 6.45 In July 2019, MCC declared a 'climate emergency' and, among other climate-focussed goals, is currently aiming to become a zero-carbon city by 2038.

6.46 Under the Oxford Road Corridor SRF, the Proposed Development would be encouraged to fulfil the following design aspirations:

- Employ the use of low and zero carbon energy where feasible to reduce energy demand and improve efficiency;
- Be adaptable to climate change;
- Be designed in regard to the requirements of Manchester's Zero Carbon Framework 2020 – 2038; and
- New buildings should be designed as to be flexible and adaptable to meeting changing occupier demands, including the consideration of new technologies and working practices.

Approach

6.47 The 2017 EIA Regulations (as amended) require:

"A description of the likely significant effects of the development on the environment resulting from, inter alia: (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change".

6.48 As such, the likely significant environmental effects to be considered within the ES are as follows:

- The vulnerability of the Development to climate change;
- The influence of the Development on climate change; and
- A summary of effects on environmental receptors sensitive to climate change.

6.49 Guidance surrounding the consideration of climate change within EIA is continuously evolving, and there is currently no prescribed way in which climate change should be incorporated into an ES. However, in absence of a set approach, a focussed quantitative and qualitative approach, proportionate to the nature of planning application is proposed.

6.50 The approach will draw upon recognised climate change projections (published by the Met Office through the UK Climate Projections website and which provide the most up-to-date assessment of how the climate of the UK may change over this century), existing guidance and industry best practice, as well as being informed by the relevant information presented within other chapters of the ES and additional documents which form part of the planning application.

6.51 The vulnerability of the Development to climate change considers the effects on the Proposed Development as a receptor in itself. In contrast, the other two assessments would consider the effects on environmental receptors as a result of the Proposed Development.

6.52 The Study Area considered for the assessment of vulnerability of the Development to climate change will consist of the infrastructure within the Site boundary, looking at changes over the planned lifetime from commissioning. Information on climate trends and projections at the national and local scale will also be utilised, where available.

- 6.53 The construction and decommissioning stages of the Development are not considered to be vulnerable to climate change and so it is proposed to 'scope out' these for further consideration. As such, the resilience of the Development to climate change will take account of climate projections and give consideration as to whether or not the design of the Development is likely to affect its ability to adapt to climate change.
- 6.54 Recommendations will be made to reduce unmitigated emissions and incorporate embedded and further mitigation measures (e.g. renewable energy sources and low carbon materials) into the Proposed Development's design, where appropriate.
- 6.55 The Study Area for the assessment of the influence of the Development on climate change will consider GHG emissions and reference will also be made to the global context as appropriate.

7. Summary

- 7.1 This Briefing Note has been prepared to support an informal Scoping Opinion request to MCC regarding the scope of the EIA and the likely content of the ES which will accompany the planning application. A summary of the proposed environmental topics to be scoped in / out of the EIA is provided below:

Table 7.1: *Proposed EIA Topic Scope*

Scoped In	Scoped Out
Townscape and Visual	Arboriculture
Built Heritage	Transport and Access
Socio-economics	Air Quality
Wind Microclimate	Noise and Vibration
Daylight, Sunlight and Overshadowing	Archaeology
Climate Change and Greenhouse Gases	Geological Assets, Ground Conditions and Contamination
	Water Resources, Flood Risk and Drainage
	Risk of Major Accidents and Disasters
	Waste
	Health and Wellbeing
	Lighting

- 7.2 A high-level overview of the anticipated nature of the effects of the Development during the demolition and construction phase and the operational phase has been provided, along with an overview of the assessment methodology proposed for the scoped-in environmental topics. Further detail concerning the assessment methodology is to be confirmed with MCC at a later date by the relevant technical consultants.
- 7.3 We would welcome feedback from MCC on the proposed scope of the EIA. Should MCC require any additional information in order to make a decision, please do not hesitate a member of Avison Young's Environmental Planning Team:

Patrick Duffy

Director (Environmental Planning)
patrick.duffy@avisonyoung.com

Charles Anderton

Environmental Planner
charles.anderton@avisonyoung.com