

Appendix 5.2

SCOPING NOTE



NOTE

Jackson's Row Developments Ltd (hereinafter referred to as 'the Applicant') is seeking to construct a major development proposal known as St Michael's, Jackson's Row, Manchester, UK

The planning application for the development was originally registered in January 2017. Following feedback, the decision was taken to revise the scheme. Revised plans and documents were submitted in November 2017 and the development was granted planning permission in June 2018.

Through the detailed design process, a number of relatively minor improvements to the original scheme have been identified; these will also provide technical and functional improvements through the next stage design process. The Applicant wishes to progress these proposed changes, which are considered to require amendments to the original scheme, through a Section 73 application.

An Environmental Statement, produced in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, was submitted in support of the Approved Development in 2017. The 2017 Environmental Statement comprised three volumes, as follows:

Volume 1: Main Text and Figures;
Volume 2: Technical Appendices;
Volume 3: Non-Technical Summary

With reference to Volumes 1 and 2 of the 2017 Environmental Statement, it has been decided that rather than updating and re-submitting the entire Volumes in support the Section 73 application, an 'Addendum' to the 2017 Environmental Statement should be submitted. This is because the Proposed Amendments to the scheme are minor in nature and the potential to affect the environmental assessment is limited.

This Environmental Statement Volume 2 (2017) appendix formed part of the application package for the June 2018 approved scheme and remains valid.



Jackson's Row Developments Ltd

ST MICHAELS

Update to Scoping Report





Jackson's Row **Developments Ltd**

ST MICHAELS

Update to Scoping Report

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APPENDICES

Appendix A

1 INTRODUCTION

- 1.1.1. Jackson's Row Developments Ltd submitted a detailed planning application for the St Michaels development which was registered in January, 2017. This scheme was designed by Make Architects and featured two towers.
- 1.1.2. Following public consultation and feedback from statutory consultees on the submitted scheme, a revised scheme for St Michaels is under preparation. The revised scheme design is being led by architects Hodder + Partners, for which two public consultations have taken place; the first took place 12th July 2017, the second 23rd August 2017.
- 1.1.3. The Environmental Statement (ES) and other Application Documents previously submitted in support of the application (dated, November, 2016) have been appraised. To ensure the supporting documents robustly assess the revised scheme, a new ES and Application Documents are currently being prepared which will replace those previously submitted. Further detail on this is provided in the sections below.
- 1.1.4. WSP prepared an EIA Scoping Report in February 2016, and submitted this to Manchester City Council (MCC) alongside a request for a Scoping Opinion. Whilst there were a number of information discussions on the scope of the EIA during pre-application meetings in 2015-2017, no Scoping Opinion has been provided to date and WSP proceeded on a scope that was considered to be robust and proportionate. The subsequent ES went through statutory consultation when the application was registered; there were no comments received with regards to the scope of the EIA, so it is assumed that it is acceptable on that basis.
- 1.1.5. Whilst, the new documents are under preparation, this scoping note provides an update to the EIA Scoping Report, February 2016, in order that MCC can provide WSP with a Scoping Opinion in accordance with Regulation 13 of the EIA Regulations 2011 (the project will remain under the 2011 Regulations; further information on transitional arrangements is provided below).
- 1.1.6. We assume that this Scoping Opinion can be provided within 5 weeks of the receipt of this report.

2 THE SCHEME

2.1 THE SITE

- 2.1.1. The 0.56 hectare Site remains as per the Planning Application Boundary previously submitted, bound by Southmill Street to the east, Jackson Row to the north and Bootle Street to the south, shown in Figure 1.3 Planning Application Boundary of the previously submitted ES, dated November, 2016. The Site lies within the Deansgate Conservation Area, with many listed buildings in close proximity.
- 2.1.2. The Proposed Scheme has been revised in response to comments received from the statutory consultation exercise, most notably from members of the public and Historic England. The scheme has changed such that it will now comprise a single tower which has been reoriented and moved to the extreme west of the site. The elevations and shape of the tower have also been redesigned to be lighter weight in appearance and to increase visual interest. The position and design of the revised tower reduces visual impacts from key views. The Portland Stone element of the Police Station, as well as the Sir Ralph Abercromby public house, will also be retained in the revised scheme. A new north-south public square will be created through the site, reinstating an historic street. A new mid-rise office block will be created to the east of the new square. The former police station will also be converted into a new boutique hotel. These changes address concerns raised about the visual impact of the scheme from key views, the quality of the architecture, the loss of the buildings on site and need to create street level links through the site.

2.2 OVERVIEW OF THE PROPOSED SCHEME

- 2.2.1. The Proposed Scheme consists of two mixed use blocks, known as Blocks A and B, located around a new street level public square. This allows Block A to form the podium of a proposed tower whilst Block B will incorporate a roof level garden terrace. The podium of Block A will also incorporate roof top amenity garden space for use by hotel and apartment residents. The blocks will be linked with a feature stair, connecting the roof garden at the base of the tower with the roof terrace above Block B. The street level public square will create a new public route through the north/south axis of the Site.
- 2.2.2. Block A is located to the west of the Site, it will be formed of 6 storeys which act as a podium for a new tower consisting of an additional 34 storeys. The block will include a mix of uses between levels 01 to 06; these will consist of retail/leisure space, a new Manchester Reform Synagogue and the conference and spa facilities for a 5* hotel. The tower will then provide a mix of rooms for the 5* hotel up to level 18 with the remaining levels providing a range of residential apartments. Level 06 of Block A will support the hotel lounge and contain a roof garden. The included retail/leisure use will face the new public square at street level created between the two blocks, whilst the synagogue, 5* hotel and residential apartments will each have a dedicated entrance opening onto Jackson's Row. The existing Sir Ralph Abercromby pub will be retained and will lie to the south east of the new Block A. Support spaces for the synagogue, hotel and residential, including car parking and bike storage, will be provided at basement level with access from Bootle Street.
- 2.2.3. Block B is located to the east of the Site. It comprises the retention of the Portland Stone building of the former Police Station which fronts on to Southmill Street, and a new build development which will be 10 storeys high. The new block's principal use will be for commercial office, with dual aspect floor plates located from levels 02 through to 09. The entrance for the office space will open onto the new public square whilst the remainder of the ground floor will consist of retail/leisure units opening onto the street level public square and Bootle Street. The renovated police station building will be utilised as a boutique hotel from basement to level 04 with a glass rooftop extension forming a new bar and restaurant with an internal mezzanine (levels 05 and 06).
- 2.2.4. The feature stair will connect the level 06 roof garden on Block A, which will provide access to the 5* hotel lounge, with the level 10 roof terrace of Block B.
- 2.2.5. Both blocks in the Proposed Scheme are to be serviced via Bootle Street. A loading bay will be integrated within Block A at street level, with a two way ramp at the south western end of Block A providing access from Bootle Street to two levels of private basement car parking for residents, the synagogue and offices. Block B will have service access via a lobby with an entrance on Bootle Street. There are proposed a total of 136 car spaces.
- 2.2.6. The revised scheme is summarised as follows:

- **Towers and height:** The number of towers proposed is reduced from two to one. The overall height of the single tower is 40 storeys (which includes a 6 storey podium); it is 171.6m high AOD; lower than the highest point of the previous scheme (173.03m high AOD). The tower has also been rotated and moved westward within the development site to take advantage of the fall in topography towards Deansgate;
- **Proposed uses:** The revised scheme will continue to comprise residential (up to 189 apartments over 21 storeys), office (16,310 GIA m²), 5* hotel (17,608 GIA m² over 12 storeys, up to 216 rooms), 30-bed boutique hotel (2,064 GIA m², 30 rooms), place of worship, retail, restaurants and public open space, in two blocks (A and B) with Block A providing the base for the single tower;
- **Retained buildings:** The Portland Stone building of the Police Station will be retained and converted into a boutique hotel. The Abercromby public house will also be retained as part of the scheme;
- **Public open space:** The revised scheme is much more outward looking and engaging at street level. There will be a public square linking Jacksons Row and Bootle Street creating a north-south route through the development to and from other areas of the City Centre. In addition, public access will be provided to the rooftop terrace above Block B via a dedicated entrance at street level;
- **Quantum:** The revised scheme proposes slightly reduced floorspace quantum across all types of development to that detailed in Table 3.1 of Chapter 3 of the submitted Environmental Statement (ES), dated November, 2016, as shown in the table below. However, the number of residential apartments proposed in the revised scheme is different, increasing from 159 to 189.

Table 1 – Quantum of Use

Type of Development	Class Use	Quantum (January, 2017) (GIA m ²)	Quantum (November, 2017) (GIA m ²)
Dwelling Houses (Apartments)	C3	19,175	18,710
Hotel (5*) Including Assembly and Leisure (Gym) and Boutique Hotel	C1 / D2	17,491	19,672
Retail / Restaurants and Cafes / Drinking Establishments / Hot Food Takeaways	A1 / A3 / A4 / A5	4,571	3,228
Non-residential Institutions (Synagogue)	D1	2,119	2,458
Business (Office Space)	B1	18,100	16,310

2.3 PURPOSE OF REPORT

2.3.1. The purpose of this report is to provide key information relating to the updating of the ES for the scheme, covering:

- The EIA strategy, including transitional arrangements;
- EIA methodology in relation to baseline scenarios and the approach to cumulative; and
- An informal overview of the scope of the updated ES.

3 EIA STRATEGY

3.1 INTRODUCTION

3.1.1. This section provides the strategy and approach in relation to the following:

- Transitional arrangements;
- Replacement documents;
- Further technical evaluation;
- Baseline scenario for new ES; and
- Approach to cumulative assessment.

3.2 TRANSITIONAL ARRANGEMENTS

3.2.1. The original ES was prepared under the Town and Country (Environmental Impact Assessment) Regulations 2011 (as amended).

3.2.2. The updated 2014 EU EIA Directive was transposed into English law on 16th May 2017 with the Town and Country (Environmental Impact Assessment) Regulations 2017. Under transitional provisions in regulation 76(2) of the 2017 Regulations, 'the 2011 Regulations continue to apply where before the commencement of these regulations... an applicant, appellant or qualifying body, as the case may be, has submitted an environmental statement or requested a scoping opinion'.

3.2.3. A scoping opinion was requested from the Manchester City Council in February 2016. Although a Scoping Opinion was not issued in response to the EIA Scoping Report (February, 2016), an ES was submitted early 2017 prior to the commencement of the 2017 Regulations. On both these counts, the ES therefore falls under the transitional arrangements set out in regulation 76(2) and the 2011 Regulations continue to apply. In addition, we have assumed that Manchester City Council will have screened the Proposed Scheme under the 2011 Regulations upon submission in November, 2016 when the application was validated.

3.2.4. Therefore, the transitional arrangements apply to the new ES, in accordance with the 2011 and 2017 Regulations; it will therefore be prepared in compliance with the requirements of the 2011 Regulations.

3.3 REPLACEMENT DOCUMENTS

3.3.1. A revised planning submission is being prepared as an amendment to the existing, previously submitted, detailed planning application.

3.3.2. Given the nature of changes to the Proposed Scheme and the implications these changes will have on the effects on the environment, it seems practical to revise the previously submitted ES and some of the Application Documents in their entirety.

3.3.3. The following table sets out the documents to be revised which will support the planning application.

Table 2 – Documents to be revised and submitted

Document
Covering Letter
Full Drawing Pack of Proposals
Landscape Drawings
Planning and Tall Buildings Statement
Design and Access Statement (and appendices)
Regeneration Statement
Environmental Standards Statement including Energy Statement
TV Reception Survey
Consultation Statement
Crime Impact Statement

Document
Heritage Significance Statement
Heritage Impact Statement
Demolition Justification Statement
Viability Appraisal
ES: Volume 1 – Main Text and Figures ES: Volume 2 – Technical Appendices ES: Volume 3 – Non-technical Summary
Transport Statement
Framework Travel Plan
Flood Risk Assessment
Drainage Strategy
Waste Management Strategy

3.4 FURTHER TECHNICAL EVALUATION

3.4.1. WSP are currently undertaking technical modelling based on the revised scheme for the following technical areas:

- Noise and vibration;
- Wind;
- Daylight, sunlight and overshadowing
- Transport; and
- Air quality.

3.4.2. This additional modelling will also feed into the design, alongside other specific design advice in relation to waste management and drainage.

3.4.3. This will be required in order to ensure that the revised assessments are in accordance with the revised proposals for which consent is sought. Upon completion of the modelling and resolution of any significant design issues, a combination of new and supplementary assessments will be undertaken as part of the preparation of the new ES and Application Documents.

3.5 BASELINE SCENARIO FOR NEW ES

3.5.1. The baseline within the majority of the ES will not be updated. The following table sets out the baseline information used in the previously submitted ES for each topic, alongside justification where this baseline is considered suitable for use in the new ES.

Table 3 – Baseline data collection by topic

Topic	Baseline used in submitted ES	Application in new ES
Noise	Noise monitoring as part of an environmental noise survey to establish baseline noise levels was undertaken in November 2015.	It was found that the noise environment present within the vicinity of the Site predominantly consists of road traffic noise on the local road network, fixed plant / delivery noise sources and entertainment noise associated with existing commercial premises surrounding the site. This has not changed and therefore the baseline is considered to be appropriate.

Topic	Baseline used in submitted ES	Application in new ES
Socio-economics	A desk study and site visit were undertaken in November 2015.	The nature of socio-economic conditions at and around the Site has not changed, so the baseline is considered to be appropriate.
Townscape and Visual	A desk study and site visit were undertaken in June and August 2016.	Elements of the baseline will be updated for this assessment, such as photography, kinetic track video and 3D reference data surveys, to take account of changes to visual baseline from other development in the centre of Manchester.
Cultural Heritage	A desk study and a site visit were undertaken in April 2016.	There has been no change to the Site location or proposed Scheme footprint so the baseline is considered to be appropriate.
Wind	A baseline scenario was modelled based on the existing conditions at the Site at the time of assessment. A cumulative scenario took into account committed developments identified during preparation of the original ES.	Due to the retention of the Sir Ralph Abercromby Public House in the revised scheme and the ongoing development in Manchester City Centre, the baseline modelling scenario will be updated for the new ES. Also, other development schemes currently under construction are to be included in the baseline scenario to account for the strong interdependency between wind and the changing urban environment.
Daylight, Sunlight and Overshadowing	A baseline scenario was modelled based on the existing buildings at and around the Site.	An updated baseline modelling scenario will be prepared for this assessment taking account of recent construction activity in Manchester City Centre.
Archaeology	A desk study and site visit were undertaken in February 2016.	There has been no change to the Site location or proposed Scheme footprint so the baseline is considered to be appropriate.
Biodiversity	A desk study and walkover survey was undertaken in October 2015. Bat surveys were undertaken in September 2016.	Given the nature and location of the Site (i.e. city centre urban, disused buildings) and the length of time since the bat survey (less than 2 years), it is considered that survey findings are still appropriate for use as baseline.
Geotechnical	Fieldwork was undertaken during November 2015.	Given the nature and location of the Site, no change in geotechnical baseline conditions is likely to have occurred, and therefore the baseline is considered to be appropriate.
Air Quality	A desk study and modelling of a baseline scenario was undertaken in 2016.	The desk study and baseline modelling will be updated to reflect the latest figures.

3.6 APPROACH TO CUMULATIVE ASSESSMENT

- 3.6.1. Due to the location of the project there are a number of additional committed schemes which will require an appropriate level of assessment within the ES.
- 3.6.2. A new cumulative assessment will follow the same methodology as outlined in the ES, dated November, 2016. Additional projects will be considered in-combination if the projects meet the following criteria:
- Projects that are under construction;
 - Permitted application(s) not yet implemented;
 - Submitted applications(s) not yet determined;
 - All refusals subject to appeal procedures not yet determined; and
 - Projects identified in the relevant development plan (and emerging development plans).
- 3.6.3. The projects will then be assessed as to whether they meet all of the following criteria:
- Concurrent construction or / and operational phase with the Proposed Scheme;
 - Located within a relevant geographical boundary to the Proposed Scheme; and
 - Common sensitive receptors.
- 3.6.4. The projects proposed to be included in this assessment as future baseline are as follows:
- Granada House
 - 123 Deansgate
 - Former Studio Space adjacent to Grape Street
 - Owen Street
 - Axis
 - London Scottish House
 - Former Odeon Cinema Building, Oxford Street (Landmark)
 - No7 First Street
- 3.6.5. The One Spinningfields project will now be considered as baseline, due to progress of construction of the project.
- 3.6.6. The projects proposed to be included in this assessment as cumulative are as follows:
- 11 York Street
 - 10-12 Whitworth Street
 - Bonded Warehouse Grape Street
 - 2-4 Chester Road
 - Deansgate South
 - Former MMU Aytoun Campus
 - Invicta House
 - Land Bounded by River Irwell
 - Former Bauer Millet Site
 - 3 St John Street
 - Princess Street/Whitworth Street
 - St Peters Square
 - Land Bounded By Water Street And The V&A Hotel To The West, The Bonded Warehouse And Railway Viaducts To The South, Atherton Street & Granada House To The East And Quay Street & The Globe & Simpson Building To The North Manchester
 - Starlight Theatre Water Street Manchester
 - Land Bounded By Quay Street & Manchester College To The North, Gartside Street & Quay Street To The East, Granada House & Studios & The Victoria & Albert Marriott Hotel To The South & Water Street & The River Irwell To The West Manchester
 - Land Adjacent Manchester Hall 44 - 48 Bridge Street Manchester M3 3BW
 - Olympia Trading Estate Great Jackson Street Manchester M15 4NP
 - Middlewood Locks
 - New Bailey, near Spinningfields

4 SCOPING

INTRODUCTION

- 4.1.1. An EIA Scoping Report was submitted to MCC in February, 2016 (as presented in Appendix A), together with a formal request for an EIA Scoping Opinion, in accordance with Regulation 13 of the EIA Regulations 2011 (as amended 2015). To date a Scoping Opinion has not been received from MCC. The EIA Scoping Report is the output of the EIA process which has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (Ref 1.1) as amended 2015 (Ref 1.2) (hereafter referred to as the 'EIA Regulations'). The Scoping Report is one of the application documents submitted to the determining planning authority (Manchester City Council) in order that they can make an informed decision on the planning application.
- 4.1.2. As set out in Chapter 1 (Introduction) of this note, it has been necessary to revise the scheme and prepare a revised ES and planning documents. In order to ensure the scope of the ES is appropriate in relation to the revised scheme, this scoping note has been prepared. The decision to clearly set out the scoping process for a second time also considers the lack of a Scoping Opinion from MCC to date, although we appreciate the continuous informal advice provided by MCC throughout.
- 4.1.3. The following sections set out the proposed topics to be scoped into and out of the assessment, alongside justification for each. These sections will provide clear justifications of decisions made during the appraisal of the significance of each environmental topic, whilst considering all impacts of the changes made to the Scheme since November 2016.

4.2 INSIGNIFICANT TOPICS

- 4.2.1. As outlined in Chapter 5 (Approach to EIA) of the ES, dated November, 2016, a number of topics were not considered to be significant and an evidence base was provided.
- 4.2.2. Following an appraisal of the revised scheme and in advance of the further technical evaluation as outlined in Section 2.4 (the Proposed Scheme), the following topics will not be considered within the ES.

Table 4 – Justification for scoping out insignificant topics

Topic to be scoped out	Justification
Agriculture	The revised scheme is located in its entirety upon the same previously developed land as the original scheme. Therefore, its implementation would not involve the loss of agricultural land or affect farm businesses during the construction and operation phases. The available ALC mapping (1:250,000) scale produced by the Ministry of Agriculture, Fisheries and Food (MAFF) shows that the whole of the Site is classified as Urban. Therefore, potential effects upon agriculture will not be assessed within the revised ES.
Transport and access	The Proposed Scheme is located within a city centre environment with numerous retail and leisure facilities, where HGV movements are common. In this context, it is considered there is unlikely to be a significant increase in HGV movements as a result of the construction of the Proposed Scheme, assuming that there would be no more than 25 HGVs operating per day. HGV demand to / from the Site is therefore anticipated to be negligible and there are not expected to be noticeable effects on congestion. It is also assumed that the construction of the Proposed Scheme would directly generate a maximum of 500 employees travelling to the Site, with a further 360 employed indirectly or through the supply chain, who would not usually be travelling to the site on a regular basis. However, again considering the city centre context such additional movements are not considered to be significant. Suspension of car parking on Jackson's Row, Bootle Street and Southmill Street may be required during construction; however, the number of car parking spaces to be suspended is unlikely to cause a significant increase in congestion and therefore is not considered to be significant. It is assumed that development operational traffic would utilise the local road network in Manchester City Centre to gain access to the Site, including Deansgate, Southmill Street, Jackson's Row and Bootle Street. An initial assessment of this local road network and the transport facilities within walking distance of the Site has demonstrated that it is in a highly sustainable and accessible location given a large number of facilities (i.e. destinations) are located within the Chartered Institution of Highways and Transportation (CIHT) recommended walking distance in Manchester City Centre. There are consequently significant opportunities for sustainable modes of travel for future residents, users and employees of the Proposed Scheme. There are approximately 70 parking spaces contained on the existing Site and, once complete, the Proposed Scheme is expected to contain approximately 132 parking spaces. An analysis of the Proposed Scheme, including its size, development mix and proposed parking provision, has shown that the anticipated development traffic during operational phases is unlikely to have a significant effect on the operation of the junctions at the Site, and would not cause any significant congestion. In addition, the proposals include measures to promote sustainable travel patterns and a significant percentage of journeys to and from the Site are assumed to be taken by modes of transport other than private car.

Topic to be scoped out	Justification
	A Transport Statement (TS) will be produced to support the revised ES and the planning application, and a (Framework) Travel Plan ((F)TP) will be produced to ensure sustainable transport. The likely number of operational traffic movements associated with the Proposed Scheme will be set out within the TS together with any identified delivery vehicle movements. Therefore, potential effects upon traffic and transport will not be assessed within this ES.
Flooding, hydrology and water resources	The Site is not located within the vicinity of the coast, nor in a tidal estuary, and therefore the risk of such flooding is low. The Environment Agency's Reservoir Flood Map also shows that the Site is not in an area that would be inundated with flood waters due to catastrophic failure of reservoir dams. The Site is located within Flood Risk Zone 1, which is considered to be at low risk of flooding, and there would not be a significant change in the permeability of the ground due to the presence of existing hardstanding on the Site. A Drainage Strategy would be implemented to mitigate any surface water flood risk. Run-off would be managed by the collection of surface water and discharge from the Site. This would reduce any flood risk on-site. The Manchester Salford and Trafford Councils Level 2 Hybrid Strategic Flood Risk Assessment (SFRA) (2011) Groundwater Flooding Map indicated that the Site is neither at risk from groundwater flooding nor in an area at risk of groundwater rebound. Although the Proposed Scheme involves construction of a basement floor, the Preliminary Geotechnical and Environmental Assessment (Appendix 2.3 of the original ES) confirms that the lowest basement slab is currently anticipated to be 29.8m AOD. Excavations to around 28.3m AOD will likely be required for foundations, with excavations locally to around 26.8m AOD for lift pits. Based on groundwater standing at a minimum depth of 25.49m AOD the excavations for foundations (including piling) are anticipated to be above the groundwater table. It is therefore assumed that the construction of these structures alone would not significantly alter the risk of groundwater flooding at this location. Therefore, the potential increase in flood risk to construction workers and future Site users and third parties is considered to be insignificant. Should foundations (including piling) be revised such that the depths of works were to go below the groundwater level, further assessment will be required. During the construction phase, there would be a number of activities which could reduce surface water quality with respect to physical contaminants. These include: installation of temporary drainage and service diversions / installations; site clearance; and materials handling, storage, stockpiling, spillage and disposal etc. The construction activities may lead to the disturbance and mobilisation of physical contaminants (i.e. dust, sediments and muds). However, there are no open watercourses within the Site or its vicinity, and a surface water drainage system would be implemented, together with SuDS to restrict and treat surface water run-off. There would also be a sediment control system that would ensure no sediments enter any wider connections. Based on the assumption that flows would be controlled and attenuated as part of the drainage system, potential increase in sediment loading entering surface watercourses and drainage features is considered to be insignificant. During the operational phase of the Proposed Scheme, the majority of the Site would be occupied by built form and hard-standing. Therefore, there is anticipated to be a low volume of physical contaminants (sediment) which could

Topic to be scoped out	Justification
	potentially be entrained in surface water run-off over hard standing and landscaping areas and discharged to surface water receptors. Furthermore, the Proposed Scheme includes for covered car-parking which should reduce the risk of pollutant transport. The potential effects of changes to physical contamination (i.e. sedimentation) entering surface water bodies and drainage features during the operational phase are therefore considered to be insignificant. It is anticipated that the increase in potable water demand in relation to the wider water resources and capacity would not be significant in the context of current water demand within the city centre. In addition, non-potable water demand would also be minimised by the use of water recycling. It is assumed that the existing infrastructure would be able to handle any increase in demand. However, financial contribution to the supplier (United Utilities) may be required to upgrade the current supply system accordingly, although this in itself is not an environmental consideration. It is also anticipated that the increase in foul flows in relation to the foul sewerage capacity would not be significant. There are no permitting limits for the Site in terms of foul water discharge. The Site benefits from a combined sewer system therefore there is not anticipated to be significant effects upon sewer capacity. Therefore, potential effects upon flooding, hydrology and water resources will not be assessed within the revised ES.
Ground conditions, hydrogeology and contamination	The Site is located within a City Centre location. Historical mapping indicates the Site has had land use classes C3 / D2 / A4 / B1 for a number of years (Appendix 2.1 of the original ES). The Site is underlain by a shallow layer of Made Ground, which is assumed to be removed as part of the Proposed Scheme (including basement excavations). Contaminants within the soil (see Appendix 2.3 of the original ES) are therefore expected to be removed, and the potential exposure of future Site users and third parties to contamination during the operational phase is considered to be insignificant. The removal of contaminants during the construction phase has the potential to affect construction workers and cause contaminated runoff which has the potential to affect soils and controlled waters. However, Chapter 3 – Description of the Proposed Scheme confirms that construction works would be managed in accordance with the EA Pollution Prevention Guidelines (Ref 5.4 – Ref 5.11) and CIRIA guidance 'C532 - Control of Pollution from Construction Sites' (Ref 5.12) to help ensure a well-managed operation which minimises potential environmental risks. As such, effects due to potential releases / migration of contamination (uncontrolled discharges / accidental spillages) to controlled waters during the construction phase are considered insignificant. The ground gas monitoring data available confirms that no special gas protection measures are required (Appendix 2.3 of the original ES). Furthermore, there are no areas of concern such as historic landfills or mining activities within close proximity to the Site that could pose any potential risk. However, if any potential effects were to arise from ground gas following further investigation, they will be appropriately mitigated prior to the construction phase under Part IIA of the Environmental Protection Act 1990 and through following construction best practice measures. Therefore, the potential risk of hazardous ground gas during the construction and operation phases is considered to be insignificant. Initial site investigations undertaken in November 2015 (Appendix 2.3 of the original ES) confirm that rock strength is significant at the proposed formation level. It is possible that rock mass in the vicinity of the West Manchester Fault

Topic to be scoped out	Justification
	may have an increased weathering profile or have a weakened / broken state. Subject to further ground investigation the basement construction is therefore anticipated to require the use of embedded bored pile wall and propping of the basement wall will likely be required to control deflections and ground movement at the Site boundaries. Following implementation of such design measures and further monitoring, the potential risks from unstable and compressible ground as a result of the Proposed Scheme are considered to be insignificant. During construction it is anticipated that the basement and foundations work may expose the underlying sandstone bedrock. A Construction Environmental Management Plan (CEMP) will be in place that will control activities with a potential to cause contamination to prevent discharges to the sandstone. During the operational phase of the Proposed Scheme there is potential for localised spillage of fuel, which may be carried to the underlying aquifers and surface water drainage system. However, the Proposed Scheme would implement an appropriate Drainage Strategy. Contaminants from fuel spillages which are likely to occur on areas of hard-standing (car parking areas) would be subject to a controlled drainage scheme and therefore would minimise contaminants reaching groundwater and surface water features. Furthermore, proposed car parks would be under cover and not subject to weather, which would further reduce the risks of contaminant transport. Therefore, the potential release / migration of contamination from accidental spillages on groundwater and surface water receptors is considered to be insignificant. Therefore, potential effects upon ground conditions, hydrogeology and contamination will not be assessed within the revised ES.
Artificial lighting	The Site is currently lit and is likely to be classified as an E4 Environmental Zone ('i.e. an area of high district brightness') (Ref 5.13) due to its location within Manchester City Centre with high levels of night-time activity. Sources of existing lighting include street lighting on the roads along the Site boundary, bulkheads fixed on the Bootle Street side of Greater Manchester Police Station building and fugitive light spill from the surrounding buildings. The surrounding road network is therefore already lit by inconsistent levels of lighting. Potential sensitive receptors to light spill and glare include residential properties and users of the local road and footpaths surrounding the Site. The key receptors are residents in close proximity to the Site which have windows directly facing the Site and which may be subject to an increase in light that may be termed a statutory nuisance. Residents in the immediate vicinity of the Site are limited to one property above the Old Nag Head pub on Jackson's Row. During the construction phase, floodlighting / security and health lighting installations associated with on-going working areas, where equipment is stored and safety hazards may be present. However, a Construction Environmental Management Plan (CEMP) will be prepared and agreed with MCC prior to the commencement of works. As part of the CEMP, the detailed measures will be implemented to minimise light spill and glare to nearby sensitive receptors. It is assumed that operational lighting installations will be designed to relevant British Standards (including BS 5489-1: 2013

Topic to be scoped out	Justification
	'Code of practice for the design of road lighting: Lighting of roads and public amenity areas' (Ref 5.14) and will take account of the ILP 'Guidance Notes for the Reduction of Obtrusive Light' (Ref: 5.13). Any illuminated signs would be designed to meet the ILP 'PLG05 'The Brightness of Illuminated Advertisements' (Ref: 5.15). As such, any increase in light spill and glare is unlikely to be significant. It is considered that any new lighting installations will be operational prior to occupation of future residential properties and therefore it is not anticipated that future residential receptors will experience a change from baseline conditions. During operation, the potential for light spill and glare will be limited to one residential receptor on Jackson's Row. It is expected that the operational lighting installations associated with the Proposed Scheme will be designed to best practice guidance, including British Standard (BS) 5489-1:2013. It is therefore considered that upward light will be limited and new lighting will provide a more consistent level of lighting improving a sense of security. Additionally, any new lighting will be designed to ensure that the source of lighting is not facing or adjacent to a residential window. Based on the evidence to date, effects relating to nuisance from lighting are considered insignificant and will not be considered in the revised ES.
Solar glare	The design of the facades of the two blocks and the tower comprises a varied grain dependent upon the internal use immediately behind. The façades will comprise glazing with solid areas of cladding. A super durable finish will be applied for weather and UV radiation resistance. All finishes will have a gloss factor of 30%. The Proposed Scheme façade is therefore not dominated by glass which is associated with significant solar glare effects but is broken by the use of solid cladding. The inclusion of a significant proportion of all façade comprising of non reflective / non specular solid cladding is likely to reduce the risk of significant solar glare effects on surrounding major road junctions. However, as part of the post planning detailed design process further consideration of solar glare effects will be undertaken once the glass specification and final façade design are known, to ensure that any necessary mitigation measures are implemented.
Air quality	Since the issue of the EIA Scoping Report an assessment of construction dust has been undertaken and is provided in Appendix 2.4 of the original ES. The assessment confirms that provided the appropriate mitigation measures within the Construction Environment Management Plan (CEMP) (as detailed within Chapter 3 – Description of the Proposed Scheme of the original ES) are implemented, dust and PM10 generated by on-site activities would be expected to have a negligible effect on sensitive receptors. It is anticipated that during construction, there will be no more than 25 HGV movements per day. As the Site is within the Greater Manchester Air Quality Management Area (AQMA), MCC utilises guidance published by Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) in May 2015 to determine the requirement for an air quality assessment. This guidance sets out a number of criteria, including the change in traffic on local roads. The threshold for assessment of HGVs within an AQMA is a change of Heavy Duty Vehicle (HDV; HGVs and buses)

Topic to be scoped out	Justification
	flows of more than 25 Annual Average Daily Traffic (AADT). Therefore, the threshold is not exceeded and effects are not considered to be significant and will not be assessed within the ES. In accordance with guidance provided by the Institute of Air Quality Management (IAQM) (Ref: 5.16) an initial search has been undertaken for designated ecological sites within proximity to the Site. This search has identified that the closest international or nationally designated site (the Rochdale Canal SAC) is located 6.1km to the northeast of the Site. Due to this distance, habitat degradation associated within construction dust and exhaust emissions is considered insignificant and will not be assessed within the ES. With regards to the potential effects of emissions from operational traffic on designated habitats, the Design Manual for Roads and Bridges (DMRB) (Ref: 5.17) provides relevant guidance. Significant air quality effects would potentially be experienced at ecological receptors located within 200m of roads where daily traffic flows change by 1,000 (as Annual Average Daily Traffic (AADT)) or more, or Heavy Goods Vehicles (HGVs) flows change by 200 AADT or more. Once completed, the Proposed Scheme is expected to contain approximately 132 parking spaces, indicating daily traffic flow changes of well below the 1,000 AADT limit. In addition, the closest designated habitat is located 6.1km to the northeast. Consequently, it is considered unlikely that there would be any significant effects at ecological receptors as a result of the operation of the Proposed Scheme. At this stage A3 and A4 uses are proposed within the Scheme along with other planning uses. Although there is the potential for odorous emissions due to these proposed uses, it is anticipated that any emissions would be minimised through adoption of design measures consistent with those set out in Defra's Control of Odour and Noise from Commercial Kitchen Exhaust Systems guidance and would be subject to additional approvals. The assessment of the potential air quality effects as a result of traffic associated with the operational phase of the Proposed Scheme has been completed in line with published methodologies and technical guidance (Appendix 2.4 of the original ES). The pollutants considered in this part of the assessment were NO₂ and particulate matter (PM₁₀ and PM_{2.5}). The results show that the Proposed Scheme would cause a negligible effect on concentrations of all three pollutants at nearby sensitive receptors. The potential air quality effects as a result of traffic associated with the construction phase was also considered to be negligible. The effects on the Proposed Scheme are considered to be insignificant and therefore air quality will not be assessed further within the ES.
Biodiversity	There are no statutory designated ecological sites within or immediately bordering the Site. There is one Special Area of Conservation (SAC) (Rochdale Canal SAC) located 6.1km to the northeast. The Site does not share any contiguous or complimentary habitat with the SAC, and the SAC's primary classification is for its aquatic vegetation community (the SAC is not protected for bat or bird species). However, there are no connecting features between the described statutory or non-statutory sites and the Site. In addition, given the distance between the SAC and the Site, there is unlikely to be a significant increase in recreational pressure from new residents, or deterioration in surface or



Topic to be scoped out	Justification
	groundwater (refer to Section 5.4 and Section 5.5 of this EIA Scoping Report). Therefore, potential effects on the statutory designated site are not anticipated to be significant and will not be assessed within the ES. Habitat Regulations Assessment (HRA) Screening is therefore not considered necessary. A review of available information identified three non-statutory sites (SBI's), within 2km of the Site. However, there is no connecting or complimentary habitat between the Site and these sites and therefore potential effects are not anticipated to be significant and will not be assessed within the ES. A review of the available information within the local area has found no suitable habitat or records for protected species other than breeding birds and bats. Since the completion of the EIA Scoping, bat surveys have been completed (see Appendix 2.2 - Biodiversity Assessment of the original ES). The bat surveys conclude that there is no evidence of bats roosting in the Site and there is very limited potential for foraging across the Site given the limited vegetation present on the Site. Therefore the potential for disturbance or loss of bats during the construction phase is considered to be low. As a precautionary measure, buildings should be re-surveyed prior to demolition or other construction activities. Additionally, given the limited vegetation on Site the potential for disturbance or loss to breeding birds during the construction phase is also considered low. It is assumed that the Construction Environmental Management Plan will include measures to ensure an ecologist provides appropriate checks for the presence of breeding birds prior to any demolition or other construction activities. Assuming these precautionary measures are implemented, the effects of the Proposed Scheme on biodiversity are not considered to be significant and therefore biodiversity will not be assessed further within the revised ES.
Waste	The majority of demolition waste will comprise stone and brick from the existing buildings on the Site. The Applicant has confirmed that demolition waste will be used for temporary works on Site and then recycled off Site. The volume of demolition waste has been estimated to be between 20,000m³ and 50,000m³. Based on the worst case total building volume (i.e. 50,000m³) the estimated demolition has been quantified using the methodology as outlined in the EIA Scoping Report (Appendix 5.1 of the original ES). It is estimated that 25,000 tonnes of demolition waste will be generated as a result of the proposed demolition activities at the Proposed Scheme. The retention of the Abercromby public house and the Portland Stone front of the Police Station means that this estimate is conservative and real-life volumes may in fact be less than that stated here. Compared to the 2010 Construction and Demolition (C+D) recycling facility capacity (c. 2.4m tonnes) (Ref 5.18), 25,000 tonnes of demolition waste would not significantly increase pressures on C+D recycling facility capacity, when considering the inert nature of the demolition waste, the short-term nature of the required C+D recycling facilities, the current number of operational sites and the current capacity. In addition to demolition waste it is understood that the total volume of excavation will be approximately 3,000m³. Using a conversion factor of 0.43m³ = 1 metric tonne it is estimated that 6,977 tonnes of earthworks will be generated as a result of proposed earthwork activities at the Site. It is confirmed that excavation material will be used as temporary

Topic to be scoped out	Justification
	works on Site and then be recycled off Site. Compared to the 2010 Construction and Demolition (C+D) recycling facility capacity as detailed in Table 5.1 of the original ES (c. 2.4m tonnes), 6,977 tonnes of earthworks would not significantly increase pressures on Construction and Demolition (C+D) recycling facility capacity when considering the short term nature of the required C+D recycling facilities, the current number of operational sites and the current capacity. With regards to construction waste, this is likely to consist of materials such as packaging from deliveries and materials that become surplus to requirements. Estimated construction waste arisings have been quantified based on Environmental Performance Indicators (EPis) developed by the Building Research Establishment (BRE) which measure tonnes of construction waste/100m² (Ref 5.19). It is estimated that 12,666 tonnes of construction waste will be generated throughout the construction phase of the Proposed Scheme. Over the duration of the construction works (expected to be 2018-2020), this equates to an average of approximately 3,167 tonnes per year, although this is likely to vary significantly according to the construction programme and phasing. It is assumed that the vast majority of construction waste will either be re-used on Site or recycled off-Site. Compared to the 2010 C+D recycling facility capacity as detailed in Table 5.1 of the original ES (c. 2.4m tonnes), 3,167 tonnes of construction waste per year would not significantly increase pressures on C+D recycling facility capacity. The management of waste produced during the operational phase of the Proposed Scheme will be considered and addressed through the design process and a Waste Management Strategy (Core Document, submitted to support the planning application) to ensure it is managed in a way to minimise environmental effects in accordance with legislation, guidance and local targets. Therefore, effects of operational waste are not considered significant, and will therefore not be considered in the ES. Based on the above, it is considered that waste generated during the construction and operational phases will be insignificant and will not be assessed further within the revised ES.



4.3 POTENTIALLY SIGNIFICANT TOPICS

4.3.1. Following an appraisal of the revised scheme and in advance of the further technical evaluation as outlined in Section 2.4, the Proposed Scheme has the potential to result in likely significant effects on the environment associated with the following topic areas:

- Noise and Vibration;
- Townscape and Visual;
- Built Heritage;
- Wind;
- Daylight, Sunlight and Overshadowing;
- Socio-economics;
- Archaeology; and
- Cumulative Effects.

4.3.2. In conclusion, it has been determined that the scope of topics in the revised ES remain the same as the previously submitted ES.

4.3.3. Table 5 confirms the anticipated scope of the new ES.

Table 5: Scope of the ES

Technical Topic Area	Potential Significant Effect Identified at the Scoping Stage, February, 2016	Potential Significant Effect Assessed as part of the ES (January, 2017)	A Potential Significant Effect Identified at the Scoping Stage, September, 2017
Noise and Vibration	Construction - Disturbance to sensitive receptors from noise generated by on-site construction activities; and - Disturbance to sensitive receptors from vibration generated by any construction activities likely to be particularly vibration generative. Operation - Disturbance to existing sensitive receptors and future proposed noise sensitive uses from noise generated by the fixed plant / goods delivery noise and entertainment noise; and - Disturbance to future proposed noise sensitive uses from the prevailing noise environment (e.g. existing road traffic, existing fixed plant on nearby buildings and existing entertainment from surrounding premises).	Construction - Disturbance to sensitive receptors from noise generated by on-site construction activities; and - Disturbance to sensitive receptors from vibration generated by any construction activities likely to be particularly vibration generative. Operation - Disturbance to existing sensitive receptors and future proposed noise sensitive uses from noise generated by the fixed plant / goods delivery noise and entertainment noise; and - Disturbance to future proposed noise sensitive uses from the prevailing noise environment (e.g. existing road traffic, existing fixed plant on nearby buildings and existing entertainment from surrounding premises).	Construction - Disturbance to sensitive receptors from noise generated by on-site construction activities; and - Disturbance to sensitive receptors from vibration generated by any construction activities likely to be particularly vibration generative. Operation - Disturbance to existing sensitive receptors and future proposed noise sensitive uses from noise generated by the fixed plant / goods delivery noise and entertainment noise; and - Disturbance to future proposed noise sensitive uses from the prevailing noise environment (e.g. existing road traffic, existing fixed plant on nearby buildings and existing entertainment from surrounding premises).
Air Quality	Construction - None. Operation - Increase in pollutant concentrations (NO₂, PM₁₀ and PM_{2.5}) as a result of exhaust emissions arising from	N/A	An assessment of road traffic generated by the Proposed Scheme is anticipated to confirm that the potential effects on pollutant concentrations are negligible.

Technical Topic Area	Potential Significant Effect Identified at the Scoping Stage, February, 2016	Potential Significant Effect Assessed as part of the ES (January, 2017)	A Potential Significant Effect Identified at the Scoping Stage, September, 2017
	operational traffic on local air quality at sensitive residential receptors.		
Townscape and Visual	Construction - Change to Site and surrounding character due to the presence of machinery, hoardings, scaffolding, tower cranes, earthworks, stockpiles and construction activities; - Change in visual amenity; and - Change in urban grain height and massing. Operation - Change to Site and surrounding character due to new built form and landscaping; - Change in visual amenity; and - Change in urban grain height and massing.	Construction - Change to local townscape character due to the presence of machinery, hoardings, scaffolding, tower cranes, earthworks, stockpiles and construction activities within the Site; - Change in visual amenity; and - Change in urban grain height and massing. Operation - Change to local townscape character due to new built form and landscaping; - Change in visual amenity; and - Change in urban grain height and massing.	Construction - Change to local townscape character due to the presence of machinery, hoardings, scaffolding, tower cranes, earthworks, stockpiles and construction activities within the Site; - Change in visual amenity; and - Change in urban grain height and massing. Operation - Change to local townscape character due to new built form and landscaping; - Change in land use and visual amenity; and - Change in urban grain height and massing.
Built Heritage	Construction - Change in setting of listed buildings in the vicinity of the Proposed Scheme both inside and outside the Deansgate Conservation Area; and - Change in setting of non-designated heritage assets within the Deansgate Conservation Area.	Construction - Visual impact on setting of listed buildings; - Visual impact on character and appearance of conservation areas; and - Demolition of existing buildings. Operation	Construction - Visual impact on setting of listed buildings; - Visual impact on character and appearance of conservation areas; and - Demolition of existing buildings. Operation

Technical Topic Area	Potential Significant Effect Identified at the Scoping Stage, February, 2016	Potential Significant Effect Assessed as part of the ES (January, 2017)	A Potential Significant Effect Identified at the Scoping Stage, September, 2017
	Operation - Change in setting of listed buildings in the vicinity of the Proposed Scheme both inside and outside the Deansgate Conservation Area; and - Change in setting of non-designated heritage assets within the Deansgate Conservation Area.	- Visual impact on setting of listed buildings; and - Visual impact on character and appearance of conservation areas.	- Visual impact on setting of listed buildings; and - Visual impact on character and appearance of conservation areas.
Wind	Construction - None. Operation - Reduction in the safety of pedestrians as a result of an increase in wind speeds; and - Pedestrian discomfort as a result of localised zones of acceleration.	Construction - None. Operation - Reduction in the safety of pedestrians as a result of an increase in wind speeds; and - Pedestrian discomfort as a result of localised zones of acceleration.	Construction - None. Operation - Reduction in the safety of pedestrians as a result of an increase in wind speeds; and - Pedestrian discomfort as a result of localised zones of acceleration.
Daylight, Sunlight and Overshadowing	Construction - None. Operation - Loss of natural light (daylight and sunlight) to adjacent properties.	Construction - None. Operation - Loss of natural light (daylight) to adjacent properties; - Loss of natural light (sunlight) to adjacent properties; and - Increased overshadowing to open spaces.	A re-assessment of overshadowing of open spaces will be undertaken. The results will be included in this Chapter for transparency given concern raised during consultation (see Statement of Community Involvement). Operation - Loss of natural light (daylight) to adjacent properties; - Loss of natural light (sunlight) to adjacent properties; and



Technical Topic Area	Potential Significant Effect Identified at the Scoping Stage, February, 2016	Potential Significant Effect Assessed as part of the ES (January, 2017)	A Potential Significant Effect Identified at the Scoping Stage, September, 2017
			Increased overshadowing to open spaces.
Biodiversity	Construction - None. Operation - Disturbance and loss of breeding birds and bats.	N/A	Bat surveys confirmed absence of species and therefore no further assessment required as detailed in Table 4. Given limited vegetation and appropriate ecological controls through the CEMP effects on breeding birds are not considered significant.
Waste	Construction - Increase in solid waste generation from excavation and construction materials and increase in demand for local waste treatment and disposal facilities. Operation - None.	N/A	Further information since the EIA Scoping has been made available. The volume of waste during the construction phase is considered to be insignificant as set out in Table 4.
Socio-economics	Construction - Direct employment opportunities for local population; - Indirect and induced employment associated with spending in the local economy by contractors and contracts placed with suppliers; - Displacement of users of the synagogue; and - Displacement of users of the public house.	Construction - Direct employment opportunities for local population; - Indirect and induced employment associated with spending in the local economy by contractors and contracts placed with suppliers; and - Displacement of users of the synagogue and public house. Operation	Construction - Direct employment opportunities for local population; - Indirect and induced employment associated with spending in the local economy by contractors and contracts placed with suppliers; and - Displacement of users of the synagogue. Operation

Technical Topic Area	Potential Significant Effect Identified at the Scoping Stage, February, 2016	Potential Significant Effect Assessed as part of the ES (January, 2017)	A Potential Significant Effect Identified at the Scoping Stage, September, 2017
	Operation - Direct employment opportunities for local population; - Indirect and induced employment associated with spending in the local economy by employees and contracts placed with suppliers and contractors; - Spending from the new community, and users of hotel and offices, and associated benefits to local economic receptors; - Delivery of the high quality public realm and new infrastructure while maintaining and enhancing the existing heritage character; and - Improved community connectivity within and around the Site.	- Direct employment opportunities for local population; - Indirect and induced employment associated with spending in the local economy by employees and contracts placed with suppliers and contractors; - Spending from the new community, and users of hotel and offices, and associated benefits to local economic receptors; - Delivery of the high quality public realm and new infrastructure; and - Improved community connectivity within and around the Site.	- Direct employment opportunities for local population; - Indirect and induced employment associated with spending in the local economy by employees and contracts placed with suppliers and contractors; - Spending from the new community, and users of hotel and offices, and associated benefits to local economic receptors; - Delivery of the high quality public realm and new infrastructure; and - Improved community connectivity within and around the Site.
Archaeology	Construction Loss or disturbance of potential buried archaeological remains.	Construction Loss or disturbance of potential buried archaeological remains.	Construction Loss or disturbance of potential buried archaeological remains However, the consideration of archaeology will remain a separate Chapter of the ES which should be read in conjunction with Built Heritage.



5 CONCLUSION

- 5.1.1. A revised scheme for St Michaels is under preparation, following public consultation and feedback from statutory consultees on the previously submitted scheme (January, 2017).
- 5.1.2. To ensure the ES and other Application documents submitted in support of the application reflect the revised scheme, a new set of these documents is being prepared.
- 5.1.3. An EIA Scoping Report for the previous scheme was submitted to MCC in February, 2016, under the 2011 EIA Regulations. No Scoping Opinion has been provided to date. This scoping note therefore requests a Scoping Opinion for the revised scheme under the 2011 EIA Regulations, in accordance with the transitional arrangements set out in the 2017 EIA Regulations.
- 5.1.4. The scope of the topics for the ES remain the same as set out in the previous Scoping Opinion. In principal, this is due to the nature and location of the site, and general massing and uses of the proposed scheme, remaining the same as in the previous scheme. Those topics which would be most affected by the changes are already scoped into the assessment. This scoping note provides further detail and justification for this conclusion.
- 5.1.5. We assume that a Scoping Opinion can be provided within 5 weeks of the receipt of this report.

BIBLIOGRAPHY

- July, 2017 Proposal to Zerum
- Chapter 5 of the original ES

REFERENCES

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- Ref 1.2: Statutory Instrument 2015 No.660 Town and Country Planning, England 'The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015'.
- Ref 5.4: Environment Agency (2013) PPG 1 'Understanding Your Environmental Responsibilities - Good Environmental Practices'
- Ref 5.5: Environment Agency (2011) PPG 2 'Above Ground Oil Storage Tanks'
- Ref 5.6: Environment Agency (2006) PPG 3 'Use and Design of Oil Separators in Surface Water Drainage Systems'
- Ref 5.7: Environment Agency (2007) PPG 5 'Works and Maintenance in or Near Water'
- Ref 5.8: Environment Agency (2012) PPG 6 'Working at Construction and Demolition Sites'
- Ref 5.9: Environment Agency (2004) PPG 8 'Safe Storage and Disposal of Used Oils'
- Ref 5.10: Environment Agency (2009) PPG 21 'Incident Response Planning'
- Ref 5.11: Environment Agency (2011) PPG 22 'Dealing with Spills'
- Ref 5.12: CIRIA C532 Control of Water Pollution from Construction Site: Guidance for Consultant and Contractors
- Ref 5.13: Institute of Lighting Professionals (2011) 'Guidance Notes for the Reduction of Obtrusive Light'
- Ref 5.14: British Standard 5489 -1:2013 'Code of practice for the design of road lighting: Lighting of roads and public amenity areas'
- Ref: 5.15: ILP (2015) 'PLG05 'The Brightness of Illuminated Advertisements'
- Ref 5.16: IAQM (2014) Guidance on the assessment of dust from demolition and construction
- Ref 5.17: HA, (2007). DMRB: Volume 11, Section 3, Part 1: Air Quality. HA 207/07
- Ref 5.18: Greater Manchester Geological Unit (March 2010) 'Joint Waste Development Plan Document for Greater Manchester – Needs Assessment Update Report'
- Ref 5.19: BRE Smartwaste (June 2012) 'BRE Waste Benchmark Data'

Appendix A

SCOPING REPORT





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