



Bruntwood Commercial Phase 3,
Princess Road, West Didsbury
Environmental Statement – Volume 3
Non-Technical Summary

October 2022

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1. Introduction

- 1.1. This Environmental Statement (ES) has been prepared on behalf of Bruntwood (Didsbury TP) Ltd (the ‘Applicant’) in respect of the proposed Environmental Impact Assessment (EIA) development of the Site at Didsbury Technology Park on Princess Road in West Didsbury, in South Manchester (the EIA Site).
- 1.2. The Site is bounded by Sir Williams Siemens House to the north, surface level car parking to the east, Spire Manchester Private Hospital to the south and a lawned area to the west (with Princess Parkway beyond). The boundary of the Site is set out in **Figure 1.1**.
- 1.3. The Proposed Development proposes 10,409 sq. m GEA commercial floorspace for flexible Grade A offices with ancillary ground floor café, in addition to a car park deck, reconfigured surface parking, junction improvements and landscaping. Further details are provided within Chapter 3 of this ES.
- 1.4. This ES Non-Technical Summary (NTS) sets out the findings of an Environmental Impact Assessment (‘EIA’) carried out in respect of the development of the Site.
- 1.5. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (‘the EIA Regulations’) and best practice guidance.
- 1.6. The NTS is a standalone document and is required under the EIA Regulations.

Purpose of the Environmental Impact Assessment and Non-Technical Summary

- 1.7. The purpose of an EIA is explained by the Government in the National Planning Practice Guidance at paragraph 002 (Reference ID: 4-002-20140306), which sets out:

“The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process.”
- 1.8. In simple terms, an EIA is an information gathering exercise in relation to the effect that the Proposed Development may have on the local environment when compared to the existing conditions. These are typically carried out on projects of a large scale.
- 1.9. Conducting an EIA is a systematic process, which leads to a final report, the ES.
- 1.10. This NTS is designed to be read on its own. It explains the environmental implications of the Proposed Development to the public, informing them, and allowing them to decide whether they would like more detail on the Proposed Development.
- 1.11. More information and greater technical detail is available in the ES. The ES is a separate document which has been submitted as part of the planning application. Please see Section 9 of this Statement, ‘Availability of Environmental Statement’ for details on how and where to view the ES.

Environmental Impact Assessment Process

- 1.12. The first step is understanding if the Proposed Development meets the criteria set out within legislation, which means that further consideration should be given to if it comprises an EIA development. The legislation sets out different ‘schedules’ of projects and how the EIA should be carried out.
- 1.13. A Proposed Development may then go through a ‘Screening’ and/or a ‘Scoping’ process. This is the process whereby an Applicant may submit a request to the Local Planning Authority for a formal opinion as to whether they consider the Proposed Development to be meet the criteria for an EIA and, if so, what technical topics it considers to be relevant to the EIA.
- 1.14. If an EIA is determined to be required, the Applicant will prepare an ES, which sets out the findings from the technical assessments undertaken. The ES is then submitted to the Local Planning Authority as part of an application for Planning Permission.

Assessment Methodology

Screening, Scoping and Consultation

- 1.15. An Environmental Impact Assessment (EIA) Screening and Scoping Request was submitted to MCC on 31 May 2022 (Appendix 2.1) and a Formal Scoping Opinion was issued on 21 October 2022 (see Appendix 2.3). As part of this process the following disciplines were expected to not give rise to likely significant effects on the environment and were recommended to be scoped out of the EIA:
- Ground Conditions
 - Water Resources, Drainage and Flood Risk
 - Ecology
 - Acoustics
 - Agricultural Circumstances
 - Archaeology
 - Heritage
 - Electronic Interference - Television, FM Radio and DAB Radio Reception
 - Socio-Economic
 - Solar Glare
 - Aviation
 - Major Accidents and Disasters
 - Daylight, Sunlight and Overshadowing
 - Townscape and Visual Impact
 - Wind
- 1.16. In response to the Screening and Scoping Request, statutory consultee responses were received from United Utilities, GMEU, MCC Highways, MCC Flood Risk Team, GMAAS, MCC Conservation Officer and Natural England. All responses received have been considered by the technical team in the preparation of their assessments.

Approach to Technical Studies

- 1.17. Various technical studies were commenced at an early stage in the development process. The findings of the baseline (existing) environmental studies have played an important role in the design of the Proposed Development by defining the environmental sensitivities, constraints and opportunities associated with the Site.
- 1.18. Design team reviews, attended by members of the project team, were held throughout the pre-application process. These reviews provided a valuable forum for the exchange of information and ensured that the design team was fully aware of the environmental constraints and opportunities, and of the interactions between disciplines. Meetings were also held with Manchester City Council as the Local Planning Authority, as well as pre-application discussions with technical consultees.
- 1.19. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective technical chapters, with a reference list at the end of each chapter.
- 1.20. The technical studies undertaken within the ES have been progressed in a transparent, impartial and unbiased way with equal weight attached, as appropriate, to beneficial and adverse effects. Where possible, this has been based upon quantitative and accepted criteria together with the use of value judgements and expert interpretations.

Who has been involved in the EIA process?

- 1.21. The EIA process has involved communication and collaboration between the Applicant, Deloitte LLP, MCC, the project team (shown in Table 1.1), statutory consultees and the public.
- 1.22. Table 1.1 shows the project team and their roles.

Table 1.1. ES Project Team

Topic	Consultant
Town Planning, EIA Coordination	Deloitte LLP
Architect	Sheppard Robson
Air Quality	Ramboll
Climate Change	Ramboll
Ecology	Brookes Ecological
Human Health	Enfusion
Traffic and Transport	Curtins

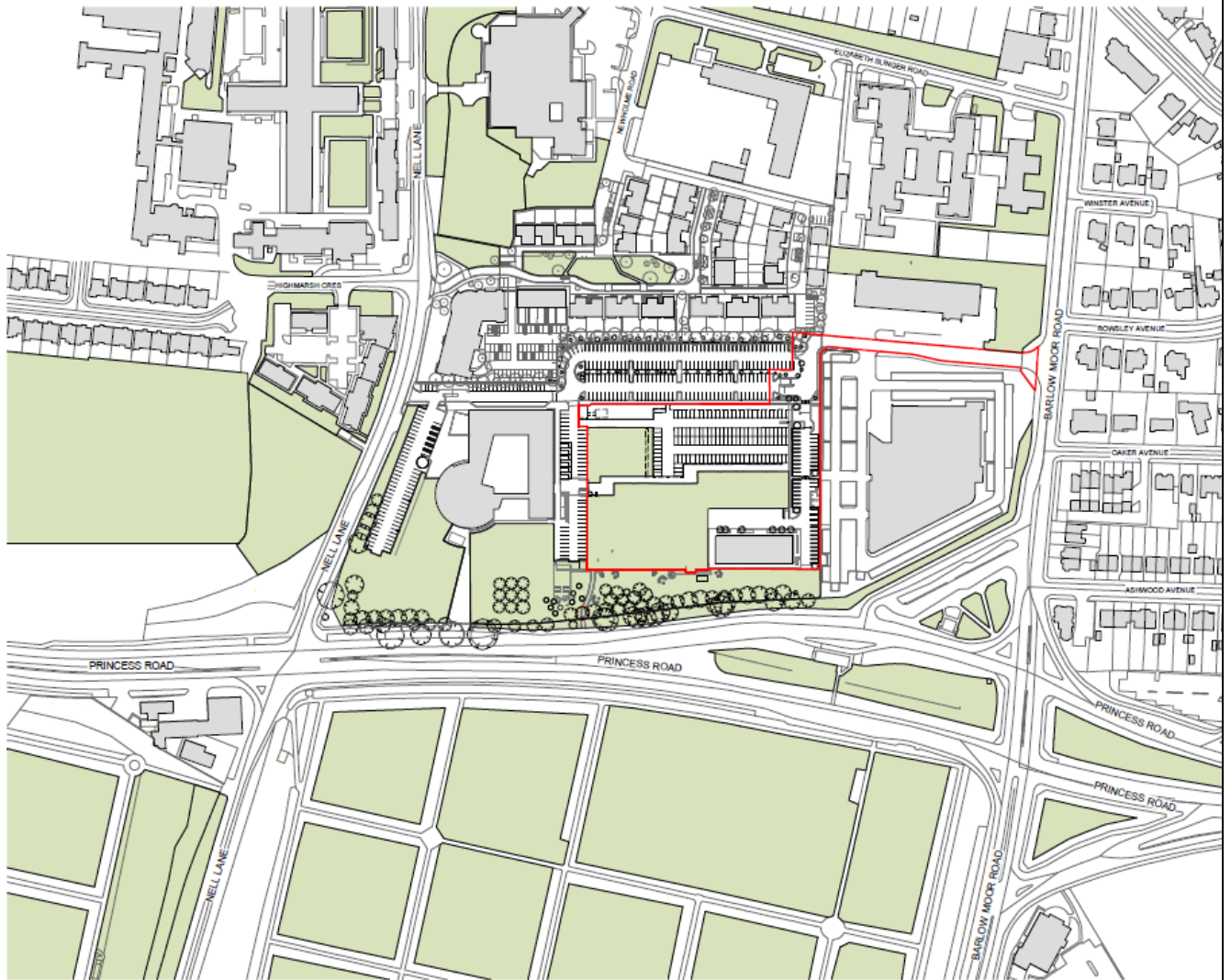
What were the results of the EIA?

- 1.23. The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development and summarise the outcomes of the EIA.
- 1.24. This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (5 to 10) and their technical appendices.
- 1.25. The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.
- 1.26. With regard to the assessment for each topic, the subsequent sections discuss:
- Methodology and scope;
 - Baseline conditions;
 - Likely significant effects of the Proposed Development;
 - Mitigation;
 - Cumulative effects with other developments; and
 - Likely 'residual' effects following mitigation.
- 1.27. A summary of proposed mitigation measures and residual effects is also included in Chapter 11 of the ES Volume 1.

Significance of Effects

- 1.28. The likely effects of the Proposed Development have been classified according to their significance.
- 1.29. Significance is determined as a function of both the scale (magnitude) of change from the existing (baseline) environment and the sensitivity of environmental receptors, such as population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between these factors. Chapter 2 of the ES Volume 1, EIA Methodology, describes this process in greater detail.

- 1.30. This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES chapters Volume 1 (5 to 9).



Site Location Plan
1 : 1250

	Figure:	1.1		
	Title:	Site Plan (Sheppard Robson)		
	Project:	Didsbury Technology Park – Phase 3		
	Date:	September 2022	Scale:	NTS

2. Site, Surroundings and Description of Proposals

Where is the Site?

- 2.1. The Phase 3 Site extends to approximately 1.67 hectares and is bounded by Sir Williams Siemens House to the north, surface level car parking to the east, Spire Manchester Private Hospital to the south and a lawned area to the west (with Princess Parkway beyond). A Site Location Plan is included in Figure 1.1 of Section 1.
- 2.2. The Site currently comprises a surface level car park for c. 189 car parking spaces to the east. A managed lawn area forms part of the northern end of the Site, with the OHM building and associated landscaping and car parking in the south west. The Site can be accessed via Nell Lane to the north, or from the south via Barlow Moor Road.

What is the Masterplan?

- 2.3. The wider Masterplan Site is bound by Princess Road and the Southern Cemetery to the west, Barlow Moor Road and residential properties to the south and Nell Lane and the former Withington Hospital residential development to the north. The Birches and Lancasterian schools and a police station adjoin the site to the east.
- 2.4. The Masterplan Site extends to approximately nine hectares and is comprised of a mixture of buildings from residential, commercial and healthcare uses. In February 2015, Planning Permission was granted (ref: 107473/FO/2014/S1) for the redevelopment of the southern part of the wider site for the erection of a four storey building to form **Spire Manchester Private Hospital** along with associated car parking and landscaping.
- 2.5. The Masterplan Site was subject to two further planning applications forming the first two phases of the adopted Illustrative Masterplan (**Figure 2.1**) which have now been fully completed and occupied:
 - **OHM Building (Phase 1)** – Three storey commercial building containing office space for Siemens and The Orth Team with associated car parking and landscaping located to the southwest of the Masterplan Site.
 - **Green Walk and Quantum House (Phase 2)** – Residential development including apartment building comprising 50 apartments and 45 new homes with associated car parking and landscaping located to the east of the Masterplan Site.
- 2.6. There are, however, buildings that existed prior to the adoption of the Illustrative Masterplan. To the south east of the Masterplan Site is The **Renewable Energy Engineering Centre** (the REEC Building) whilst to the north west is **Sir William Siemens House** (SWSH) and associated car parking.
- 2.7. This planning application relates to the next phase of development within Didsbury Technology Park (**Phase 3**) and will deliver flexible Grade A office space with ancillary ground floor café, in addition to a car park deck, reconfigured surface parking, junction improvements and landscaping within D1 and the MSCP of the Illustrative Masterplan. The framework identifies that Plot D2 of the Illustrative Masterplan will be suitable for additional commercial / office space but these do not form of the Proposed Development.
- 2.8. The Masterplan Site has also been allocated by Manchester City Council for economic development under Saved UDP Policy DB12b. It states that further development will be permitted at Siemens, Princess Road however proposals should have regard to the need to minimise impact on environmental quality, the character of the area, residential amenity and traffic movements.

Figure 2.1 – Illustrative Masterplan (as approved through PP Ref: 114283/FO/2016)



Surroundings

- 2.9. The Site is located within the Didsbury West Ward, but also lies adjacent to the Chorlton Park Ward to the west. Beyond Princess Road (A5103) to the west lies the Southern Cemetery and the Christie Fields commercial development on the junction of Princess Street and Barlow Moor Road.
- 2.10. West Didsbury is located to the east of the Site, with two schools (The Birches School and Lancasterian School), a number established residential developments and West Didsbury police station within the immediate vicinity.
- 2.11. Beyond Nell Lane, to the north of the Site, lies a predominantly residential area comprising new build properties and the redeveloped Withington Hospital (Grade II). A small area of planting also lies immediately to the north of Nell Lane, on the junction of Princess Road and Nell Lane with Didsbury High School just beyond.
- 2.12. To the south and east of the Site, beyond the old hospital site, across Barlow Moor Road, and across Elizabeth Slinger Road the area is predominantly within residential use.
- 2.13. The Albert Park Conservation Area is located approximately 400m from the Site. The nearest listed buildings are the old Withington Hospital site (Grade II) to the north and the Alcock Monument (Grade II), Church of England Chapel (Grade II) and Roman Catholic Chapel (Grade II) within Manchester Southern Cemetery to the west.
- 2.14. West Didsbury local centre is located approximately 400m to the east of the Site on Burton Road, providing a mix of shops, bars and restaurants.

Highways and Transport

- 2.15. Princess Road (A5103) provides direct access to Manchester City Centre to the north and the M60 to the south. Princess Road is a key arterial route into the city centre from Manchester Airport, the M6 and M60. Barlow Moor Road (A5145) to the south of the Site is also a major access road within south Manchester.
- 2.16. The Site's location on these major access roads provides excellent access to bus services running along Princess Road, Barlow Moor Road, Burton Road and Palatine Road. The Site is also within half a mile of the Withington Metrolink stop and within walking distance of Burton Road Metrolink stop, providing access via public transport to Manchester City Centre and Manchester Airport.

Environmental Designations

Ecology

- 2.17. There are no sites with Environmental Designations with respect to Ecology within the proposed EIA development. Furthermore, there are no identified sites within the vicinity of the site.

Flood Risk

- 2.18. According to the Environment Agency Flood Map, the Site is located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding. The Rochdale Canal is located circa 50m southeast of the Site, behind Brownsfield Mill.
- 2.19. The Site also falls within the Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.

Heritage

- 2.20. The Site is not located within a Conservation Area. The Albert Park Conservation Area is located approximately 500m to the east of the Site.
- 2.21. There are no Listed Buildings located on the Site; however, some heritage assets have been identified in the vicinity of the Site within a 500m radius:
- Manchester Southern Cemetery – Grade II Listed
 - Entrance Lodges, Piers, Screen and Gates of Withington Hospital – Grade II Listed
 - Withington Hospital (Principal Administrative Block) – Grade II Listed
 - Roman Catholic Chapel in Manchester Southern Cemetery – Grade II Listed
 - Church of England Chapel in Manchester Southern Cemetery – Grade II Listed
 - Alcock Monument in Centre of Manchester Southern Cemetery – Grade II Listed
 - Christ Church – Grade II Listed

Air Quality

- 2.22. A small part of the Site is located in the Greater Manchester Air Quality Management Area (AQMA), owing to the high volumes of vehicular traffic on Princess Road on the site's western boundary.

Ground Conditions

- 2.23. Ian Farmer Associates prepared a Preliminary Investigation Report (dated December 2015) and Ground Investigation Report (dated January 2017) for the planning application approved on 17 March 2017 for the OHM Building. This information covers the entire masterplan area (which includes Phase 3 and Building D1).
- 2.24. The results of soil analysis indicate that there is only a very low risk to end users of the site from soil contamination.
- 2.25. There was no visual evidence of bulk asbestos contamination or evidence of ACM's during site work. The extremely low fibre concentrations indicate that there would not be significant risks to end-users or construction workers from asbestos.

- 2.26. The ground conditions encountered at the site indicate that the risks to ground water would be very low and it is considered unlikely that further assessment of the risks to controlled waters may be required.
- 2.27. Initial gas monitoring determined the presence of methane and carbon dioxide, however these can be considered as Characteristic Situation 2; low risk.
- 2.28. As part of the pre-application process, the EHO was consulted on the basis of the Ian Farmer survey and the supporting letter (dated 12 May 2022).
- 2.29. On the basis of the above it can be concluded that ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users.

The Proposals

- 2.30. The description of development is:

“Construction of a ground plus five storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary café on ground floor (Use Class E(b)), erection of ground plus two storey car park deck (Sui Generis) together with landscaping and highway works, and other associated works.”

- 2.31. Table 4.2 sets out the application proposals for the commercial element:

Table 4.2 – Ev0 Building Development Quantum

Proposed Development	
<i>Proposed Uses</i>	Office Space (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary ground floor Café (Use Class E (b))
<i>Proposed Height</i>	Ground plus five storeys, rising to approximately 26.75m AGL
<i>Proposed Floorspace</i>	Office: 10,409 sqm (GEA) / 10,152 sqm (GIA) Café: 185 sqm (NIA)
<i>Proposed Cycle Parking</i>	10 visitor cycle parking spaces outside the building and 100 cycle parking spaces located within the proposed car park deck adjacent to the office building.
<i>Parking Provision</i>	See table 3.2 and 3.3 below for further info.

- 2.32. Table 4.3 sets out the application proposals for the car park deck:

Table 4.3 – Car Park Deck Development Quantum

Proposed Development	
<i>Proposed Uses</i>	Car park deck (Sui Generis)
<i>Proposed Height</i>	Ground plus two storeys, rising to approximately 10.5 AGL
<i>Proposed Floorspace</i>	6,390 sqm (GEA)
<i>Proposed Cycle Parking</i>	100 cycle parking spaces.

- 2.33.

2.34. Table 4.4 sets out the proposed car parking figures:

Table 4.4 – Proposed Car Park Deck

Zone	Allocated To	Proposed Car Parking				Location	Access Control
		Standard	Accessible	EV	Total		
Commercial (DTP)	Siemens	100 (-21)	0 (0)	0 (0)	100 (-21)	Plot for building D2	Barriers
Commercial (DTP)	Ohm Building	64 (0)	4 (0)	0 (0)	68 (0)	Adjacent to OHM	Barriers
Commercial (DTP)	Ev0 Building	220 (+220)	12 (+12)	46 (+46)	232 (+232)	Within the Site	Barriers
Commercial (DTP)	Spaces for Building D2	62 (+62)	3 (+34)	13 (+13)	65 (+65)	Within the Site	Barriers
Total		446	19	59	465		

N.B. The figures in brackets represent the change the existing provision.

Layout and Orientation

- 2.35. A main principle of the masterplan design is to improve safe permeability through the site for pedestrians and cyclists. A series of clearly defined and accessible areas are therefore proposed to ensure the site promotes active travel and knits the proposals into the surrounding area.
- 2.36. Vehicular movements have been an integral consideration to the masterplan and those wishing to access the Ev0 building or The Ohm Building will only be able to access or exist the site via the entrance on Barlow Moor Road.
- 2.37. The creation of a welcoming external environment to provide amenity for users of the new users and the established campus community including the Sir William Siemens House and Ohm buildings, as well as users of the adjacent Spire Hospital.
- 2.38. The development of the site aims to create a central landscaped space which connects Ev0, D2 (future office development) and Ohm and the car park deck.
- 2.39. The entrance to Ev0 is located on the South façade of the building providing an important connection to the landscaped heart of the site. This will create a sheltered entrance area with a connection to the entrance to the Car Park. The building interior has been designed to provide an active frontage which further enhances this connection between the space and landscape.

Scale and Massing

- 2.40. The proposed office building (Unit D1) is six storeys (ground plus five). The height of the building will be 26.75m AGL. The building has been designed to respect the building heights of the surrounding area. It is considered that building heights around SWSH and Nell Lane would be highest in this location whilst plots closest to the residential area would be lower.
- 2.41. The proposed car park deck is three storeys (ground plus two). The height of this building will be 10.5m A(GL). The car park deck is closer to the low-rise buildings that exist to the north of the Site and as such the location, scale and massing are appropriate as they help to reduce the visual impact onto these residents.
- 2.42. Further details on the external appearance and materials can be found in the Design and Access Statement prepared by Sheppard Robson.

Use and Amount

- 2.43. The Proposed Development comprises a ground plus five storey commercial building comprising a total of 10,409 sq.m (GEA). The proposed building will be for office use within (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with the addition of ancillary space on the ground floor for a café (Use Class E(b)). These uses will allow enough flexibility to secure an appropriate occupier for the separate units which will complement the wider site and its overall purpose.
- 2.44. The quantum of available floorspace per floor for the proposed building is as follows:
- Office: 10,409 sqm (GEA) / 10,152 sqm (GIA)
 - Café: 185 sqm (NIA)
 - The Proposed Development also includes the erection of a car park deck 'Sui Generis' . Further information can be found within this section

External Appearance and Materials

EvO (office) Building

- 2.45. Multiple cladding approaches were tested in conjunction with the M&E Engineer before concluding that a built out facade providing self-shading was the chosen solution.
- 2.46. This design approach offered a solution to respond differently on each facade whilst still maintaining a consistent aesthetic.
- 2.47. Combined with the aspiration for a high quality facade with robust detailing and materiality to achieve a strong design language which will also aid the building's thermal performance.
- 2.48. The main aspiration is for a high quality facade with robust detailing and materiality to achieve a strong design language which will also aid the building's thermal performance. The articulation to the facade at ground floor creates an active and human scale frontage, which will positively contribute to the continuity and vibrancy of Didsbury Technology Park and connect with the contextual buildings.
- 2.49. The roof top plant area will be screened by vertical cladding panels to provide the necessary visual and acoustic screening for the equipment.

Car Park Deck

- 2.50. The car park deck has been designed to ensure natural ventilation throughout, helping to reduce energy usage. The ground floor is left open for ventilation and visibility through the parking structure whilst the raised roof provides ventilation to the 2nd floor parking.
- 2.51. With a facade of flat solid panels this provides a visual barrier into the car park and prevents light from car headlights shining out towards the residential properties. However, this approach prevents ventilation to the first floor.
- 2.52. Using a similar faceted profile to the cladding on EvO ventilation is provide through the top of the cladding panel and also through the perforated side panel.
- 2.53. Further details on the external appearance and materials can be found in the Design and Access Statement prepared by Sheppard Robson.

Public Realm and Landscaping

- 2.54. The Proposed Development is a great opportunity to diversify and enrich the external environment for people and wildlife that have access to it. The proposed building will be supported by external public realm, providing employees and the community with amenity space to enjoy.
- 2.55. This will include a generous frontage to EvO comprising hard and soft landscape accommodating fixed and loose furniture to enable people to meet, dine and work outdoors. The wide green corridor will incorporate pockets of seating, enabling building users options to sit in amongst the soft landscape.

- 2.56. In the interest of a cohesive campus, the selection of paving materials will be founded on the existing palette. The pedestrian realm will be defined using concrete block paving, applied in varying bonds and colour tones, to match the palette established elsewhere on the technology park. There may also be opportunity to use resin bound gravel and pebbles which are also prevalent on site. Kerb edging will be predominantly concrete with the introduction of stone alongside rain gardens.
- 2.57. Driving the concept for green infrastructure is the creation of corridors of vegetation that traverse the site for both the benefit of biodiversity and visual interest. The strongest green axis runs east/west making a connection between established vegetation on the boundary with residential properties of Kensal Drive and the mature tree belt that flanks Princess Road. This is complemented by soft landscape aligned north/ south to mirror the avenue of trees outside Ohm. This corridor continues via trees in planters along the pedestrian spine directly east of Ev0.
- 2.58. There will be minimal impact on existing trees with the felling of two required to facilitate the Proposed Development. One will be removed and replaced in proximity to the new car park barrier and another will be removed to make way for the transformer.
- 2.59. A total of 49 new trees will be planted comprising a range of species that reflect those that are already present on site and the growing conditions presented by the new external works. The general approach is to use trees with column-like form to create structure whilst minimising canopy overhang on the carriageway and car parking
- 2.60. For further information on the public realm and landscaping please refer to the Landscape Strategy prepared by Layer Studios submitted with this application.

Access and Servicing

- 2.61. The Proposed Development provides a safe, legible, high quality environment that will be easily used by a wide range of people without undue effort, special treatment or separation.
- 2.62. Movement patterns in and around the Site have been considered to give priority to the pedestrian, with access to the public realm and level access to the buildings.
- 2.63. The proposed building is easily accessible for those choosing to travel by bike or on foot. New routes support pedestrian permeability and connect the car park to other buildings of the technology park, as well as local public transport hubs.
- 2.64. Pedestrians may approach Ev0 using the existing path network from Nell Lane and Barlow Moor Road. The pedestrian spine to the east of D1 establishes a strong connection with the SWSH building and the main car park. A new connection utilising public realm outside the main building frontage as an easily navigable route aligned east/west.
- 2.65. Cyclists will access D1 using the internal road network and the new untrafficked connection from Princess Road. To minimise disruption to cycle movements, bypasses are positioned alongside new vehicle barriers on entry and exit to the D1 car park. Secure cycle storage is located within the car park deck. Additional short stay cycle stands are located close to the main door under positive natural surveillance from overlooking windows.
- 2.66. The existing access to the Site is via a priority-controlled junction with the A5145 Barlow Moor Road and an internal spine road. Staff and visitors at the Proposed Development would only access the Application Site via Barlow Moor Road, with the Nell Lane access solely for Siemens use. Existing access will be improved by upgrading the junction to a signal controlled junction. This would include signalised pedestrian crossing facilities on the Site access approach and the western side of Barlow Moor Road, cycle lane/advanced cycle stop facilities and a right turn lane for westbound traffic. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement towards the Site.

Waste Management

- 2.67. A Waste Management Strategy has been prepared by Sheppard Robson for the development (located within the Design and Access Statement) which has been designed in accordance with Manchester City Council's guidance document "GD04 Waste Storage and Collection Guidance for New Developments" (September 2017).

- 2.68. The waste strategy is based on daily collections and 1 day storage for office space. Regarding office use, BS 5906:2005 advises an allowance of 50 litres capacity per employee per week. The following calculation is based on the net occupation density at 1:10m²
- 2.69. Total NIA = 7,669sqm, At 1:10 density = 767 persons
- 2.70. 50 litres per person per week = 767 x 50 = 38,345 litres per day
- 2.71. Based on 5 working days this is 38345/5 = 7669 litres per day
- 2.72. This is equivalent to 7 x 1100 litre Eurobins which will be provided in the bin store.
- 2.73. At least 2 Eurobins (25% of 7) will be provided for Dry Mixed Recycling to suit BREEAM
- 2.74. The bin store is to be combined with the existing bin store for the OHM Building which is located to the south of the OHM building, please see section 8.3 of the Design and Access Statement for exact location and vehicle access.

Parking

- 2.75. The Proposed Development will include the erection of a three storey (ground plus two) car park deck that will provide car and cycle parking spaces to serve the Didsbury Technology Park occupants (both existing and in future) but will also accommodate additional spaces available for the use of the public. The existing surface level car parking spaces will be reconfigured to enable the Proposed Development.
- 2.76. The area to the north west of the Site which forms Plot D4 of the Illustrative Masterplan will be reserved as temporary surface level car parking until it comes forward in the next phase of development at Didsbury Technology Park.
- 2.77. Within the car park deck there will be 100 secure cycle parking spaces with an additional 10 visitor cycle parking spaces within the public realm.
- 2.78. A summary of the proposed car parking figures has been collated in the table below:

Figure 4.5 – Car Park Deck Quantum

Zone	Allocated To	Proposed Car Parking				Location	Access Control
		Standard	Accessible	EV	Total		
Commercial (DTP)	Siemens	100 (-21)	0 (0)	0 (0)	100 (-21)	Plot for building D2	Barriers
Commercial (DTP)	Ohm Building	64 (0)	4 (0)	0 (0)	68 (0)	Adjacent to OHM	Barriers
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Commercial (DTP)	Spaces for Building D2	62 (+62)	3 (+34)	13 (+13)	65 (+65)	Within the Site	Barriers
Total		446	19	59	465		

- 2.79. The application is also supported by a Transport Assessment and Framework Travel Plan prepared by Curtins which contains full details on the parking strategy.

Safety and Security

- 2.80. A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police, which confirms that the proposed scheme has been found to be acceptable in terms of design security. Preparation of the CIS followed a briefing with GMP, which took place on 17 May 2022.

- 2.81. The CIS highlights positive aspects of the proposals and identifies a number of recommendations to be considered as the detailed design of the proposed development is progressed. The design team will continue to work with officers from GMP through the detailed design stage.
- 2.82. For further details of the proposals, please refer to the CIS submitted with this application.

Who has been consulted?

- 2.83. The application proposals have been submitted following pre-application consultation with Officers at Manchester City Council, local Ward Councillors, and a wide range of statutory consultees.
- 2.84. Engagement with the local community was undertaken over the course of 4 weeks from 17 May 2022 until 17 June 2022. In summary, the public consultation included:
- Distribution of 769 leaflets to addresses in the local area;
 - Press coverage in local and national media;
 - Social media publicity;
 - Direct Ward Councillor briefings;
 - A consultation website providing details of the forthcoming proposals and providing stakeholders with the opportunity to provide feedback;
 - Direct invitations sent to key local stakeholders, including West Didsbury Residents' Association, Paupers Wood Forest School, Lancastrian and Birches Schools, Green Walk residents (via the management company) and other landowners within the Didsbury Technology Park site;
 - An online public briefing, including Q&A; and
 - A public exhibition held at Sir William Siemens House, providing local residents and stakeholders with the opportunity to view the plans; and discuss the proposals with members of the project team.
- 2.85. A total of 13 individuals were recorded as attending the live webinar and a total 13 attended the physical public exhibition. The consultation webpage recorded a total of 21 responses, covering a wide range of topics. Further details of the pre-application consultations and discussions, together with a summary of how any comments have been taken into account in the design development as relevant, are contained within the supporting Statement of Community Consultation (SCC).

What will the redevelopment process involve?

- 2.86. Broadly, the construction process Proposed Development will involve:
- Site clearance and enabling works;
 - Earthworks, levelling and ground compaction;
 - Laying foundations;
 - Building of the new structures;
 - External works and hard and soft landscaping;
 - Phased completion of public realm and S.278 works;
 - Phased completion of communal external space and links;
 - Completion of internal finishes to communal space; and
 - Internal fit out of the main structures.
- 2.87. Machinery used during redevelopment will consist of standard demolition and construction plant, and will include plant items such as: excavators, concrete crushing plant, mobile cranes, compacting and vibrating mechanical plant, wheel washing and road sweeping equipment.

- 2.88. The Site will be secured and surrounded with hoardings to ensure public safety and mitigate adverse environmental effects during construction.

How long will it take?

- 2.89. The total construction programme will span a period of approximately 16 to 18 months within which there will be elements of ground works, foundations, frame construction, façade cladding and internal fit out. Subject to planning permission it is anticipated that the development will begin construction in early Quarter 2 2023 and complete within Quarter 2 2024.
- 2.90. The programme is based upon normal working hours in line with MCC Guidance of 7.30hrs to 1800hrs Monday to Friday and 0830hrs to 1400hrs on Saturdays.

3. Alternatives and Design Evolution

- 3.1. The EIA Regulations require the ES to identify the main alternatives that were considered during the design process.
- 3.2. The Proposed Development has been influenced by a range of factors, including location, surrounding land use and input from MCC, Statutory and Non-Statutory Consultees and other stakeholders.
- 3.3. The wider project team has also played an important part in influencing the design of the Proposed Development to ensure that likely significant environmental effects are avoided or mitigated. The resulting scheme is described in further detail in Section 2, 'The Proposed EIA Development'.

The 'do nothing' Alternative

- 3.4. The "do nothing" scenario refers to the option of leaving the Site in its current state, being a surface car park to serve the existing Siemens Buildings with associated soft landscaping.
- 3.5. Policy DB12b of the UDP allocates part of the EIA Site for commercial development. Furthermore, Manchester City Council endorsed the 2014 Development Framework which established the principle of a mixed use commercial development on the Site.
- 3.6. The "do nothing" scenario has been discounted due to the established need for regeneration of the Site, and the benefits it will bring. The EIA Site is considered suitable for the development as it is allocated within the Development Plan, and suitable for residential and commercial development in terms of its urban location and good transport links.

Consideration of Alternative Locations

- 3.7. The EIA Site is a large strategic site within South Manchester has high levels of accessibility and is in close proximity to established residential and commercial locations.
- 3.8. The EIA Site is a currently underutilised site within South Manchester, and at this strategic location has the potential to provide economic, regeneration, and employment benefits which will contribute to wider strategic aims of the region.
- 3.9. It is previously developed land, which has predominantly been used for car parking. Its selection for regeneration is supported by planning policy, as set out in detail within the Supporting Planning Statement which accompanies the applications.
- 3.10. The Site's urban location, transport links, previously developed nature, and ability to sustainably contribute to wider strategic aims are key elements in its selection as a suitable site for mixed use development. Furthermore, the location of the proposed EIA development adjacent to the existing Siemens buildings and Spire Hospital will support the existing uses and have cumulative benefits by clustering similar land uses.
- 3.11. It should also be noted that the EIA Site has been allocated for development since Manchester City Council adopted the UDP in 1995. The allocation was saved and further detailed guidance on the future development was identified in the endorsed the 2014 Siemens Campus Regeneration Framework, establishing the principle for development on this site, and acknowledging that the Site is suitable for the proposed development.
- 3.12. Therefore, this chapter does not consider alternative sites within the context of the planning application, as the Site's selection for development occurred beforehand through the plan-making processes.

Consideration of Alternative Uses for the Site

- 3.13. The Proposed Development will comprise of commercial office use with supporting café on ground floor in accordance with the Siemens Campus Development Framework, as well as the requirements of the Manchester Core Strategy, the Manchester Strategy (2016) and the Residential Growth Strategy and City Centre Strategic Plan.
- 3.14. The Siemens Campus Development Framework identifies the suitable mix and quantum of uses for development on the site. The Proposed Development has sought to remain consistent with the principles of the Development Framework.
- 3.15. Given the size and strategic location of the Site, it was considered best to accommodate a mix of uses that would complement the existing uses on-site, increase the sustainability of the scheme, complement surrounding uses in an established residential area, while also maximising wider economic benefits.
- 3.16. The EIA Site is allocated as an employment location, as identified in Manchester's UDP and it is therefore well suited to commercial uses. The Proposed Development will help to deliver against the Places For Everyone joint target of at least 1,900,000 sqm of accessible new office floorspace over the period 2021 – 2037 whilst continuing the economic success of South Manchester.
- 3.17. For the reasons above, alternative uses were discounted as the proposed mixed use development contributes to the Site's viability and deliverability. The employment and retail uses and public realm provision will provide an important asset to the local and regional community.

Consideration of Alternative Scale and Massing

- 3.18. The scheme design has evolved over time during the design process and a number of alternative design options and proposals have been considered by the design team prior to settling on the final layout and design presented within this application.
- 3.19. The development framework sets out that the scale and massing of the new buildings should reflect the sites strategic location and its role as an employment-led mixed use development. It identifies that the development framework is not prescriptive about precise scale and massing of future development on the site, but rather to indicate an appropriate building envelope within which future development proposals will come forward. With this, the development framework sets out that the office / research buildings would be an indicative height of between 2 to 5 storeys in height.
- 3.20. The EvO Building will be six stories in height (ground plus five) which is one storey taller than the SWSH building which is a total of five stories and acts as a landmark building. However, the scale and massing of the EvO Building is necessary to support the additional viability challenges presented by delivering one of the most sustainable buildings in the UK.
- 3.21. The aim of the massing of D1 is to read as an interesting building on its own, whilst also being sympathetic to SWSH and its distinctive architectural language as well as the recently completed OHM Building and proposals which may come forward in the future. The proposed development is for a six storey building which references the modernist principles behind the architecture of SWSH but provides a restrained form that is respectful of the existing building.
- 3.22. The Design and Access Statements submitted with the applications sets out the options appraisal for the development which details how design of the proposed development has been formulated. The options considered for the development were considered within the context of the Site and the site and the final design is considered to respond most appropriately to the context.

Summary

- 3.23. Where possible, alternative options have been considered throughout the design process. The above has set out why the Site is considered suitable for the Proposed Development. This process has been informed by the Siemens Princess Road Campus Development Framework, viability, and the desire to create a positive relationship with the wider masterplan site. The Proposed Development has been influenced by pre-application consultation with key stakeholders including local landowners, residents, businesses, statutory consultees, as well as with MCC. On this basis, Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations has been considered.

4. Construction Management and Phasing

Introduction

- 4.1. This chapter of the ES describes the anticipated demolition and construction methodology and phasing of the Development.
- 4.2. Consideration of likely significant effects on the environment that may arise during the construction phases and any necessary mitigation measures are provided within this ES.
- 4.3. Planning for construction is necessarily broad at this stage and may be subject to modification at the detailed stage or during development of the EIA Site.

Anticipated Phasing and Timescales

- 4.4. The Proposed EIA Development will be subject to a series of standalone planning applications, which may each include multiple development phases.
- 4.5. As the timing and delivery sequence are not known, the Proposed EIA Development has been split into five development phases, thus allowing consideration of any sequence. This approach also enables qualitative consideration of a full range of development phase combinations that could be contained within future planning applications.
- 4.6. Although some elements of sequencing may be subject to change as the Proposed EIA Development comes forward. The most likely application and delivery scenario is set out below, as informed by the Applicants, and further detail is contained within the Illustrative Masterplan Design and Access Statement

Application	Development phase	Target submission	Target construction
Phase 1	DP1	October 2016	2017-2018
Phase 2	DP2	August 2017	2018-2020
Phase 3	DP3	October 2022	2023-2024
Phase	DP4	TBC	TBC

- 4.7. The technical assessments and analysis within the ES have broadly assessed the most likely delivery scenario as outlined above, however, qualitative consideration has been given to the event that an alternative phasing delivery scenario were to proceed and the potential for significant impacts arising is also considered in this regard. Given the availability of information at present, and the nature of phased construction projects, this approach to the assessments is considered to be reasonable and robust.
- 4.8. The currently anticipated construction programme is between a start on-site in Q1 2023 to completion in Q2 2024, representing an indicative construction period of 18 months.

Construction Machinery

- 4.9. Consideration has been given to the types of plant that are likely to be used during the construction works. The plant and equipment likely to be associated with each key element of the construction process is set out in the table below:

Type of Machine	Required for Construction Phase
Tracked/wheeled 360 degree excavators	✓
Excavator mounted hydraulic breakers	
Excavator mounted hydraulic crushers	
Dumpers	✓
Concrete crushing plant	✓
Mobile / Tower cranes	✓
Eight-wheel trucks	✓
Air compressors	✓
Diamond cutting tools	✓
Handheld tools including breakers (pneumatic and hydraulic)	✓
Power tools including percussion drills, cutting disks, pipe-threaders	✓
Wheel washing plant	✓
Piling rigs	✓
Scaffold	✓
Mobile access platforms	✓
Delivery trucks	✓
Skips / Skip trucks	✓
Forklift trucks	✗
Hoists (Goods & Goods / Passenger)	✓
Ready mix concrete wagons	✓
Concrete placing booms & pumps	✓
Road sweepers	✓

Demolition

- 4.10. The demolition works are minimal within the EIA Site, with the existing carpark/hard standing requiring grubbing up and removing. There are no other planned demolition activities.
- 4.11. The works will include the use of heavy plant, with the potential for on-site material selection, dependent on site establishment and space to facilitate necessary plant. All works will be strictly managed to ensure that vehicle movement and dust is controlled and kept to a minimum. Further details on the management of dust are included at Chapter 7: Air Quality.

Site Enabling

- 4.12. Initial site preparation works will comprise removal of existing hard standing, site clearance and enabling works
- 4.13. Waste would be managed in line with the principles of the Construction Environmental Management Plan (CEMP). The reuse of building materials will be utilised where appropriate in line with sustainable building practice. Materials that cannot be reused will be transported off site for (preferably) reuse / recycling or (if not) disposal, acknowledging the Duty of Care provisions.

Highways

- 4.14. Any off site highways works will be commenced during the Construction Works of each phase and will be completed prior to first occupation or as otherwise specified in the Transport Assessment as contained in Appendix 6.1.

Substructure

- 4.15. Pile foundations and Pile caps have been specified for the main office building. Foundation design will be completed by the Contractor in due course.
- 4.16. Spoil arisings will be checked for contamination and will be classified for removal off-site.
- 4.17. Foundations shall be formed using concrete, placed either by pumping or directly from the concrete wagon.
- 4.18. Vibro-compaction may be used in the event that additional work needs to be carried out to provide an adequate bearing capacity. This method is used to densify clean, cohesionless soils.

Substructure and Landscaping

- 4.19. The superstructure will commence following the sufficient progression of the substructure
- 4.20. The external envelope of the commercial building and the MSCP will be likely installed using cranes. It is likely that the cladding envelope to the ground and lower floor levels (1F & 2F) of the Office building will be left out initially to facilitate improved access on and around the Site. This would reduce the potential for damage at these heavily trafficked lower levels
- 4.21. Landscaping of the development site will likely commence following the completion of the Main Construction Works and MSCP

Proposed Alterations to Incoming Services

- 4.22. Statutory services will be brought into the Site as and when the programme dictates, although the trenching works will be carried out alongside the substructure work.
- 4.23. Where possible the trenches will be left open so that the pipes and cables can be placed in directly. Where this is not possible, a series of ducts and draw pits will be installed to facilitate the introduction of the services at a later date. Generally, this only applies to small pipes and cables and is not a suitable method for large and heavy installations

Construction Effects

- 4.24. Detailed assessments of the likely significant effects on the environment that could result from the construction works are considered within the respective ES chapters. However, a brief summary (without mitigation in place) is presented below.

Noise

- Increased road noise levels from vehicles;
- Increased noise levels from plant during general construction works.

Vibration

- Increased vibration levels from vehicles; and
- Increased vibration levels from plant during general construction works.

Dust / Air Quality

- Generation of windblown dust nuisance from ground surfaces, stockpiles, vehicles, workforces and cutting and grinding of materials; and
- Generation of exhaust emissions from lorries and plant delivering and removing materials including dust and particulates which have the potential to impact upon local air quality.

Waste / Sustainability

- Demolition, excavation and construction waste will be generated and appropriate disposal required.

Traffic

- Traffic congestion caused by Site traffic and an increase in heavy goods vehicle (HGV) movement;
- Traffic disruptions from abnormal or hazardous loads; and
- Transfer of mud and material from vehicles onto the public highway creating pollution hazards.

Storage of fuels and construction materials

- Accidental spills and discharges to drains which may create pollution hazards

Pedestrian access to Site and surroundings

- Disruptions to pedestrian access and routes within the locality of the Site.

Hazardous materials and contaminated land

- Exposure of the workforce to hazardous materials and ground contamination.

Water Quality

- Water demand for construction activities and domestic use by the contractor (however, this is anticipated to be low);
- Generation of domestic foul effluent by contractors; and
- Increase in run-off due to creation of impermeable areas for contractor's site facilities.

Controls to Protect the Environment

4.25. The environmental controls (or mitigation measures) to eliminate, reduce or offset likely significant adverse environmental effects during the construction phase (as identified above) are identified below. It is anticipated that these controls would be secured by appropriate planning condition or obligation.

- Preparation of a Construction Environmental Management Plan (CEMP) Which clearly sets out the methods of managing environmental issues for all involved with the construction works, including supply chain management;
- Requirement to comply with the CEMP included as part of the contract conditions for each element of the work. All contractors tendering for work will be required to demonstrate that their proposals can comply with the content of the CEMP and any conditions or obligations secured through the planning permission;
- In respect of necessary departures from the above, procedures for prior notification to the Council and affected parties would be established;
- Establishing a dedicated point of contact and assigning responsibility to deal with construction related issues if they arise. This would be a named representative from the construction team;
- Production of a regular newsletter to be circulated to the surrounding neighbors and authorities; and
- Regular dialogue with the Council and the local community.

Construction Environmental Management Plan (CEMP)

4.26. The preparation of a CEMP is an established method of managing environmental impacts resulting from construction works.

- 4.27. The CEMP would be submitted to MCC (and other statutory authorities) prior to the commencement of the works. Compliance with the CEMP is anticipated to be secured by appropriate planning conditions or obligations, and the obligations contained within it passed onto the main contractors as 'Employer's Requirements' within the contract for the works. The CEMP will be developed and finalised by the Contractor during the Stage 4 design period.
- 4.28. The structure of the CEMP would include the following:
- A table (logical framework) showing the objectives, expected results, activities (mitigation/optimization measures), and responsibilities for the implementation of those activities;
 - The broad plan of the phasing of the work and its context within the whole project;
 - Inclusion of baseline levels for noise, vibration and dust and monitoring protocols;
 - Setting of 'Threshold' and Action Levels' for noise, vibration and dust to warn of activities that may require particular care and control;
 - Details of prohibited or restricted operations (location, hours etc.);
 - Institutional arrangements for its implementation and for environmental monitoring: responsibilities, role of the environmental authorities, participation of stakeholders;
 - Suggestions for contracts (environmental clauses and standards) and contracting modalities;
 - A monitoring and supervision plan (including appropriate indicators, frequency of monitoring, means to gather and analyse the data, reporting system);
 - A response plan in case of accidents or unexpected results from the environmental monitoring;
 - Reference to ground conditions and remedial measures and/or mitigation associated with ground contamination if necessary;
 - Contact during normal working hours and emergency details outside working hours;
 - Provision for reporting, public liaison, and prior notification of particular construction related activities;
 - The mechanism for the public to register complaints and the procedures for responding to such complaints;
 - The details of proposed routes for heavy goods vehicles travelling to and from the Site; and
 - Reference to management of material resources and waste (see further details in Waste Management section below).
- 4.29. Further details are provided below.

Artificial Lighting

- 4.30. The main contractor will ensure that any artificial lighting of the Site and its perimeter is sufficient to ensure the safety of pedestrians. In addition, artificial lighting will be located and orientated so that it does not cause intrusion to adjacent residential property, distract passing motorists or adversely affect nearby wildlife.

Construction Traffic

- 4.31. The Main Contractor will be required to provide a Construction Management Plan prior to Works Commencing.

Level of Construction Traffic

- 4.32. The number of HGV movements associated with construction will depend upon the construction techniques employed and will vary between construction phases. As with the number of HGV movements, the estimated number of construction workers on the EIA Site are based upon experience of similar schemes. Workers arrive by a range of means and the numbers are difficult to estimate with any certainty.

- 4.33. Whilst for certain tasks there may be a considerable number of lorry movements it should be recognised that these will occur intermittently over a long period of time. Therefore, the actual number of vehicle movements at any one time may not be significant. Equally, whilst there will undoubtedly be periods during construction where vehicle movements will be concentrated, there will be other times when there will be very little traffic due to the programme of works
- 4.34. As well as HGV movements associated with the construction work there will also be light goods and car movements generated by workers on the site. Again, the level of these movements will depend on the activity being carried out.
- 4.35. A forecasting exercise has been undertaken to assess the numbers of heavy goods vehicles, which are anticipated to access the EIA Site during the various stages of construction.
- 4.36. This forecasting process began by establishing which of the construction operations would involve the use of large vehicles. From a review of the overall construction programme, it was recognised that the activities which will generate the most significant numbers of heavy goods vehicle movements are those at the earlier stages of construction, including:
- Site clearance
 - Excavation
 - Deliveries
- 4.37. The CEMP would encourage the majority of staff to use the convenient public transport facilities for journeys to and from the Site.
- 4.38. From previous experience, urban sites commonly generate between 10 and 15 daily vehicle movements on the highway network (journey to and from the Site is one movement). 15 daily vehicle movements have been assumed to calculate the worst case for construction traffic effects relating to each phase.

Construction Traffic Access

- 4.39. Construction vehicles will arrive and depart from the Site via the existing accesses. HGV movements will use the Site access off Barlow Moor Road.

Off-Site Construction Routing

- 4.40. The key principle of the construction traffic routing is to ensure that vehicles can access the site of each development phase directly from the main road.
- 4.41. The CEMP will set out specific routes for construction traffic. Construction traffic will approach the EIA Site from Princess Parkway and then use Barlow Moor Road.

Traffic Management

- 4.42. Notice regarding planned closures and diversions of roads and footpaths forming part of the Site will be given by the Construction Manager or Construction Liaison Officer to the Council, the Police, the Fire Brigade, and other emergency services, sufficiently in advance of the required closure or diversion dates.
- 4.43. Provision will be made, wherever possible, to ensure that vehicle unloading can be carried out on-site rather than on the adjacent roads. If at any stage this becomes problematic procedures would be reviewed with the relevant authorities at the appropriate time
- 4.44. The ingress and egress of construction traffic will be carefully located to minimise impact on surrounding highway and local road users. Access and egress for construction vehicles will vary according to the particular stage of construction, but always complying to the principles set out in this chapter.
- 4.45. All construction traffic entering and leaving the Site will be closely controlled. Vehicles making deliveries to the Site or removing spoil or other material will travel via designated routes, which will have been previously agreed with MCC and other relevant bodies.
- 4.46. Construction traffic impacts have been assessed in terms of traffic movements and effects on local air quality within the following sections of this ES:
- Chapter 6: Traffic & Transport; and

- Chapter 7: Air Quality.

Temporary Hoardings

- 4.47. Each construction site will be fully enclosed to protect the general public and deter unauthorised entry. Initial enabling works will be hoarded by Heras fencing, to enable flexibility to be moved around the site in relation to each part of enabling works. Construction site hoarding is proposed to comprise plywood faced on a timber frame. The hoardings would rise to approximately 2.4 meters above pavement level.
- 4.48. Temporary hoarding may be used to display details of the development including project name and duration, name, address and telephone number of the main contractor's liaison office and/or Site agent. The provision of viewing points for the public through the hoardings will be considered.
- 4.49. Permission to erect a temporary hoarding on the public highway will be sought, where appropriate, in accordance with Section 172 of the Highways Act 1980

Site Office & Welfare Accommodation

- 4.50. It will be necessary during the course of the Phased construction to provide and progressively extend and adapt the on-site office and welfare accommodation
- 4.51. For the initial stages of the construction the requirements for on-site accommodation will be minimal, due to the relatively low levels of site resources. The required facilities will be provided through a number of portacabins located within boundary of each Phase.
- 4.52. As works on-site progress towards completion and the on-site resource levels diminish, the Site facilities and accommodation will be progressively reduced.

Contractor Parking

- 4.53. Although the EIA Site has good access to public transport, it is expected that a high proportion of the construction workforce will travel by private car. Due to the size of the site and location, it has been suggested that the Contractor will be required to park remotely and utilise shuttle-buses to travel to and from site, to avoid on street parking in surrounding residential areas. The Contractor is to confirm their Parking/logistics arrangements prior to commencement of the works.
- 4.54. A temporary parking phasing plan will be included within the CEMP, which will demonstrate how parking will be accommodated at the relevant point in the construction process.
- 4.55. The contractors will seek to encourage use of public transport in order to reduce demand for parking spaces

Hours of Works

- 4.56. Working hours for each development Phase will be agreed with MCC through the CEMP. However, it is likely that the standard hours of work will be adhered to. These are:
 - Monday to Friday, 7.30am to 6pm;
 - Saturday, 8.30am to 2pm; and
 - Sunday and Bank Holidays, no noisy activities on-site.
- 4.57. All work outside these hours will be subject to prior agreement of, and/or reasonable notice to MCC
- 4.58. Night-time working will be restricted to exceptional circumstances and work internally with buildings. By arrangement, there may be some out of hours construction deliveries made in respect of specific development Phases.

Management of Sub-contractors

- 4.59. Individual contracts (for example for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as statutory requirements. Sub-contractors will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimized.

Management of Construction Works

- 4.60. There will be a designated liaison officer (the “Construction Liaison Officer”) who will deal with the public and other complaints and enquiries. The nominated individual will be named at the Site’s entrance, with a contact number, and will be identified to MCC and community groups prior to the start of site activities, and whenever a change of responsibility occurs

Response to Complaints

- 4.61. Any complaints will be logged on-site and, where necessary, reported to the relevant individual within MCC (and vice versa) as soon as practicable.

Prior Notice

- 4.62. In the event of unusual activities or events, these will be notified to MCC and relevant property owners or occupiers in advance. The relevant activities will be agreed with MCC once the detailed programme of construction is defined. This will include:
- Commencement of construction in certain areas;
 - Necessary night-time, weekend or evening working (outside core areas) of a type which may affect properties;
 - Road or footpath closures/diversions and movements of wide loads; and
 - Work on roads by others to ascertain land.
- 4.63. The use of both regular community liaison meetings and monthly newsletters / flyers will be adopted throughout the full course of the construction works

Management of Material Resources and Waste

- 4.64. Waste will be generated during all stages of the construction programme. However, this will be carefully managed and cleared to prevent nuisances such as litter, dust, odour and vermin, and to maintain a “clean” working and Site environment. Major sources of waste within the construction process are anticipated to include:
- Spoil from reprofiling;
 - Packaging – plastics, pallets, expanded foams etc;
 - Waste materials generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc; and
 - Liquid wastes, other than surface water run-off and foul drainage, such as waste oils and chemicals.
- 4.65. During the construction phase, requirements for the management of waste will be communicated to all contractors and sub-contractors to ensure that waste is managed in accordance with the waste hierarchy and relevant statutory controls. These measures will be controlled through the CEMP in consultation with the relevant authorities

Roles and Responsibilities

- 4.66. All parties will have a duty of care to ensure that waste arisings are handled in accordance with the relevant legislation governing their storage, transfer, treatment and disposal.
- 4.67. A nominated person(s) will be appointed with overall responsibility for waste management handling, inspection and reporting and will be adequately trained for this purpose.
- 4.68. All relevant contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials. Recycling of materials will largely take place off-site where noise and dust are less likely to result in effects to the occupants of surrounding properties

Materials Management Plan

- 4.69. A Materials Management Plan will form part of the CEMP and will outline the measures to be implemented to prevent waste arisings at source. This will include the use of just-in-time deliveries where possible, appropriate storage to prevent damage occurring to materials, and use of take-back schemes for surplus materials and/or packaging.

Management of Sub-Contractors

- 4.70. Where individual contracts are required (for example for waste removal) these will incorporate relevant requirements in respect of environmental controls, based largely on the standard of 'good working practice' as outlined in the CEMP as well as statutory requirements
- 4.71. Potential sub-contractors will also be required to demonstrate how they would achieve the provisions of the CEMP, how targets will be met and how potential effects will be minimized.
- 4.72. Whilst the selection of construction procurement has not been made at this stage, it is likely that several specialist trade contractors would be used under the control of a 'main contractor'.
- 4.73. The contractor will be required to comply with all provisions of relevant legislation including:
- The Control of Pollution Act, 1974, Part iv;
 - The Health and Safety at Work Act, 1974;
 - The Clean Air Act, 1993; and
 - The Environmental Protection Act, 1990

Identification and Classification of Waste

- 4.74. A Site Waste Management Plan (SWMP) will be produced for the project in accordance with the requirements of the Site Waste Management Plan Regulations 2008 and will form part of the CEMP requirements. The SWMP will be used to:
- Specify the types and quantities of waste to be generated during the construction process. Wastes will be identified in accordance with the List of Wastes (England) Regulations 2005 (as amended);
 - Identify opportunities for waste reduction and specify how the waste that is generated is to be managed, i.e. re-used, recycled, recovered or sent to landfill; and
 - Record how much of each type of waste is generated and the quantity re-used, recycled, recovered or sent to landfill

Segregation and Storage of Waste

- 4.75. Procedures for the segregation and storage of waste will be detailed in the CEMP. This will include the use of colour-coded skips to facilitate segregation for re-use and recycling; inspection of containers to ensure they are fit for purpose; and the use of plastic sheeting to prevent leaching from waste soils and aggregates. Mixing of hazardous and non-hazardous wastes will not be permitted

Waste Transfer and Duty of Care Requirements

- 4.76. For waste removed from the Site, notification by the Contractor/Construction Manager for approval (via consultation with the authorities) will take place. Loads will only be deposited at authorised waste treatment and disposal sites. Deposition will be in accordance with the requirements of the Environment Agency and all relevant legislation
- 4.77. Any person removing waste from the Site will hold a current waste carriers license and all waste shall be received at an authorised waste treatment or disposal facility. The nominated person(s) with responsibility for waste will ensure that all relevant authorisations are in place prior to off-site removal. No burning of construction waste will be undertaken on the Site.

- 4.78. In addition, removal of any inert or non-hazardous waste from the Site will be accompanied by a Waste Transfer Note (WTN, signed by both the producer and the carrier of the waste, and correctly completed in accordance with the Environmental Protection (Duty of Care) Regulations 1991 (as amended). This will apply to the removal of both solid and liquid wastes (other than surface water run-off and foul drainage).
- 4.79. To prove the correct depositing of waste material and to prevent the occurrence of fly-tipping, removal of any hazardous waste from the Site will be accompanied by a Hazardous Waste Consignment Note (HWCN), signed by both the producer and the carrier of the waste, and correctly completed in accordance with the Hazardous Waste Regulations (England and Wales) Regulations 2005. This will apply to the removal of both solid and liquid wastes (other than surface water run-off and foul drainage).
- 4.80. Where it is identified that at least 200kg of hazardous waste will be generated in any twelve month period, the Site will be registered with the Environment Agency and a hazardous waste premises notification code obtained.

Site Drainage and Effects on Water Resources

- 4.81. Ponded water from excavations will be pumped into temporary (baffled) holding tanks within each development Phase to remove suspended sediment before a temporary discharge (subject to consent) to the local surface water sewer network. If oil is detected in the water from the excavation sites, it will be diverted through temporary oil interceptors prior to being discharged. Dewatering activities may require a temporary abstraction license and this would need to be discussed with the Environment Agency prior to commencement of construction works
- 4.82. Where required, interceptors will be regularly inspected, cleaned and maintained. Full records will be kept of inspections, maintenance works and measures undertaken to sustain equipment performance. These provisions should ensure no significant impacts occur on water quality. The use of settlement facilities will aid the removal of any contaminated particulate material that might be derived from construction materials.
- 4.83. All site works will be undertaken in accordance with the EA's Pollution Prevention Guidance Note 6 'Working at Construction and Demolition Sites'. Construction vehicles will be properly maintained to reduce the risk of hydrocarbon contamination and will only be active when required. Construction materials will be stored, handled and managed with due regard to the sensitivity of the local aquatic environment and thus the risk of accidental spillage or release will be minimized.
- 4.84. Construction contractors will also take full account of the requirements of the EA's General Guide to the Prevention of Pollution of Controlled Waters (PPG1) and guidance set out in PPG2 (Above Ground Oil Storage Tanks) and PPG3 (The Use and Design of Oil Separators).
- 4.85. In accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001, any tanks storing more than 200 litres of oil will have secondary bunding. Bunding will be specified having a minimum capacity of "not less than 110% of the container's storage capacity or, if there is more than one container within the system, of not less than 110% of the largest container's storage capacity or 25% of their aggregate storage capacity, whichever is the greater." Above ground storage tanks will be located on a designated area of hardstanding. No underground storage tanks will be used during the construction period. Storage of liquids such as degreasers, solvents, lubricants and paints would be in segregated, bunded enclosures.
- 4.86. The construction drainage system will be designed and managed to comply with BS6031:198 "The British Standard Code of Practice for Earthworks", which details methods that should be considered for the general control of drainage on construction sites. Further advice is contained within the British Standard Code of Practice for Foundations (BS8004, 1986).
- 4.87. Furthermore, these mitigation measures will be incorporated into a Construction Environmental Management Plan (CEMP), which will set out measures for the control of site drainage, reducing the risk of accidental spillages and the storage and handling of materials.

Committed Developments

- 4.88. There are no other existing Planning Permissions on the Site or within the vicinity which should be taken into account within the assessment of cumulative effects.

5. Traffic and Transport

What is Traffic and Transport?

- 5.1. Curtins has been appointed to review the potential effects of traffic generated by the Proposed Development. This Chapter describes the methods used to assess the impacts, the existing baseline conditions, the proposed mitigation and the likely residual impacts after mitigation has been undertaken.
- 5.2. This Chapter is accompanied a Transport Assessment (TA) and a Framework Travel Plan (FTP). The study area, scenarios for assessment and traffic data sources for this Chapter of the ES are based on the TA.

What has been assessed?

- 5.3. The TA considers two scenarios: the impact of the Proposed Development and also the impact of a sensitivity scenario. The Development proposes an additional 68 parking spaces which are not proposed to be utilised as part of the Proposed Development, but for future potential phases of development. However, a separate future planning application may be brought forward to allow these spaces to be used on a meanwhile basis. The sensitivity scenario therefore considers the use of the additional parking spaces in combination with the Proposed Development – this is considered a worst-case assessment.
- 5.4. The environmental impacts of traffic generated by the Proposed Development will be assessed in line with the criteria set out in the Institute of Environmental Management and Assessment (IEMA) Guidelines (1993), which provide two broad rules to define the need for an environmental impact assessment:
 - Rule 1 - Highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); and
 - Rule 2 - Any other specifically sensitive areas where traffic flows have increased by 10% or more.
- 5.5. These thresholds will be used to identify the links and junctions where an assessment of the potential impacts of the Proposed Development on driver delay, public transport users, pedestrian delay and amenity, fear and intimidation, severance, and collisions and road safety will be required.
- 5.6. The baseline conditions that the Proposed Development will be assessed against consist of a range of different receptors. These include pedestrians, cyclists, public transport users and drivers of private and commercial motorised vehicles.
- 5.7. In order to gain an understanding of the baseline traffic conditions, traffic survey data will be utilised for the agreed study area. Additionally, road traffic collision data for the most recent five-year period available will be obtained and reviewed.
- 5.8. The Application Site forms part of the Didsbury Technology Park, which is located to the south of the Siemens Campus and is accessed via a priority junction with Barlow Moor Road on the northern side of the carriageway.
- 5.9. The Application Site is well located to take advantage of the excellent existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car.
- 5.10. Whilst the Proposed Development is being built, there will be a number of construction vehicles arriving at the Application Site each day. The amount of traffic this will create has been predicted to be less than the amount of traffic created by the development when it is completed and occupied by various uses. It is also predicted to be less than the thresholds set out by the IEMA guidelines.

What is the effect of the Proposed Development of Traffic and Transport?

- 5.11. The completed development and operational impacts have therefore been the focus of the assessment with regard to the likely impacts listed above.
- 5.12. The results of the assessments demonstrate that, upon full completion and operation of the development, only the Application Site Access link would experience an increase in traffic of 30% or more.

- 5.13. All impacts would result in a magnitude of change of 'Minor Adverse' or less, which is not significant.
- 5.14. New infrastructure is proposed in the form of signalling the Application Site access junction. These improvements will benefit the performance and safety of the junction, with added benefits for pedestrians and cyclists in the form of controlled crossing facilities.
- 5.15. A Framework Travel Plan will also be implemented, which aims to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport. A range of short, medium and long-term measures are included in the Framework Travel Plan to achieve these aims.
- 5.16. Following the delivery of these mitigation measures, the likely traffic impacts are considered to be within acceptable levels (Neutral to Minor Adverse) and therefore the development should not materially affect other road users.

6. Air Quality

What is Air Quality?

- 6.1. Air quality is the assessment of the likely significant air quality effects to arise from building and operating the Proposed Development. The main air pollutants of concern are dust and particulate matter (PM₁₀), typically generated during demolition and construction stage activities and nitrogen dioxide (NO₂), PM₁₀ and (PM_{2.5}), typically generated by road traffic and other combustion engines.

What has been assessed?

- 6.2. This chapter describes the potential air quality effects due to the demolition and construction and completed development stages of the Proposed Development.
- 6.3. The potential impacts and likely effects of the Proposed Development on air quality and the suitability of the site for the Proposed Development have been assessed. Potential sources of emissions have been identified and assessed considering the relevant national and local guidance and regulations, in the context of existing air quality and the nature and location of receptors.
- 6.4. Greater Manchester has declared one Air Quality Management Area (AQMA) covering Manchester City Centre and major radial routes into Manchester due to exceedances of the NO₂ annual mean and PM₁₀ 24 hour mean objectives. The north western site area is located within the Greater Manchester AQMA.
- 6.5. Air quality monitoring data was obtained from Manchester City Council and Transport for Greater Manchester monitoring stations to establish the status of existing air quality. The data was used as the basis for air quality modelling and predictions.
- 6.6. NO₂ concentrations at the Site would be expected to be lower than measured concentrations at monitoring locations along the A5103 Princess Road, due to the Site being set further back from the road. Concentrations at the Site are likely to be highest closest to the A5103 Princess Road, reducing gradually as distance from the main road increases.
- 6.7. Impacts have been predicted at existing residential properties in the vicinity of the Site and at Spire Manchester Hospital. No designated ecological sites have been identified within the study area.
- 6.8. A standby diesel generator is proposed to be located on-site with the emissions discharging above roof level. Impacts from the standby generator are unlikely to be significant given the short periods operation and the location of the discharge point.

What is the effect of the Proposed Development of Air Quality?

Demolition and Construction Effects

- 6.9. The demolition and construction works have the potential to generate dust. Suitable mitigation measures have been identified to minimise dust generation and construction vehicle emissions. With the implementation of the mitigation measures, which would be set out within a Construction Environmental Management Plan to be agreed with MCC, significant dust effects are not anticipated.

Completed Development Effects

- 6.10. Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for a number of worst-case locations representing existing properties adjacent to the road network. Predicted concentrations are below the relevant objectives at all of the modelled receptor locations, and no significant effects are predicted as a result of development traffic.

7. Human Health

What is Human Health?

- 7.1. Human health and well-being are affected by a complex interaction of multiple factors, such as access to health and social care, healthy food, freedom from pollution to air/land/water, access to open and green space, reducing crime and fear of crime, and availability of housing, employment, and other services. Health is not just absence of disease but rather a combination of a person's physical, mental, and social well-being. This interaction of different factors can be organised into four themes for healthy urban living – Healthy Housing; Active Travel; Healthy Environment; and Vibrant Neighbourhoods.

What has been assessed?

- 7.2. The site is located in Didsbury Technology Park, within the Didsbury West Ward to the south of Manchester City Centre, and where residents generally have very good health. Didsbury West is the least deprived Ward in the City according to the Index of Multiple deprivation (IMD) that is an overall relative measure of deprivation constructed by combining seven domains of deprivation – Income; Employment; Education; Skills & Training; Health & Disability; Crime; Barriers to Housing Services and Living Environment.
- 7.3. Summary relevant findings were taken from the impact assessment of each factor scoped as significant for this proposed development and that contributes to human health and well-being – climate change, transport, and air quality – and assessed using professional judgment according to the four themes for healthy urban living.

What is the effect of the Proposed Development of Human Health?

- 7.4. During the construction phase, there is risk of noise, air pollution, and disturbance that can affect health and well-being. This will be mitigated through construction and transport methods and management such that residual effects will be negligible, local, and temporary.
- 7.5. With the excellent availability of a choice of sustainable transport modes in the vicinity, air quality impacts from transport emissions were found to be negligible. The Proposed Development will provide a new signalised pedestrian crossing for Barlow Moor Road, and this will improve safety and connectivity, further supporting active travel. The provision of enhanced public realm with new trees and landscaping will contribute to a healthier environment – for both physical and mental wellbeing.
- 7.6. There is the potential for risk to health and wellbeing from changes in the climate, including extreme weather of high temperatures and strong winds. Effects on climate change through emissions from the buildings and transport were identified to not significant in EIA terms. The site is located within flood zone 1 with a low probability of flooding and therefore, there is low risk to human health and wellbeing from flooding.
- 7.7. The Proposed Development does not include any residential development in this phase. However, there is residential development nearby on Kensal Drive. The studies undertaken for the project design have taken into account the likely impacts on the nearby residential areas.
- 7.8. The delivery of the good-quality employment/commercial building on the site will contribute to the continuing vibrancy of the local neighbourhood as this stage of the Development Framework is progressed. Provision of and access to employment is known to have a positive effect on health and wellbeing.
- 7.9. The location within the Didsbury West Ward and with excellent access to sustainable transport will have major positive effects for Active Travel. The risks associated with dust, noise, vehicle emissions, and climate change have been mitigated. Amenity space is nearby, as well as access to open and green spaces, indicating a Healthy Environment. The provision of good-quality employment/commercial building and with enhanced/new public realm will support and promote Vibrant Neighbourhoods with positive effects.

8. Climate Change

What is Climate Change?

- 8.1. The UK has made commitments to tackle the root cause of climate change by reducing emissions of greenhouse gases (GHG), as well as to increase the resilience of projects to the changing climate.
- 8.2. The Climate Change Act 2008 sets a target to reduce net GHG emissions by 100% from 1990 levels by the year 2050. The effective assessment and management of impacts on climate, as well as the effects of climate change on projects offers the opportunity to:
 - Reduce the impact of projects on climate by minimising the magnitude of GHG emissions as far as possible; and
 - Improve the resilience of projects to future climate conditions, such as increased risk and severity of flooding, drought, heatwaves, intense rainfall events and other extreme weather events.

What has been assessed?

- 8.3. The Environmental Impact Assessment (EIA) Regulations require an assessment of the likely significant effects of a project on climate and vice versa. A climate assessment in the context of EIA comprises three separate assessments:
 - Greenhouse Gas (GHG) Emissions Assessment – considers the potential for significant effects to arise from the Proposed Development in terms of GHG emissions during the demolition, construction, operational and end of life stages;
 - Climate Change Resilience (CCR) Assessment – considers the vulnerability of the Proposed Development to extreme weather and projected climate change; and
 - In-Combination Climate Change (ICCI) Assessment – considers how extreme weather and projected climate change could have an additive effect on impacts identified by other technical disciplines as a result of the Proposed Development.

What is the effect of the Proposed Development on Climate?

- 8.4. The Proposed Development would result in GHG emissions during construction from the raw materials required, transport and construction processes. The provisional estimate of emissions from the construction phase total 7,652 tCO₂e.
- 8.5. Mitigation measures would be implemented to reduce GHG emissions during construction of the Proposed Development. This could include the specification of best practice options for concrete, reinforcement steel and structural steel, the use of glazed terracotta or brick slips as façade materials and the use of anhydrite screed or screed board. Additionally carbon offset payments will be set to ensure the demolition and construction is net zero. Therefore, there are no likely significant effects with regard to the vulnerability of the Proposed Development to climate change during construction or significant effects with regard to the in-combination climate change impacts as a result of the construction of the Proposed Development.
- 8.6. Once the Proposed Development is operational, GHG emissions would be generated primarily from the use of the Proposed Development and from its maintenance. The provisional estimate of emissions from the operation of the Proposed Development over the 60 year design life (excluding end of life) totals 236,201. However, it has only been estimated an increase of approximately 127,899 tCO₂e from the operation of the Proposed Development over a 60 year design life, relative to the do nothing scenario.
- 8.7. Therefore, it has not been considered that the emissions from the Proposed Development in isolation would have a material impact on the ability of the UK government, Great Manchester or buildings sector to meet their carbon budgets. Therefore we do not anticipate that this project would give rise to a significant effect on climate during the construction of the Proposed Development.

- 8.8. Climate change risks to the Proposed Development have also been assessed during its operation. Potential impacts include increased heat stress for workers, overwhelming of drainage assets or increased groundwater levels from increased frequency of intense rainfall events and overheating of mechanical and electrical equipment due to increased frequency and severity of extreme heat events.
- 8.9. However, mitigation measures have been embedded to ensure resilience to these potential impacts within the Proposed Development's design. The climate change risks to the Proposed Development have been assessed and it has been concluded that these are not to be significant because of mitigation measures already built into the design which ensure the design provides a level of resilience to weather and climate-related effects. For example, drainage infrastructure has been designed with sufficient allowance to account for climate change and to withstand extreme rainfall events. Such measures would make the Proposed Development resilient to future climate conditions. Therefore, there are no likely significant effects with regard to the vulnerability of the Proposed Development to climate change during operation or significant effects with regard to the in-combination climate change impacts as a result of the operation of the Proposed Development.

9. Availability of Environmental Statement

- 9.1. The ES is available for public viewing online via MCC's Public Access website, and during normal office hours at the following address:

Planning Department
Manchester City Council
Town Hall
Manchester
M2 5DB

- 9.2. The ES may be purchased in volumes, the costs for which are set out below:

- Non-Technical Summary (NTS) - £15
- Volume 1: ES Main Text & Figures - £150
- Volume 2: ES Appendices - £150
- Volume 3: Non-Technical Summary - £150
- Full copy (Volumes 1, 2, and 3) of the ES on CD - £15

- 9.3. For copies of any of the above please contact the DTP Phase 3 Team at Deloitte:

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