



Environmental Impact Assessment (EIA)
Scoping Report

Building D1, Didsbury Technology Park,
Manchester

June 2022

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1. Introduction

Introduction

- 1.1. This Environmental Impact Assessment (EIA) Scoping Report has been prepared in respect of the proposed EIA development at Didsbury Technology Park, within the Chorlton Park Ward of Manchester City ("the Site"). The Applicant is Bruntwood (Didsbury TP) Ltd (a subsidiary of Bruntwood Group Ltd), (the "Applicant").
- 1.2. The Proposed Development represents the next phase of development (Building D1) at Didsbury Technology Park (DTP).
- 1.3. The Site is located within the 'Siemens Development Framework 2014' masterplan area, in south Manchester. The Site currently comprises surface parking and a grassed area. Please refer to the Site Plan at Appendix 1.
- 1.4. The Applicant is preparing a planning application which seeks Full Planning Permission for the next phase of development at DTP, comprising a six storey, c.10,000 sqm GIA commercial office building (Class E), a car parking deck, surface parking, landscaping and highways works (the 'Proposed Development').
- 1.5. This Scoping Report is submitted to Manchester City Council (MCC) to inform their understanding of the future planning application on this Site. In accordance with Regulation 15, paragraph 2, this report contains:
 - A plan sufficient to identify the land (included at Appendix 1); and
 - A brief description of the nature and purpose of the development and of its possible effects on the environment.

EIA Requirements

- 1.6. The EIA process is the mechanism by which development proposals are appraised in terms of environmental criteria, in addition to socio-economic, engineering and technical considerations. The EIA process defines the context of the Proposed Development and examines the issues considered pertinent.
- 1.7. The purpose of the EIA is to establish the nature of the development and the environment on which it is likely to take place to identify likely significant effects on the environment that may arise, by comparing the existing situation at the start of the work (baseline) with the situation once the proposals are in place.
- 1.8. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require that any proposed development falling within the description of a 'Schedule 2 development' within the meaning of the Regulations, will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (Regulation 4(2)).
- 1.9. The Proposed Development falls under the category of "Infrastructure Projects – Urban Development Projects" (Schedule 2, 10, (b)) as described in the Regulations. The applicable threshold above which EIA is likely to be required is
 - (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; or

- (ii) the development includes more than 150 dwellings; or
- (iii) the overall area of the development exceeds 5 hectares.

1.10. The indicative thresholds and criteria state that:

“In addition to the physical scale of such developments, consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination”.

- 1.11. Although the Site covers an area of approximately 1.68 hectares (ha.), which is below the indicative applicable threshold of 5 hectares, the combined commercial and car park floorspace proposed is c. 17,000 sqm, which is above the applicable threshold of 1 hectare of urban development. As such it has been identified that an EIA should be carried out in relation to certain topic areas where there is likely to be a significant effect on the environment.
- 1.12. Should an application for planning permission be submitted, the Applicant would submit an Environmental Statement (‘ES’) in relation to topic areas where there is likely to be a significant effect of the environment associated with the Proposed Development.

Purpose of the Scoping Report

- 1.13. The process of identifying likely significant effects on the environment which should be addressed by the EIA is termed ‘scoping’ and the results are presented in this Scoping Report. We have submitted this to MCC as the Local Planning Authority to inform their consideration of the future planning application on the site.
- 1.14. This Scoping Report sets out the framework within which the ES will be produced and the topic areas and information that will be contained within the document. The applicant team request that the LPA issue this report to Statutory Consultees upon receipt. Statutory Consultees are then invited to express their views on the proposed scope of the EIA, or suggest additional issues which may be considered to be of significance.
- 1.15. The Local Planning Authority is required to respond to a formal request for a Scoping Opinion within five weeks of registering receipt.

The EIA Team

- 1.16. The EIA team, as set out in the Table 1.1, will be co-ordinated and led by Deloitte to support a future planning application prepared by the Applicant. This Scoping Report has been prepared with the technical input from the EIA team to identify the scope of the assessments.
- 1.17. Sustainability issues are an integral part of the design process and will also be considered throughout the EIA. Further standalone reports explaining the approach to sustainability policy objectives will accompany the application for Planning Permission.
- 1.18. The remainder of the Report is set out as follows:
- Section 2 of this report provides a Site description and outlines the nature of the Proposed Development.
 - Section 3 sets out the scope and structure of the ES and details those to be consulted.
 - Section 4 provides details of the proposed EIA methodology to be used in assessing the Proposed Development.

- Section 5 onwards sets out the key issues that will be addressed by the EIA in relation to each of the topic areas.

2. Site Description and Development Proposals

Site Description

- 2.1. The Site is approximately 1.68 ha and is located within Didsbury Technology Park (DTP). The Site is bounded by Sir William Siemens House to the north with Nell Lane located beyond this. The west of the Site comprises greenspace, with a tree line separating the Site from Princess Road further to the west. The South the Site is bound by the new Spire Hospital fronting Barlow Moor Road and to the east comprises of surface car parking spaces for DTP.
- 2.2. The Site currently comprises surface level car parking and areas of soft landscaping.
- 2.3. Access to the Site is from Barlow Moor Road. A Site Plan is provided at Appendix 1 to this Report.
- 2.4. The Site is not within a Conservation Area and there are no listed buildings on the Site.

Site Context

- 2.5. The Site is located in DTP, adjacent to Princess Road (A5103) within West Didsbury, and to the south of Manchester City Centre.
- 2.6. To the north of the Site on Nell Lane lies a predominantly residential area with some commercial uses including an area of landscaped open space and an office building with residential uses at Didsbury Gate and Green Walk.
- 2.7. The Site is located within the area covered by the Siemens Development Framework, which was endorsed by MCC in 2014. Various elements have already been delivered, including the private hospital to the south of the Site, the delivery of residential units to the east of the Site, and 2,184 sq. m (GIA) of commercial office space, located within the Site.
- 2.8. The residential element is located immediately to the east of the Site and comprises of 50 apartments and 45 houses. Beyond this, there are two schools and the West Didsbury Police Station to the east and south east. The area surrounding this comprises a community hospital and residential development.
- 2.9. The wider areas to the north, east and south are largely characterised by residential uses, as well as a range of education, healthcare and retail.
- 2.10. Across Princess Road is the Southern Cemetery, which occupies most of the area to the west of the Site. The Christie Fields commercial development located to the south west of the Site, on the junction of Princess Street and Barlow Moor Road, which includes a pub/restaurant, hotel and office buildings.
- 2.11. 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.

Surrounding Sensitive Receptors

- 2.12. The EIA chapters will consider all relevant sensitive receptors within the surrounding area, including surrounding sensitive uses, environmental receptors and heritage assets.

2.13. The following sensitive uses in the immediate surrounding area are identified as:

Educational Uses: Lancastrian School, The Birches School, Didsbury Highschool

Residential Uses: Dwellings along Nell Lane, Kensal Drive, Newholme Road, Elizabeth Slinger Road and Barlow Moor Road

Healthcare Uses: Spire Hospital and Withington Community Hospital

Commercial Uses: Occupiers of Building D3 and Sir William Siemens House

2.14. Relevant environmental or heritage sensitive receptors will be identified by respective disciplines.

Highways and Transport

2.15. The Site is bound to the west by Princess Road (A5103), providing 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. The south the Site is bound by Barlow Moor Road (A5145), which is also a major access road within south Manchester.

2.16. The Site's location on these major access roads also 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 is also within walking distance of Burton Road Metrolink stop, providing access via public transport to Manchester City Centre and Manchester Airport.

2.17. The area also benefits from a high level of pedestrian and vehicular accessibility, and overall offers exceptional linkages to a variety of multi-modal public transport connections.

2.18. As part of the development proposals, improvements are being explored at the site access junction with Barlow Moor Road to improve pedestrian and cycle connectivity. Furthermore, an additional pedestrian/cycle route will be created to the site from Princess Road in the west.

Planning History

2.19. Since the endorsement of the original Siemens Development Framework (2014), three major planning permissions have been granted as summarised in Table 2.1 below; all of which have been delivered:

Table 2.1: Planning History since endorsement of Siemens Development Framework

Application	Applicant	Uses and Floorspace	Car Parking and Cycle Parking
Spire Hospital (Planning Ref: 107473/FO/2014/S) (as amended by ref: 115035/JO/2017 and ref: 110601/NMC/2015/S1)	Siemens PLC & Spire Healthcare PLC	Hospital (Class C2) with ancillary conference facility. 12,043 sqm.	593 car parking spaces (comprising 263 spaces within the hospital development and 330 spaces within the new Siemens staff replacement car parking area for use by existing Siemens building). 15 car parking spaces are disabled bays. 68 secure cycle spaces at the entrance to the hospital.

Commercial Phase 1 (Planning Ref: 114283/FO/2016 (as amended by ref: 118086/JO/2017, 118252/NMC/2017 and 118086/JO/2017)	Bruntwood Ltd	Office (Class B1) 2,184 sqm	526 car parking space for use by the existing Siemens building and 71 spaces for use by the new commercial building 10 secure cycle parking spaces.
Residential Phase 2 (Planning Ref: 114529/OO/2016 (superseded by ref: 117303/FO/2017 approved Feb 2018. Pending amendment application ref:123963)	PJ Livesey	Residential (Class C3) 95 (5 storey apartment building with 50 apartments and 45 houses)	92 spaces and 3 visitor spaces for apartment building and 90 car parking spaces for houses.

Proposed Development

- 2.20. The Proposed Development is for the redevelopment of the Site, to deliver a six-storey c.10,000 sqm GIA. commercial office building (Class E), a car parking deck, surface parking, landscaping and highways works (the 'Proposed Development').
- 2.21. Table 2.2 below illustrates the maximum parameters for development. It should be noted that the proposed figures are not fixed and are part of an evolving design.

Table 2.2: Maximum Parameters: Proposed Uses, Floorspaces and Heights

Parameter	Proposed Development Quantum
General	
Proposed site area (sqm)	16,765 (eq to 1.68 ha)
No. of trees to be removed	4
No. of trees proposed – note this should represent replacement of removed trees at 3:1 ratio	24
D1 – Commercial	
Total proposed development quantum (including commercial building and G+2 storeys of car park deck) (sqm, GEA)	16,799
Proposed office space (sqm, GEA)	10,409 sqm

Proposed amenity areas (sqm, GEA)	329 sqm (Reception 62, Café 185, Kitchen 36, Event Space 47)
Proposed development height – Building D1	G + 5 storeys (c.27m)
Car Park	
Existing no. car parking within RLB	189 within red line boundary
Proposed no. car parking within RLB (and no. spaces allocated to Siemens and future occupiers of D1)	465 spaces within redline boundary (of which 232 allocated to Building D1, 100 allocated for Siemens and 68 allocated for Building D3) 276 net additional car park spaces. <i>Note: Use of 65 residual spaces is yet to be confirmed, but EIA will assess them in order to test the 'worst case' scenario.</i> -
No. accessible spaces	5%
EVC provision	20% (subject to increase on demand) / 62no.
No. cycle spaces	110
Proposed development height – Car Park	Two storey deck (G + 2 storeys) Note: solar panels across full extent of roof)

3. Scope, Structure and Consultation

Scope

- 3.1. A scoping exercise has been carried out to determine the likely significant effects on the environment that may arise as a result from the Proposed Development. This process has enabled the team to determine which technical disciplines are pertinent to the proposals and the scope of assessment required for any likely significant effects on the environment to be addressed as part of the EIA process.
- 3.2. This process has taken account of relevant planning policy, knowledge of the Site, and the professional opinion of the Project Team.
- 3.3. The information presented in the ES will be provided in accordance with Schedule 4 of the EIA Regulations and will include:
- A description of the Proposed Development;
 - An outline of the main alternatives studied;
 - A description of the aspects of the environment likely to be significantly affected by the proposals;
 - A description of the likely significant effects of the development on the environment;
 - A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment;
 - A non-technical summary; and
 - An indication of any difficulties encountered by the Applicant in compiling the required information.
- 3.4. The introductory chapters of the ES will provide the following information:
- An introduction to the ES in a legislative and site specific context;
 - Description of the Site and proposals;
 - Alternatives considered and project design evolution;
 - EIA methodology;
 - Programme;
 - Stakeholder engagement;
 - ES structure; and
 - Details of the EIA project team.
- 3.5. The geographical coverage of the EIA will be determined by a number of factors including:
- The physical extent of work;
 - The nature of the baseline environment, including the location of sensitive receptors;
 - The distance over which effects will be significant; and
 - The presence and type of “pathways” along which impacts may be spread.

Environmental Disciplines Scoped Out

- 3.6. It is considered that the following disciplines will not give rise to likely significant effects on the environment and would therefore not require inclusion in the Environmental Statement. It is proposed that the following disciplines are scoped-out of the EIA. An explanation for each discipline is given below.

- Agricultural Circumstances;
- Archaeology;
- Electronic Interference;
- Socio-economics;
- Solar Glare;
- Aviation;
- Major Accidents and Disasters;
- Noise and Vibration;
- Daylight, sunlight and Overshadowing;
- Historic Environment;
- Townscape and Visual Impact;
- Ground Conditions;
- Water Resources, Drainage and Flood Risk;
- Wind; and
- Ecology.

Agricultural Circumstances

- 3.7. The Site is entirely on brownfield land so there would be no likely significant effects with respect to agriculture. This discipline can therefore be scoped out of the EIA.

Archaeology

- 3.8. A detailed archaeological desk-based assessment was prepared by White Young Green in November 2014 to inform the Spire Hospital application and covered the entire Didsbury Technology Park masterplan site.
- 3.9. The archaeological study examined the historic uses of the land and identified any potential for below-ground archaeological remains. These mainly related to former agricultural field boundaries.
- 3.10. GMAAS take the view that any archaeology, such as the field boundaries and evidence for buildings forming part of the later expansion of the hospital complex, is likely to be very fragmentary due to later landscaping and re-development and that there would be little value in undertaking archaeological investigations at this site (see Appendix 2 letter from GMAAS).
- 3.11. GMAAS also confirmed via email on 06/05/22 that no further archaeological mitigation is required for the scheme.

Electronic Interference

- 3.12. Tall buildings and structures can disrupt wireless and radio services by physically blocking the signal (from the transmitter to the receiver) or by causing unwanted signal reflections and signal refractions from the sides of the structure(s). With respect to terrestrial television services in the United Kingdom, transmissions switched over to a fully digital format by 2012 and are inherently less susceptible to these mechanisms of interference. Digital terrestrial television (DTT) is known as Freeview.
- 3.13. The Proposed Development is not considered to have the capacity to significantly disrupt telecommunications networks on this basis given the size, location and proximity to receptors (primarily residential properties utilising antennas to receive DTT services).

3.14. The study areas for potential television interference are well defined within Ofcom guidance and based on previous experience of the technical consultant. The most common and most practical approach is to:

1. Undertake a desk-based study to identify the areas where interference would be the most likely based on formal guidance.
2. Undertake a baseline survey (signal measurements) within the locations that are at risk of interference.
3. Identify the most likely mitigation options within potentially affected areas.
4. Evaluate any complaints post-construction against the predicted effects and baseline survey data.
5. Implement mitigation if effects are shown to be attributable to the development.

3.15. In accordance with the above, there is generally no requirement for pre-commencement mitigation measures to be installed. Steps 1-3 will be undertaken within the technical report and steps 4 and 5 would be recommended post-construction, secured by way of condition, if issues are subsequently reported to be likely.

3.16. A TV signal survey and reception impact assessment has been conducted to assess the baseline reception conditions around the Site. Potential impacts on television reception have been assessed and it is concluded that any adverse impact is unlikely. It is therefore considered that the assessment of electronic interference can be scoped out of the EIA.

Socio-economics

3.17. The Proposed Development is for a commercial office building with flexible commercial space at the ground floor. Any socio-economic effects will be considered in detail as part of the supporting Planning Statement for the proposal.

3.18. The Proposed Development will create some short-term employment during the construction phase, however the effect is not considered to be significant. The proposed office building will also provide long term employment in the building once operational. It is not expected that either the office or commercial element of the scheme will have any significant impact on the socio-economics of the area in the operational phase.

3.19. Therefore, likely significant effects on the environment with respect to socio-economic issues are not anticipated and it is considered that socio-economics can be scoped out of the EIA.

Solar Glare

3.20. The BRE guidelines provide that 'glare or solar dazzle can occur when sunlight is reflected from a façade or area of metal cladding'. This is considered an issue in relation to road users and train drivers whereby an instance of reflection can obscure the view of traffic/rail signals and thus have the potential to cause an accident.

3.21. The nearest sensitive receptors for solar glare are therefore identified at the junction of Barlow Moor Road and Princes Parkway, and the junction of Nell Lane and Princess Parkway. The junctions are each c.250m from the proposed Building D1 and a mature row of trees lines the western boundary of the site to provide some visual separation.

3.22. The elevations of the Proposed Development will consist of recessed windows within a solid matt aluminium façade. The façade has deep reveals, which would limit oblique reflections. Any instances of solar glare would therefore be expected to be broken up and occur for a short period of time.

- 3.23. With regard to the Barlow Moor Road / Princess Parkway junction, only northbound traffic could potentially be affected by any solar glare. However, between the junction and the proposed Building D1 is a mature area of trees and vegetation in the middle of Princess Parkway that will screen any direct line of sight to the proposed building.
- 3.24. With regard to the Nell Lane / Princess Parkway junction, only southbound traffic could be affected by any solar glare. Between the junction and the proposed Building D1, the mature set of trees on the north west corner of the Didsbury Technology Park site that would dissipate and reduce any potential solar glare. Furthermore, the depth of the proposed reveals on the building would be expected to limit reflections.
- 3.25. For the reason above, significant solar glare impacts are not considered likely and it is therefore proposed to be scoped out of the EIA.

Aviation

- 3.26. The height of the Proposed Development will be no greater than 6 storeys (28m AOD) and as such Manchester Airport Group and NATS will not need to be consulted as part of the pre-application planning process.
- 3.27. Given the context of the proposed development and the proposed height it is not considered that the proposed development will have a significant impact in respect of aviation considerations. Aviation can therefore be scoped out of the EIA.

Major Accidents and Disasters

- 3.28. The proposals described herein are considered to present a very low risk of creating a major event that would ultimately lead to a significant environmental effect.
- 3.29. To ensure that the ES remains proportionate to the development and site context, the environmental effects of any potential impacts will be considered within the EIA. For example, where there is a risk of major incidents or disasters in any form, these will be considered as part of relevant chapters of the ES or in standalone technical reports, such as wind and flood risk.
- 3.30. On this basis, a separate chapter on Major Accidents and Disasters has been scoped out of the ES.

Noise and Vibration

- 3.31. An assessment of expected noise impact from the proposed EIA development has been undertaken.
- 3.32. Construction phase works and construction traffic are not expected to result in significant effects as construction works will be temporary and based on the distance between the closest receptors and EIA Development proposals. It is expected the impact of construction noise would be mitigated through standard working hours and a CEMP.
- 3.33. The predicted changes in noise levels because of operational off-site road traffic associated with the development results in a 'negligible impact' on the surrounding roads.
- 3.34. Operational noise from on site traffic is expected to result in a 'negligible impact' on the surrounding receptors.
- 3.35. Operational noise from fixed plant serving the development is subject to meeting the guidance set by Manchester City Council. Achieving these limits will result in no observed adverse effect level (NOAEL) and as a result the impact on nearest receptors will be low.

With the inclusion of relevant best-practice mitigation measures and noise limits it is considered that the Proposed EIA Development will not have a significant impact on the noise and vibration environment and as such it is proposed to scope out all noise impacts from the EIA. Table 3.1 Summary of Assessment of Scope

Receptor	Impact	Potential Effect	Scoped In / Out
Construction Phase			
Residential receptors at Kensall Drive, Green Walk, Barlow Moor Road, Spire Hospital, The Birches School, Lancasterian School	Construction noise	Negligible	Out
Residential receptors at Kensall Drive, Green Walk, Barlow Moor Road, Spire Hospital, The Birches School, Lancasterian School	Construction vibration	Negligible	Out
Operational Phase			
Residential receptors at Kensall Drive, Green Walk, Barlow Moor Road, Spire Hospital, The Birches School, Lancasterian School	Operational noise (off site road traffic)	Negligible	Out
Residential receptors at Kensall Drive, Green Walk, Barlow Moor Road, Spire Hospital, The Birches School, Lancasterian School	Operational noise from site traffic	Negligible	Out
Residential receptors at Kensall Drive, Green Walk, Barlow Moor Road, Spire Hospital, The Birches School, Lancasterian School	Operational noise (plant)	Negligible	Out

3.36. For completeness, the following Committed Developments are considered relevant and included in the assessment:

- *Hough End Leisure Centre (132513/VO/2021) Distance from Site: 1000m
Scoped: Out*

Daylight, Sunlight and Overshadowing

3.37. The proposed built structures comprise Building D1 (6 storeys / c.27m) and a two-storey car park deck (c.11m). Building D1 is c.100m from the nearest residential dwellings and the two-storey deck is c. 50m from residential dwellings. All other sensitive uses are further afield.

3.38. Within this context, it is relevant to note BRE Guidance (paragraph 2.2.4 and 2.2.5), which states:

“Loss of light to existing windows need not be analysed if the distance of each part of the new development from the existing window is three or more times its height above the centre of the existing window. In these cases the loss of light will be small. Thus if the new development were 10 m tall, and a typical existing ground floor window would be 1.5 m above the ground, the effect on existing buildings more than $3 \times (10 - 1.5) = 25.5$ m away need not be analysed.”

If the proposed development is taller or closer than this, a modified form of the procedure adopted for new buildings can be used to find out whether an existing building still receives enough skylight. First, draw a section in a plane perpendicular to each affected main window wall of the existing building (Figure 14). Measure the angle to the horizontal subtended by the new development at the level of the centre of the lowest window. If this angle is less than 25° for the whole of the development then it is unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building. “

- 3.39. With consideration of the BRE Guidance, the site context, relative location of sensitive uses and the height of the proposed development, we would not anticipate significant environmental impacts relating to daylight, sunlight or overshadowing, and therefore propose to scope this discipline out of the EIA.

Historic Environment

- 3.40. The Site is located approximately 300m to the west of the Albert Park Conservation Area in south Manchester. There are nine listed buildings within a 500m radius of the Site. These listed buildings include;

ROMAN CATHOLIC CHAPEL IN MANCHESTER SOUTHERN CEMETERY

Heritage Category: Listing

Grade: II

List Entry Number: 1207899

REGISTRARS OFFICE AT MANCHESTER SOUTHERN CEMETERY

Heritage Category: Listing

Grade: II

List Entry Number: 1197803

ENTRANCE LODGE TO MANCHESTER SOUTHERN CEMETERY

Heritage Category: Listing

Grade: II

List Entry Number: 1283073

CHURCH OF ENGLAND CHAPEL IN MANCHESTER SOUTHERN CEMETERY

Heritage Category: Listing

Grade: II

List Entry Number: 1207857

ENTRANCE LODGES, PIERS, SCREEN AND GATES OF WITHINGTON HOSPITAL

Heritage Category: Listing

Grade: II

List Entry Number: 1197895

GATEWAY AT ENTRANCE TO MANCHESTER SOUTHERN CEMETERY

Heritage Category: Listing

Grade: II

List Entry Number: 1207869

WITHINGTON HOSPITAL (PRINCIPAL ADMINISTRATIVE BLOCK)

Heritage Category: Listing

Grade: II

List Entry Number: 1220295

ALCOCK MONUMENT IN CENTRE OF MANCHESTER SOUTHERN CEMETERY

Heritage Category: Listing

Grade: II

List Entry Number: 1197802

CHRIST CHURCH

Heritage Category: Listing

Grade: II

List Entry Number: 1247379

3.41. These buildings are all grade II listed and are located over 100m from the Site. The Site does not contain any Scheduled Monuments. There are no non-designated heritage assets within the Site and the settings of those identified beyond the Site boundary have already been altered due to the rapid development in the area during the late twentieth and early twenty-first centuries.

3.42. Additionally, the Manchester Southern Cemetery is c.80m to the west of the site boundary:

MANCHESTER SOUTHERN CEMETERY

Heritage Category: Park and Garden

Grade: II

List Entry Number: 1001656

3.43. Whilst these heritage assets will not be directly affected, views of the listed buildings and the Albert Park Conservation Area may be affected by the proposed development. Considering the form of the proposals and distance from nearest heritage assets (over 100m), it is not expected that the proposals will give rise to significant environmental impacts relating to the historic environment, so it is recommended for this to be scoped out of the EIA.

3.44. The impact of the development upon these views will be assessed within the heritage statement to be submitted in support of any forthcoming application. This approach is in line with the National Planning Policy Framework (NPPF) and local planning policies.

Townscape and Visual Impact Assessment (TVIA)

3.45. The Site is designated as a Core Employment Area and commercial uses at the site are also identified within endorsed Development Framework (2014) and informed the 2016 planning proposals (Ref: 114283/FO/2016). The Council has accepted the principle of the site being redeveloped for large floorplate commercial office buildings (Use Class E).

3.46. The 2016 planning application included a series of verified views relating to the detailed proposals for Building D3. The views included included a cumulative assessment of all future masterplan buildings in wireline, which was a greater scale of development than is being proposed as part of the scheme and is the subject of this Scoping Report. The 2016 heritage and TVIA conclusions ranged from negligible to moderate beneficial, and no significant impacts were identified.

3.47. In summary, the value of the baseline townscape and its susceptibility to change are both low meaning that sensitivity is also predicted to be low. The magnitude of change will be minor as the development is considered as part of a wider campus masterplan, which has been broadly delivered on site. The resulting significance of effect will be minor.

Visual Receptors

3.48. Development is proposed within the technology park, which is contained to the west by mature trees that provide a good degree of visual screening. Furthermore, Princess Road serves as a visual detractor from viewpoints to the west. Existing built form of Siemens and the Spire Hospital are physical features that sever the visual connection with receptors to the north and south.

3.49. The eastern boundary of the Site is bounded by residential properties of Kensal Drive. These receptors are familiar with commercial use on neighbouring land and the principle of the DTP masterplan was established prior to the construction of the most recent residential development.

3.50. The current proposal for the commercial office building is largely consistent with the mass assessed in the original masterplan, although it will be one storey more than originally envisaged at 6 storeys.

3.51. Within the above context, the proposals are not expected to result in likely significant impacts for heritage or TVIA. As such, Historic Environment and TVIA are proposed to be scoped out of the ES, but

the points above will be further explored as part of a standalone assessment of townscape and visual effects.

Ground Conditions

- 3.52. A Ground Conditions Assessment was prepared by Ian Farmer Associates (Appendix 3) and submitted in respect of the 2016 commercial proposals (Ref: 114283/FO/2016) and further Ground Conditions details were later discharged in respect of associated Condition 9 (Ref: CDN/18/0876 and CDN/18/0054).
- 3.53. The Applicant has recently consulted with MCC Environmental Health, who confirmed on 11/05/22 that as long as there have been no significant changes to the land since 2017, the previously approved Ground Conditions Assessment would be sufficient.
- 3.54. In response to this, Ian Farmer has confirmed that the works carried out subsequent to the ground investigations will not have substantially altered the below ground conditions across the proposed development site. It is understood that no significant earthworks or alterations of ground levels have been carried out at the site.
- 3.55. Therefore, the ground conditions encountered during the ground investigations in 2017, referenced above, may be considered relevant to the current ground conditions that may reasonably be anticipated at the site. In this respect, there are no likely significant environmental impacts in respect of Ground Conditions and it is proposed to scope out Ground Conditions from the EIA.

Water Resources, Drainage and Flood Risk

- 3.56. The potential impacts on the water environment cover a number of elements and encompass primary and secondary effects. Along with the impacts on flood risk and hydrology, there are also secondary but more geographically widespread impacts to consider such as increased water consumption, potential groundwater contamination, sediment dispersal and impact on local sewer network, infrastructure, and treatment.
- 3.57. The nearest watercourse is the River Mersey approximately 350 m south of the Proposed Development, flowing west. The watercourse is a main river. There are no other waterbodies within 1 km of the site. The flood risk from all sources has been summarised below:
 - Based on the Environment Agency (EA) Flood Map for Planning, the Site is located entirely within Flood Zone 1 indicating a low probability of flooding from rivers and the sea. However, it is understood that flooding has occurred within the wider Didsbury area recently in response to prevailing wet weather. Whilst it is not expected this will materially effect the assessment of fluvial flood risk, a review of previous flooding incidents within proximity to the site will be undertaken as part of the FRA;
 - A review of the EA's Flood Risk from Surface Water mapping indicates site area is at a 'Very Low' (<0.1% chance of flooding each year) risk of surface water flooding. There is however an area of 'Low risk' (between 0.1% and 1% chance of flooding each year) which appears to constitute an overland flow path extending along the northern site boundary adjacent Sir William Siemens House and along the path through the centre of the site. Additionally, a small area of 'High' flood risk (>3.3% chance of flooding each year) exists on Siemens Road and within the planning boundary, south of the main site area. However, it should be noted that the EA surface water flood modelling does not consider existing drainage infrastructure such as road drains, therefore any mapped surface water flood risk along roads and in developed areas are expected to represent a worst case scenario, with actual flood risk expected to be less. However, this will be assessed in full detail as part of the FRA, and will consider likely drainage capacity, overland flow routes and what mitigation may need to be included.
 - BGS mapping of the area (1:50,000 scale map series) accessed via the online BGS Onshore GeoIndex indicates the site is underlain by the Wilmslow Sandstone Formation. Superficial deposits consist of glaciofluvial sheet deposits, Devensian - sand and gravel. There were no BGS borehole records

available within the site boundary. The 2017 previous Ground Investigation Report noted Made Ground across most of the site area and the wider vicinity, underlain by sands and then clay. Groundwater strikes are noted in the Site Investigation Borehole logs as occurring between 1.7 and 3.0 mbgl, mainly within the sand strata. Subsequent groundwater monitoring indicated standing water at depths between 1.8 to 3.0 mbgl. The Manchester City, Salford City and Trafford Council Level 2 Hybrid SFRA indicates the site is not within an area at risk of groundwater flooding

- The EA's Flood Risk from Reservoirs mapping indicates that the Site is not within an area at risk of flooding from reservoirs.

3.58. Based on the above, it is considered that all forms of flooding to the Site are generally low risk or can be appropriately mitigated, therefore the effects would be considered insignificant and flood risk should therefore be scoped out of the EIA.

3.59. A Flood Risk Assessment (FRA) will be prepared in line with the NPPF requirements and will be submitted in support of the planning application in full liaison with the Local Lead Flood Authority (LLFA). The FRA will assess the Site's flood risk from all sources and demonstrate how any flood risk to the Site and surrounding areas would be managed, taking into account climate change allowances.

3.60. In addition to and separate to the FRA, a drainage strategy will be provided to demonstrate how both surface and foul water discharge from the Site can be managed appropriately. In line with Manchester City Council's and national policy requirements and best practice, surface water runoff from the Development will be restricted to the greenfield runoff rate. Wherever possible, the required attenuation volume would be provided via Sustainable Drainage Systems (SuDS) that provide biodiversity, amenity and water quality/quantity benefits. The proposed drainage scheme will therefore be designed to provide a net improvement to the existing surface water management, through reducing the extent of loading to greenfield rate.

3.61. The need for any works associated with foul water discharge will be set out within the drainage strategy following submission of the pre-development enquiry to United Utilities. Any works that may be required would be secured by planning condition to ensure that appropriate reinforcement works are undertaken, if necessary.

3.62. If required, reinforcement works would be undertaken to ensure that the impact that any additional volumes or increased rates of discharge is insignificant. It is considered therefore that both surface water and foul drainage considerations should be scoped out of the EIA.

3.63. In addition to the above, which focusses on the flood risk and surface/foul water management aspects, the following other water environment issues have been considered:

Construction Phase

- During the site preparation, demolition, earthworks and construction phase of the Proposed Development there will be a number of activities which could cause sedimentation and contamination of surface water runoff. This however will be managed through a Construction Environmental Management Plan, which will not only limit the extent of sediment disturbance, but also mitigate and prevent dispersal into the wider water environment.
- There is a potential risk to site construction staff during construction, especially at the construction stage when excavation is taking place. However, pumping and dewatering of all excavations (where required) will take place to prevent the occurrence of surface or ground water accumulation.

Operational Phase

- There is a low risk of surface water flooding which could impact employees who will occupy the office building following completion. This, however, is managed by the mitigation measures included as part of the Drainage Strategy Flood Risk Assessment.
- An increase in potable water supply will occur as a result of the increased site occupancy compared to the existing uses. However, this impact will be minimised through use of water-efficient products

in all units in line with current building standards. The increase in potable water supply will be managed by the Water and Sewerage Undertaker, United Utilities, who are responsible for the provision of potable water supply. In their Water Resources Management Plan, United Utilities will factor in potential increases in demand as a result of new development across their supply area, and so any increase in demand as a result of the development will fall under this planned supply growth.

- Groundwater extraction – There are no groundwater extractions proposed as part of the development, and so the impact on groundwater resources is considered to be negligible.
- The introduction of a modern surface water drainage system will provide water quality improvements by ensuring all surface water undergoes the appropriate level of treatment prior to discharge to the public sewer network.
- The Drainage Strategy, in line with current best practice, will identify opportunities for the separation of surface and foul water from combined sewers, which in turn will reduce the likelihood of combined sewer overflows (CSO), and subsequent pollution to the natural aquatic environment.

Wind

- 3.64. A desktop wind assessment was performed by WinTech as part of an EIA assessment completed for the masterplan known as Didsbury Technology Park.
- 3.65. The Didsbury Technology Park development was included as part of this assessment. At this time the wind assessment included: a 3 storey building (D3), a 2-3 storey and a 4-6 storey building (Residential blocks apartments), a 5 storey building (Multi Storey Carpark), a 5 storey building (D1 (DTP)) and a 4 storey building (D2).
- 3.66. The desktop assessment concluded that conditions around building D1 are expected to be safe and suitable for their intended pedestrian activities through the year.
- 3.67. Building D1 is now a 6-storey building within DTP. The increase in building D1's height of one storey will make conditions slightly windier, but it would not reasonably be expected to change the comfort categories from acceptable to unacceptable.
- 3.68. Given the building's height it is likely that the ground conditions will be dominated by onset wind conditions, rather than downwash caused by building height, hence consideration of the onsite vegetation and surrounding area follows.
- 3.69. The prevailing winds are from two key directions, Southerly, and West North Westerly. Peak southerly winds occur in winter, while peak West North Westerly winds occur in summer.
- 3.70. To the south of the Site, there is a 3-storey building (Building D3), a large 4 storey healthcare building (Spire Healthcare Hospital building), along with suburban residential properties and substantial vegetation. These are all likely to provide significant shelter from the prevailing Southerly wind directions such that the wind conditions would be suitable for use.
- 3.71. Northwest of the development, on-site, there is substantial vegetation in the form of trees. Further in this direction there is a large cemetery and more tree lines. The vegetation, both on and off-site are likely to provide shelter from this wind direction, such that the conditions on site would be suitable for use.
- 3.72. Given the key points raised above, it is deemed that there would be no likely significant impacts arising from the proposals and wind microclimate is therefore proposed to be scoped out.

Ecology

- 3.73. The overarching 2016 EIA, which included land relating to the current proposals, tested a worst-case scenario model and was able to demonstrate how the project can be delivered with minimal impact to ecological interests both onsite and within the sphere of influence.
- 3.74. The area covered by Phase 3 of this development is limited to existing habitat of low ecological value and has very limited scope to support protected or notable species. For this reason, the findings of the 2016 EIA remain relevant.
- 3.75. The Phase 3 application will be informed by an updated Preliminary Ecological Appraisal to ensure the baseline remains consistent to that assessed in the 2016 EIA. Furthermore, the DEFRA Biodiversity Metric will now be employed to quantify the net gain/loss of biodiversity value associated with this application.
- 3.76. It is therefore considered that Ecology can be scoped out of the EIA.

Scoping Summary

- 3.77. Table 3.2 provides a summary of the scoping exercise undertaken and what disciplines will be considered within the ES. It also identifies what supplementary technical reports will be prepared and submitted as standalone documents in support of the application.

Table 3.2: Environmental Statement Scoping Summary

Discipline	ES Chapter	Non EIA Assessment	Consultant
Agricultural Circumstances	X	X	N/A
Archaeology	X	✓ (previously approved assessment)	Pre-construct Archaeology
Electronic Interference	X	✓	G-Tech
Socio-Economics	X	✓ (Economic Statement only)	EKOSGEN
Solar Glare	X	X	N/A
Aviation	X	X	N/A
Major Accidents & Disasters	X	X	N/A
Daylight, Sunlight & Overshadowing	X	X	N/A
Townscape and Visual Impact	X	✓	Layer
Ground Conditions	X	✓	Ian Farmer

Discipline	ES Chapter	Non EIA Assessment	Consultant
		(previously approved assessment)	
Flood Risk and Drainage	X	✓	Ramboll
Wind	X	X	GIA
Ecology	X	✓	Brooks Ecological
Transport	✓	X	Curtins
Air Quality	✓	X	Ramboll
Noise and Vibration	X	✓	Ramboll
Human Health	✓	X	Enfusion
Climate Change	✓	X	Ramboll

Application Documents

3.78. It is proposed that the following standalone technical assessments (not required to be submitted as part of the EIA based on the analysis provided above) will be submitted in support of the planning application:

- Design and Access Statement;
- Planning Statement;
- Economic Statement;
- Statement of Consultation;
- Topographical Survey;
- Landscaping Strategy;
- Flood Risk Statement and Drainage Strategy;
- Environmental Standards Statement, Energy Strategy including BREEAM;
- Townscape and Visual Impact Assessment;
- Heritage Statement;
- Crime Impact Statement;
- Noise Assessment;
- Ground Conditions report;
- TV Recpetion Survey;
- Framework Travel Plan;
- Construction Management Plan;
- Servicing and Waste Management Strategy;
- Ventilation Strategy;
- Lighting Strategy;
- Archaeological Desk Based Assessment;
- Arboricultural Survey; and
- Ecology Phase 1 Desk Survey

Cumulative Effects Assessment

- 3.79. An assessment of the cumulative effect of the Proposed Development and other committed developments including those with recent planning permissions and those expected to come forward in the near future will be undertaken as part of the ES. There is no agreed / standard threshold for how far the assessment should go; therefore, a professional judgement has been taken regarding which schemes to highlight, taking into consideration to high density city centre location.
- 3.80. Where the construction of schemes is well progressed, these should be treated as part of the baseline.
- 3.81. The EIA consultants will consider an up to date list of relevant committed developments. At the current time, the relevant committed developments are:
- Land at Hough End Leisure Centre and Playing Fields (LPA Planning Ref. 132513/VO/2021):
- 3.82. The Applicant seeks the agreement from the Local Authority to the scope of committed developments and invites guidance on any additional schemes not listed in the table above. In addition, the applicant requests details of any major highways work planned in the area.

Consultation

- 3.83. The following statutory consultees should be consulted through the EIA Scoping process:
- Manchester City Council (MCC) (Technical Officers);
 - Manchester Airport Group / NATS;
 - Transport for Greater Manchester (TfGM);
 - Environment Agency (EA);
 - Greater Manchester Archaeological Advisory Service (GMAAS);
 - Natural England;
 - Greater Manchester Ecological Unit; and
 - United Utilities.
- 3.84. A process of stakeholder consultation has already commenced with regard to the Proposed Development. Members of the project team have met with senior officers from the Local Planning Authority (LPA) and Highways Authority to discuss the Proposed Development, including the potential scope of the EIA.
- 3.85. Further meetings will take place with MCC including further consultation with the LPA, Environmental Health and with Highways officers.
- 3.86. Pre-application consultation is also scheduled to take place in May / June 2022 with local residents, stakeholders, Councillors, adjoining owners and occupiers, and other interested parties.
- 3.87. A Statement of Consultation will be submitted with the application and will provide further detail on consultation undertaken.

4. EIA Methodology

- 4.1. The EIA will assess both the construction and operational phases of the Proposed Development.
- 4.2. The ES is anticipated to comprise two volumes, the first of which will set out the findings with respect to each of the environmental disciplines that have been examined as part of the EIA. Volume 2 will include all the supporting documents and technical appendices relating to the chapters. A Non-Technical Summary (NTS) will be produced and form a standalone document.
- 4.3. Each ES chapter will follow the headings set out below to ensure the final document is transparent, consistent and accessible.
- Introduction;
 - Policy Context;
 - Assessment Methodology and Significance Criteria;
 - Baseline Conditions;
 - Identification and Evaluation of Key Effects;
 - Mitigation Measures;
 - Cumulative Effects;
 - Residual Effects; and
 - Summary.
- 4.4. Each chapter sub-heading is explained in further detail below.

Introduction

- 4.5. This section will introduce the assessment discipline and the purpose for which it is being undertaken. It will include relevant experience from each consultant, and lists out the supporting technical appendices.

Legislative and Policy Context

- 4.6. This section will include a summary of national, regional and local policies of relevance to the environmental discipline and assessment. Relevant legislation will be summarised where applicable.

Assessment Methodology and Significance Criteria

- 4.7. This section will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.
- 4.8. It will also outline any difficulties encountered in compiling the required information.

Baseline Conditions

- 4.9. This will include a description of the environment as it is currently and as it is expected to change given the project were not to proceed (i.e. 'do-nothing' scenario). The method used to obtain this information will be clearly identified. Baseline data will be collected in such a way that the importance of the

particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

- 4.10. This section will identify the likely significant effects on the environment resulting from the Proposed Development.
- 4.11. The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. The criteria to be used in carrying out this process are detailed below. It should be noted that these tables provide a standardised set of criteria, which may not be applicable to all technical disciplines considered within the EIA. Where relevant, individual consultants may use a variation of the criteria and this will be clearly explained within the methodology.

Prediction of Impact Magnitude

- 4.12. The methodology for determining the scale or magnitude of change caused by the impact is set out below.

Table 4.1: Methodology for Assessing Magnitude of Change

Magnitude of Change	Criteria for assessing magnitude of change caused by an impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

Prediction of Receptor Sensitivity

- 4.13. The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out below.

Table 4.2: Methodology for Determining Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character, or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character, or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Assessment of Effect Significance

- 4.14. Effect significance will be calculated using the matrix in Table 4.3. This illustrates the interaction between impact magnitude and receptor sensitivity.

Table 4.3: Effect Significance Matrix

Magnitude	Sensitivity		
	High	Medium	Low
Major	Major - significant	Major - significant	Moderate - significant
Moderate	Major - significant	Moderate - significant	Minor – not significant
Minor	Moderate - significant	Minor – not significant	Negligible – not significant
Negligible	Minor – not significant	Negligible – not significant	Negligible – not significant

Mitigation Measures

- 4.15. Adverse effects will be considered for mitigation and specific mitigation measures put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions as well as pollution control. The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.
- 4.16. The approach to mitigation will follow best practice guidance, which suggests a hierarchical approach. The UNEP EIA Training Resource Manual (2002) advises that impacts should ideally be:
- Avoided; if not

- ii. Minimised; and/or
- iii. Compensated.

4.17. Three ‘types’ of mitigation are characterised in IEMA’s Special Report – The State of Environmental Impact Assessment Practice in the UK (2011):

- EIA influence at design stage;
- Standard construction practices for minimising effects; and
- Follow-up actions for implementation post-consent.

4.18. Clear details of when and how the mitigation measures were carried out, or will be carried out, are to be given within the ES. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.

4.19. The opportunity for enhancement measures will also be considered where appropriate.

Cumulative Effects

4.20. Two types of cumulative effect will be assessed:

- Type 1 - Cumulative effects are the interactions between effects of the redevelopment works on a single receptor.
- Type 2 - Cumulative effects are those that arise from incremental changes caused by other past, present or reasonably foreseeable actions together with the redevelopment works.

4.21. The cumulative effects of the Proposed Development and the identified committed developments will therefore be assessed. A list of identified committed developments is set out at paragraph 3.75. The Council are requested to review and comment on this list in their Scoping Opinion.

4.22. It is noted that the 2016 EIA assessed the whole masterplan, which included more substantial car parking than what is currently proposed. Whilst the Siemens Development Framework 2014 identifies potential for a further phase of development over and above what is currently proposed, there is no indication of the form of development, or the timescale within which future phases might be brought forward. As such, in the interest of undertaking a proportionate EIA, it is not proposed to assess any future development phases, beyond Buidling D1 and the Car Park deck, within the scope of this EIA.

Residual Effects

4.23. The residual effects, i.e. the effects of the Proposed Development assuming implementation of proposed mitigation, will be determined. The residual effects represent the overall likely significant effect of the development on the environment having taken account of practicable/available mitigation measures.

5. Traffic and Transport

Introduction

- 5.1. This chapter of the Environmental Statement (ES) will examine the potential environmental impacts of traffic generated by the Proposed Development.
- 5.2. During the operational phase, the Proposed Development will generate traffic flows with potential impacts on the highway network surrounding the Application Site. These impacts may relate to driver delay, impacts on public transport users, pedestrian delay and amenity, fear and intimidation, severance, and collisions and road safety. There could also be impacts as a result of construction vehicles generated during the construction phase of the development.
- 5.3. A Transport Assessment (TA) and Travel Plan (TP) will be prepared to accompany the planning application. These reports will form appendices to the ES, contained in Volume 2.
- 5.4. The scope of the TA, including the study area and scenarios for assessment, will be discussed with Manchester City Council and Transport for Greater Manchester prior to submission of the planning application. The study area, scenarios for assessment and traffic data sources for the 'Traffic and Transportation' chapter of the ES will be based on the TA. The traffic data will be based on 2022 surveys that have been agreed as appropriate with Manchester City Council and Transport for Greater Manchester.
- 5.5. Changes in traffic flows will lead to changes in environmental effects related to air quality and noise, and these will be assessed in a separate chapter of the ES. The traffic data sources for these assessments will be the same as those used for the TA and the 'Traffic and Transportation' chapter of the ES.

Baseline Conditions

- 5.6. The baseline conditions against which the Proposed Development will be assessed consist of a range of different receptors. These include pedestrians, cyclists, public transport users and drivers of private and commercial motorised vehicles.
- 5.7. 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 Site forms part of the Siemens Princess Road Campus. The Campus is bound by the A5103 Princess Road and the Southern Cemetery to the west, the A5145 Barlow Moor Road and residential properties to the south and Nell Lane with the former Withington hospital residential redevelopment to the north. The Birches and Lancasterian schools and a police station adjoin the Site to the east.
- 5.9. The Application Site is situated within an accessible area, with a number of complementary land uses within walking and cycling distance. In particular, National Cycle Route 85 runs along the western boundary of the Site.
- 5.10. The Site has a Greater Manchester Accessibility Levels rating of 7, where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The nearest bus stops are located on Barlow Moor Road and Princess Road/Southern Cemetery Bus Stop; these are within a 200m walk from the centre of the Site.

In addition to bus services, Withington Metrolink stop is situated a c.700m walk to the north of the Site. Withington is situated on the 'Pink Line' which travels between East Didsbury and Rochdale Town Centre.

- 5.11. The Site is therefore well located to take advantage of the existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will provide viable alternatives to travel by car.

Legislative and Policy Context

- 5.12. The key transport policy documents that are relevant to this assessment are set out below:

- National Planning Policy Framework (2021);
- National Planning Practice Guidance (2016, as updated);
- Manchester Core Strategy (2012 – 2027); and
- Greater Manchester Transport Strategy 2040.

- 5.13. The key guidance documents that are relevant to this assessment are set out below:

- Guidelines for the Environmental Assessment of Road Traffic (1993);
- Guidelines for Providing for Journeys on Foot (2000);
- Planning for Cycling (2014);
- Integrating Cycling into Development Proposals (2008);
- Buses in Urban Developments (2018); and
- Design Manual for Roads and Bridges.

- 5.14. The relevant sections of these policy and guidance documents will be summarised in the Transport Assessment.

Assessment Methodology

- 5.15. The assessment methodology will consist of the following key stages:

- Establishment of baseline conditions;
- Assessment of demolition and construction effects;
- Assessment of operational effects; and
- Assessment of residual and cumulative effects.

- 5.16. The extent of the study area will be defined using a combination of IEA Guidelines¹ and the extent of the network being considered as part of the TA. Locations on the highway network surrounding the Site will be identified and assessed in terms of the potential impact of the Proposed Development relative to baseline traffic flows, considering the potential for both arriving and departing vehicles at the Site.

- 5.17. The environmental impacts of traffic generated by the Proposed Development will be assessed in line with the criteria set out in the IEA Guidelines, which provide two broad rules to define the need for an environmental impact assessment:

¹ Institute of Environmental Management and Assessment, (1993). 'Guidelines for the Environmental Assessment of Road Traffic'.

- Highway links where traffic flows will increase by more than 30% (or the number of Heavy Goods Vehicles (HGVs) will increase by more than 30%); and
 - Any other specifically sensitive areas where traffic flows have increased by 10% or more.
- 5.18. 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. The Proposed Development is unlikely to generate hazardous loads, therefore the consideration of hazardous loads has been scoped out
- 5.19. In accordance with the IEA Guidelines, the impact of traffic is dependent upon a wide range of factors, including:
- Volume of traffic;
 - Traffic speeds and operational characteristics; and
 - Traffic composition (e.g. percentage of heavy goods vehicles).
- 5.20. Receptors will comprise pedestrians, cyclists, public transport users and drivers affected by the impacts of traffic generated by the Proposed Development.
- 5.21. The sensitivity of each receptor in the study area will be defined on the following scale, with reference to the IEA Guidelines and the local context of each receptor:
- Very high;
 - High;
 - Medium;
 - Low; and
 - Negligible.
- 5.22. The magnitude of change (impact) resulting from the Proposed Development, will be assessed using the following scale, based on the assessments contained within the TA and with consideration to relevant guidance:
- Major;
 - Moderate;
 - Minor;
 - Negligible; and
 - No change.
- 5.23. Determining the classification of effects will be undertaken using professional judgement that underpin the attribution of significance. Each effect will be assessed against the sensitivity of the receptor and the magnitude of change, as shown in Table 5.1 below. Where more than one effect classification exists for any given scenario (e.g. minor or moderate), professional judgement will be used to assign a single effect classification.

Table 5.1 – Matrix for Classifying Effects

Magnitude	Sensitivity		
	High	Medium	Low
Major	Major - significant	Major - significant	Moderate - significant
Moderate	Major - significant	Moderate - significant	Minor – not significant
Minor	Moderate - significant	Minor – not significant	Negligible – not significant
Negligible	Minor – not significant	Negligible – not significant	Negligible – not significant

5.24. In accordance with EIA Regulations, the likely environmental effects of the Proposed Development will be identified and their significance determined. Evaluation of their significance will be based upon specific criteria for each type of receptor and impact. This process will consider the following:

- Impact likelihood, extent and magnitude;
- Impact nature (whether beneficial or adverse, direct or indirect, primary or secondary, permanent or temporary);
- Importance and sensitivity of the environmental receptor;
- The number of receptors that are impacted;
- Impact duration (whether short, medium or long term); and
- Whether it is a stand-alone impact or cumulative.

Significance of Effect

5.25. The following scale of significance will be adopted for the effects, noting whether the effects will be permanent or temporary, direct or indirect, short, medium or long-term, and significant or not significant

- Major Beneficial;
- Moderate Beneficial;
- Minor Beneficial;
- Neutral;
- Minor Adverse;
- Moderate Adverse; and
- Major Adverse.

5.26. Effects that are classified as moderate or above are considered to be significant. Effects classified as below moderate are considered to be not significant.

Summary of Assessment Scope

- 5.27. Table 5.2 below summarises the traffic and transportation impacts and potential effects to be assessed in the ES:

Table 5.2 – Traffic and Transportation Scope

Receptor	Impact	Potential Effect
Pedestrians and Cyclists	Changes in traffic flows	Pedestrian delay
	Changes in traffic speeds	Pedestrian amenity
	Changes in traffic composition	Fear and intimidation
		Severance
		Collisions and road safety
Public Transport Users	Changes in traffic flows	Driver delay
	Changes in traffic speeds	Collisions and road safety
	Changes in traffic composition	
Drivers	Changes in traffic flows	Driver delay
	Changes in traffic speeds	Collisions and road safety
	Changes in traffic composition	

Cumulative Assessment

Intra-relationship of Effects

- 5.28. As outlined above, the study area, scenarios for assessment and traffic data sources for the 'Traffic and Transportation' chapter of the ES will be based on the TA. The traffic flow scenarios for assessment will include the committed developments set out within Section 3, as discussed with Manchester City Council and Transport for Greater Manchester prior to submission of the planning application.
- 5.29. The traffic flows that will be used for the TA and the ES will therefore account for traffic growth between the base and future years in the study area, as well as the Proposed Development. Hence, the traffic assessments therefore already represent a cumulative assessment.

Proposed Mitigation and Residual Effects

- 5.30. The ES will identify any mitigation measures necessary to address any significant effects during the construction and operational phases of the Proposed Development.
- 5.31. The ES will assess the potential environmental effects, taking account of any mitigation measures proposed, to assess the residual significance of the environmental effects.

6. Air Quality

Introduction

- 6.1. Air quality has been scoped into the ES and a chapter will be provided providing details of the air quality assessment undertaken to consider the effects arising from the proposed development during both construction and operation.
- 6.2. Consultation has been undertaken with the air quality officer at Manchester City Council (MCC) by e-mail and scope of the assessment has been agreed. A copy of the e-mail correspondence is provided in Appendix 4.

Baseline Conditions

- 6.3. Baseline air quality would be established from a review of local air quality monitoring data collected by Manchester City Council and reported within its Review and Assessment of Air Quality documents. In addition, baseline air quality would be modelled as part of the model verification process.

Legislative and Policy Context

- 6.4. A review of relevant legislation and policy will be undertaken to ensure that the proposed development complies with national and local legislation and policy.

Assessment Methodology

- 6.5. The assessment of construction phase dust impacts would follow the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction².
- 6.6. The need to assess construction phase traffic would be determined by screening the generated heavy duty vehicle (HDV) numbers against the criteria set out in the Environmental Protection UK (EPUK)/IAQM guidance on Land-Use Planning & Development Control³. Where the increase in HDV movements is greater than 25 vehicles per day, measured as annual average daily traffic movements, the likely impacts would be assessed using the methodology given below for operational traffic.
- 6.7. The assessment of operational phase impacts would follow the EPUK/IAQM guidance on Land-Use Planning and Development Control. Impacts would potentially arise from increased traffic accessing the site. These would be assessed using the ADMS Roads Air Dispersion Model to predict air quality concentrations at existing and future identified sensitive receptors both on and off site.
- 6.8. Three scenarios would be modelled:
- The existing situation to allow verification of the model using local monitoring data;
 - The future baseline in the year of opening, including anticipated cumulative development; and

² Holman et al (2014). IAQM Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, London. www.iaqm.co.uk/text/guidance/construction-dust-2014.pdf

³ Moorcroft and Barrowcliffe. et al. (2017) Land-use Planning & Development Control: Planning for Air Quality. v1.2. Institute of Air Quality Management, London.

- The future year of opening with anticipated cumulative development and the proposed development.
- 6.9. Three pollutants would be modelled nitrogen dioxide (NO₂), fine particulates with a diameter of less than 10 microns (PM₁₀) and fine particulates with a diameter of less than 2.5 microns (PM_{2.5}).
- 6.10. The development is to be net zero with regard to carbon and therefore the heating and hot water provision will not include large scale boilers or CHPs; the need to consider air quality impacts from energy plant has therefore been scoped out.

Significance of Effect

- 6.11. For the construction phase the significance of effect would be determined using the guidance presented in the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction.
- 6.12. For the operational phase the significance of effect would be determined using the methodology presented in the EPUK/IAQM guidance on Land-Use Planning and Development Control.

Summary of Assessment Scope

- 6.13. Table 6.1 summarises the assessment scope for the air quality chapter.

Table 6.1 – Air Quality Scope

Receptor	Impact	Potential Effect
Construction Phase		
Existing off-site commercial, school, residential and amenity uses	Dust emissions during the construction phase	Dust soiling and increased PM ₁₀ concentrations during construction
Existing off-site commercial, school, residential and amenity uses	Traffic emissions during the construction phase	Increased concentrations of NO ₂ , PM ₁₀ and PM _{2.5}
Operational Phase		
Existing off-site commercial, school, residential and amenity uses	Traffic emissions during the operational phase	Increased concentrations of NO ₂ , PM ₁₀ and PM _{2.5}
Future on-site commercial and amenity uses	Traffic emissions during the operational phase	Increased concentrations of NO ₂ , PM ₁₀ and PM _{2.5}

Cumulative Assessment

Intra-relationship of Effects

- 6.14. A qualitative assessment of intra relationship effects on specific receptor groups will be presented as part of the ES and summarised in a Type-1 Cumulative Effects Chapter.

Inter-relationship of Effects

- 6.15. Consideration will be given to the potential for cumulative effects to arise with other schemes in the vicinity, known as Type-2 Cumulative Effects.
- 6.16. For the construction phase the likelihood of the proposed development overlapping with other construction schemes within 500m will be determined.
- 6.17. For the operational phase, following the IAQM guidance, traffic generated by the consented cumulative schemes will have been included within the future baseline traffic and therefore no separate assessment of cumulative effects will be undertaken.

Proposed Mitigation and Residual Effects

- 6.18. The ES chapter would provide details of the proposed mitigation for air quality for both the construction and operational phase.
- 6.19. A summary of residual effects would be presented, assuming the proposed mitigation is in place.

7. Human Health

Introduction

- 7.1. This Chapter of the ES will be prepared by Enfusion and assesses the likely human health impacts of the proposals upon the site and surrounding area. The Environmental Impact Assessment Regulations (May 2017) amendments included making explicit the requirement to consider population – and human health. There is no prescribed EIA definition for human health but the identification, description, and assessment of effects on human health is well established in the UK for Strategic Environmental Assessment (SEA). Consideration of human health and well-being within EIA is separate from Health Impact Assessment (HIA), although each process can inform the other.
- 7.2. The complexities of development planning for human health have been reported (Barton et al updated 2021) - this is due to the multiple determinants of health and wellbeing, and the need for cross-sectoral understanding and collaboration. There are linkages between the global ecosystem, the natural and built environments, the local economy with communities, people, and their lifestyles, and the likely interactions between different sectors.
- 7.3. It is considered that most of the factors addressed in development proposals can have impacts on health and quality of life/wellbeing – both positive and negative, and both physical and mental - through townscape, air quality, climate change resilience, flood risk, noise, provision of/accessibility to good quality housing and employment, health and community services, transport, and green infrastructure.
- 7.4. The overall approach to human health will be to consider the summary findings of each relevant technical topic and align these with their interconnectedness into the four themes for healthy urban planning – Healthy Housing; Active Travel; Healthy Environment; and Vibrant Neighbourhoods, as identified by the Healthy Urban Development Unit HIA Tool (4th edition 2019).

Legislative and Policy Context

- 7.5. The legislative context for each technical topic and of relevance to human health is considered in the section for that topic. The context specific to human health is, as follows:

National Planning Policy

- 7.6. National Planning Policy Framework (NPPF, updated 2019 and revised 2021)
- 7.7. The revised NPPF acknowledges the importance of considering health impacts during the planning process and covers many issues that are directly related to the determinants of health. The NPPF identifies the three overarching objectives – economic, social and environmental – that are *interdependent and need to be pursued in mutually supportive ways* in order to achieve sustainable development (paragraph 8). The social objective should support “*strong, vibrant and healthy communities... by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.*”
- 7.8. Chapter 8 covers promoting healthy and safe communities, acknowledging that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

“a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

“c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.” (paragraph 92).

- 7.9. Social, recreational and cultural facilities and services should ‘support the delivery of local strategies to improve health, social and cultural wellbeing for all sections of the community (paragraph 93). It is important that sufficient choice of school places is available to meet the needs of existing and new communities (paragraph 95). Public safety should be promoted and “take into account wider security and defence requirements” (paragraph 97).

“Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities” (paragraph 98). Sustainable transport should be promoted and this “can help improve air quality and public health” (paragraph 105). “An effective use of land should be promoted in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions” (paragraph 119). “Developments should create places that are safe, inclusive and accessible and which promote health and wellbeing...” (paragraph 130). “New development must be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health...” (paragraph 185).

Public Health England (PHE) Strategy (2019)

- 7.10. Sets out how PHE intends to protect and improve the public’s health and reduce inequalities during 2020 to 2025. The Strategy recognises that the longer term, societal drivers of change represent the principal challenge facing the public’s health. However, there are opportunities now, including “place-based approaches. The 10 priorities include healthier diets, healthier weight; cleaner air; and better mental health” with the aim to incorporate the reduction of health inequalities into each of the 10 priorities. The purpose of PHE is to protect and improve the nation’s health and reduce health inequalities. This is guided by aims – “to keep people safe; to prevent poor health; to narrow the health gap; and the support a strong economy”.

Local Planning Policy

Manchester City Council (MCC) Core Strategy (adopted 2012)

- 7.11. MCC’s Core Strategy is the key document in Manchester’s Local Development Plan. It is founded on a Vision to 2027 that includes “an increased and sustainable healthy population...”. Policies relevant to health are as follows:
- Policy SP1 Spatial Principles includes requirement that development should make a positive contribution to neighbourhoods including “making a positive contribution to the health, safety and wellbeing of residents’
 - Policy EC1 Employment and Economic Growth in Manchester requires development proposals to make the best possible use of a site in terms of efficient use of space and including application of best practice in security design.
 - Policy EN4 seeks to reduce CO₂ emission and reduce fuel poverty by enabling low and zero carbon development.

- Policy EN8 Adaptation to Climate Change includes requirements to minimise flood risk and reduce urban overheating.
- Policy EN9 Green Infrastructure provides guidance on provision of new, and improvements to, the quality and accessibility of existing green infrastructure assets.
- Policies EN10 and 11 safeguard and create new open space, sport and recreation facilities.
- Health is further protected through Policies EN14 Flood Risk, EN16 Air Quality, EN17 Water Quality, and EN18 Contaminated Land and Ground Stability
- Policy T1 Sustainable Transport requires *“delivery of a sustainable, high quality, integrated transport system to encourage modal shift away from car travel... and to prepare for carbon free modes of transport”*.
- Policy T2 will actively manage the pattern of development to ensure that there are accessible areas of opportunity and need.
- Policy T3 supports proposals that contribute to an economically and environmentally sustainable transport network through strategic integration of strategic transport projects. Progression towards sustainable transport will promote healthier living and well-being.
- Policy DM1 Development Management requires that all development should have regard to specific issues including *“Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation”*; Accessibility: *buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes*; *“Community safety & crime prevention”*; and *“Design for Health”*.

Places for Everyone – Joint Development Plan (Greater Manchester Councils, submission draft 2021)

- 7.12. The Joint Development Plan (JDP) Vision includes Greater Manchester as “a place where people live healthy lives”; and “a place at the forefront of action on climate change with clean air and a flourishing natural environment.” Strategic Objectives include No 10 “to promote the health and wellbeing of communities”. The JDP recognises that addressing health inequalities will require a diverse range of coordinated measures. The JDP supports improvements in health and wellbeing including through promoting a successful economy, enabling people to adopt healthier lifestyles, and reducing the risks to human health.

Other Relevant Policy, Strategy & Guidance

Public Health England (PHE) Spatial Planning for Health (2017)

- 7.13. Provides evidence of links between spatial planning and health, focusing on five key built environment topics – neighbourhood design, housing, healthier food, natural and sustainable environment, and transport.

Public Health England (PHE) Health Impact Assessment in Spatial Planning (2020)

- 7.14. Provides a guide for local authority public health and planning teams setting out process and practice with regard to the wider determinants of health and wellbeing for plan-making and the planning application process. The guide is mostly associated with the plan-making and associated strategic environmental assessment processes. However, it does include an annex on integrating HIA in EIA and it does confirm the importance of a “proportionate and justified approach”.

Assessment Methodology

- 7.15. NEEDS INCLUDING

Baseline Conditions

7.16. Set out summary of the baseline conditions

Likely Potentially Significant Effects

7.17. Set out potential effect

Construction

7.18. Insert

Operation

7.19. Insert

Summary of Assessment Scope

7.20. Can be expressed in a table

Cumulative Assessment

7.21. Type 1 and Type 2 cumulative assessments.

Mitigation Measures

7.22. In built measures TBC

Residual Impacts

7.23. Set out residual effects in similar way to other chapters in this scoping report.

8. Climate Change

Introduction

- 8.1. This Chapter of the ES will be prepared by Ramboll and assesses the likely climate impacts of the proposals upon the site and surrounding area.
- 8.2. The Town and Country Planning (Environment Impact Assessment) Regulations 2017⁴ 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 of three separate assessments:
- Climate Change Resilience (CCR) Assessment – Determination of the resilience of the proposed development to climate and climate change, now and in the future;
 - In-combination Climate Change Impact (ICCI) Assessment – Determination of the additive effects that climate and climate change may have on effects identified by other environmental topics as a result of the proposed development, now and in future years; and
 - GHG Assessment – Determination of the contribution of the proposed development to GHG emissions, considering the construction and operational phases.
- 8.3. The IEMA guidance⁵ states that “good practice approach to EIA will see GHG emissions scoped into the assessment and thus estimated, reported and mitigated as part of the project’s undertakings”.
- 8.4. In addition, consideration of the resilience of the proposed development is important in order to ensure that the development is fit-for-purpose when the impacts of climate change are taken into account. For example, key climate issues that may be associated with developments in urban areas include uncomfortable working conditions from extreme high temperatures, increased risk of flooding due to extreme precipitation events, and increased dust pollution from drier conditions. Design standards often consider these climate parameters; however, some additional consideration may need to be made as not all design standards take account of future climate projections.

Legislative and Policy Context

- 8.5. A review of relevant legislation and policy will be undertaken to ensure that the proposed development complies with national and local legislation and policy.
- The Paris Agreement⁶ which builds upon the United National Framework Convention on Climate Change (UNFCCC).
 - Kyoto Protocol⁷ to the UNFCCC.
 - The UK’s Nationally Determined Contribution (NDC)^{8,9}, to the UNFCCC.

⁴ IEMA. Environmental Impact Assessment Guide to: Climate Change Resilience & Adaptation (2020).

⁵ IEMA. Environmental Impact Assessment Guide to: Assessing Greenhouse Gas Emissions and Evaluating their Significance. (2021).

⁶ UNFCCC, 2015. Paris Agreement. Available at: <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement> (accessed 11/05/2022).

⁷ UNFCCC, 1998. Kyoto Agreement. Available at: https://unfccc.int/kyoto_protocol (accessed 11/05/2022).

⁸ UNFCCC, 2016. NDC User Guide. Available at: [https://unfccc.int/files/focus/indc_portal/application/pdf/ndc_parties_userguide_version_1_may_2016_\(2\).pdf](https://unfccc.int/files/focus/indc_portal/application/pdf/ndc_parties_userguide_version_1_may_2016_(2).pdf) (accessed 22/09/2022).

⁹ Department for Business, Energy and Industrial Strategy, 2020. The UK’s Nationally Determined Contribution communication to the UNFCCC. Available at: <https://www.gov.uk/government/publications/the-uks-nationally-determined-contribution-communication-to-the-unfccc> (accessed 12/05/2022).

- Climate Change Act 2008 (2050 Target Amendment) Order (2019)¹⁰ which forms the basis for the UK's approach to tackling and responding to climate change. The Climate Change Act includes UK Carbon Budgets (2019)¹¹ which set out the five-yearly carbon budgets from 2008 to 2050 to achieve net zero greenhouse gas emissions by 2050.
- The Independent Assessment of Climate Change Risk (2021), upon which the UK government's third Climate Change Risk Assessment (CCRA), which is due to be issued in 2022, will be based. The UK government's second CCRA was published in 2017.
- Manchester City Council Core Strategy 2012 – 2027 (2012)¹².
- Manchester City Council Sustainability Appraisal Report (2011)¹³.
- Manchester City Council Unitary Development Policies Part 2, Area 15 Didsbury (2012)¹⁴.
- Manchester Climate Change Framework 2020 – 2025 (2020)¹⁵.

Baseline Conditions

- 8.6. To determine the likely future climate conditions there is a need to apply climate projections to understand what local conditions are likely to be during the lifetime of the proposed development. Climate projections are a prediction of the response of the climate system to a given concentration of GHG emissions or atmospheric GHG concentration scenarios. Good practice in the UK uses projections based on United Kingdom Climate Projections 2018 (UKCP18). Therefore, the climate change resilience and ICCI assessments will set out the local climate baseline using Met Office Historic Climate Data and the future baseline using UKCP18.

Existing Baseline

Climate Change Effects on the Proposed Development and In-combination Climate Change Effects

- 8.7. This section contains information about average and extreme climate variables. The assessment of the climate resilience includes risks associated with changes in seasonal or annual average temperature and rainfall as well as risks associated with extreme events (e.g., intense rainfall events or heatwaves). A more detailed baseline for the Site, using UKCP18 local projections would be included in the EIA.
- 8.8. Average monthly climate data for Ringway climate station (nearest possible representative weather station) for the period 1991-2004 is summarised in Table 9-1.

¹⁰ Secretary of State, 2019. Climate Change Act 2008 (2050 Target Amendment) Order 2019.

¹¹ UK Government, 2019. UK Carbon Budgets, House of Commons Library. Available at: www.parliament.uk/commons-library (accessed 12/05/2022).

¹² Manchester City Council, Core Strategy Development Plan Document 2012 – 2027, 2012, https://www.manchester.gov.uk/info/200074/planning/6573/core_strategy_2012-2027

¹³ Manchester City Council, Sustainability Appraisal Report, 2011, https://www.manchester.gov.uk/downloads/download/5949/documents_supporting_the_core_strategy

¹⁴ Manchester City Council, Unitary Development Policies Part 2, Area 15 Didsbury, 2012, https://www.manchester.gov.uk/downloads/download/4975/extant_unitary_development_policies_udp

¹⁵ The Manchester Climate Change Partnership, Manchester Climate Change Framework 2020 – 2025, 2020, <https://www.manchesterclimate.com/sites/default/files/Manchester%20Climate%20Change%20Framework%202020-25.pdf>

Table 9-1 - Average Monthly Climate Data for Ringway Climate Station

Month	Maximum temperature (°C)	Minimum temperature (°C)	Days of air frost (days)	Sunshine (hours)	Rainfall (mm) Month
January	6.57	1.19	10.39	45.78	68.39
February	7.06	1.20	9.84	66.05	53.44
March	9.42	2.69	5.71	102.76	57.72
April	12.08	4.40	2.07	140.25	54.01
May	15.74	7.37	0.16	186.81	60.26
June	18.48	10.14	0	181.09	65.25
July	19.97	12.08	0	170.25	63.38
August	19.86	11.96	0	162.65	76.85
September	17.30	10.02	0	125.42	73.28
October	13.72	7.22	1.02	96.88	82.62
November	9.44	3.77	4.62	55.68	80.07
December	7.25	1.89	8.56	42.03	79.99
Annual	13.09	6.17	3.52	114.82	67.89

- 8.9. Table 9-2 shows the average monthly temperature for the Ringway climate station, north-west England and north Wales regions, and for the UK between 1991-2020. It shows that north-west and Wales England regions are slightly colder as compared to UK average, and the area around the proposed development is warmer as compared to both the North West England and North Wales, and rest of the UK.

Table 9-2 - Maximum Average Temperatures

Season	Maximum Average Temperature (°C)		
	Ringway climate station	North-west England/north Wales region	UK
Summer	19.43	18.53	18.87
Winter	6.96	6.94	6.95
Annual	13.09	12.66	12.79

Greenhouse Gas Emissions from the Proposed Development

- 8.10. The current Site comprises primarily surface car parking and vehicle access routes. The operational emissions of this existing development will be referred as the “Do Minimum” scenario. The ES will present emissions associated to this scenario.

Future Baseline

- 8.11. Climate change is projected to lead to warmer and wetter winters and hotter and drier summers. However, natural variations, including extreme events such as storms and heat waves, will continue to punctuate these trends. The impacts of climate change across the UK based on the UKCP18 Factsheet projections have been summarised in Table 9-3.

Table 9-3 - UKCP18 Projections

Climate parameter	Description
Temperature	Median warming will be at least 1 to 2°C throughout the year across the whole of the UK. Winter cool days will warm by 1 to 1.5°C across the country, whilst temperatures on warmer winter days increase by less than 1°C. In summer both hot and cool days warm by 1.5 to 2°C across England.
Precipitation	Changes in precipitation are uncertain but suggest slightly wetter winters and drier summers.
Wind	Wind speed is not available for the UKCP18 probabilistic projections as it did not pass the UKCP credibility checks¹⁶. However global, regional, and derived projections are available. UKCP18 show a wide spread of future changes in mean surface wind speed. However, there is large uncertainty in projected changes in circulation over the UK and natural climate variability contributes much of this uncertainty. It is therefore difficult to represent regional wind extreme winds and gusts within regional climate models.
Humidity	Climate change will lead to an increase in humidity.

Greenhouse Gas Emissions from the Proposed Development

- 8.12. Vehicle emissions are predicted to decrease in future years due to the gradual improvement in vehicle combustion technologies and enforcement of national policies such as the DfT Decarbonising Transport Plan. This policy proposes the network to be net zero by 2050. To account for uncertainties in future vehicle emissions, CO₂ emissions for the 60-year appraisal period have been based in the Emissions Factors Toolkit (EFT) emission factors and vehicle fleet up to 2030. Between 2030 to 2050 the carbon emissions would be assumed to reduce gradually until reaching zero emissions by 2050 in line with the DfT and National Highways plans.
- 8.13. Regarding operational emissions for embodied carbon and building emissions, the amount of coal in the UK electricity mix has substantially decreased in recent years and low and zero carbon technologies (including photovoltaic, wind and nuclear energy) have been increasingly used to generate a larger portion of the UK's electricity. This has resulted in a reduction of carbon emissions generated from grid supplied electricity. As the grid decarbonises, the lower amounts of emissions created through using on-site electricity will result in a lower carbon impact.

¹⁶ Met Office, 2018. UK Climate Projections 2018 (UKCP18). Factsheet: Wind. Available at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-fact-sheet-wind_march21.pdf (accessed 11/05/2022).

- 8.14. Also, as the UK has committed to becoming net-zero carbon by 2050, that means GHG emissions would be dramatically reduced and any remaining emissions offset, neutralising environmental impact from GHG emissions and slowing climate change.

Potentially Significant Effects

Climate Change Effects on the Proposed Development

- 8.15. The potential for climate change to affect the proposed development would include effects related to more extreme weather events, such as hotter summers, more intense storms, fluvial and surface water flooding, increased energy demand and damage to infrastructure.

In-combination Climate Change Effects

- 8.16. Climate change can also result in additive effects for the other topics assessed in the EIA. For example, drought conditions could increase the production of dust during construction, worsening local air quality. Similarly, higher temperatures could lead to failure of mitigation planting and re-instatement of soft landscaping features.

Greenhouse Gas Emissions from the Proposed Development

- 8.17. The potential for the proposed development to contribute to GHG emissions levels will be determined by the construction works of the proposed development, and the way the office space is used during operation.
- 8.18. For the construction phase, the GHG emissions will include embedded carbon in the materials used, as well as vehicle and plant emissions.
- 8.19. For the operational phase, GHG emissions will result from the annual operation, activities and services of the proposed development, upon completion. This will include the operational energy usage, such as heating and lighting.

Assessment Methodology

Technical Scope

- 8.20. Due to the nature of a climate assessment, it is necessary to define a separate study area, baseline and methodology for each assessment to ensure proportionate identification of effects and the potential significance of these.

Study Area

- 8.21. The study area for the CCR assessment will not go beyond the boundary of the site. This is to capture the risks to the proposed development itself from climate change.
- 8.22. The study area for the ICCL assessment will match that of the relevant environmental discipline. This is to take account of the additive effect of climate change of each discipline cumulatively.
- 8.23. The study area for the GHG emissions assessment includes emissions arising from construction and operational activities within the boundary of the site, emissions arising from the transport network utilised for transport and disposal of materials, and embodied carbon associated with the relevant construction materials.

Construction Assessment

Construction and End of Life Effects

- 8.24. The approach for the demolition, construction and end of life phases assessment is the same as that for the operational phase and therefore covered below under the Operational Assessment sub-heading to avoid repetition.

Operational Assessment

Climate Change Resilience

- 8.25. The CCR assessment will consider how current and future climate trends in the study area could affect the proposed development. The CCR assessment will comprise:
- Identification of sensitive receptors.
 - A review of current climate in the study area and future trends using data from the Met Office and UKCP18¹⁷ and assessment of projected changes on climate variables.
 - A qualitative assessment, based on professional judgement and IEMA guidance, of extreme weather and climate change impacts that could affect the proposed development during the construction and operational phases.
 - A summary of design and mitigation measures to improve resilience to extreme weather and future climate trends.
 - Identification of any residual effects.
- 8.26. The CCR assessment will provide a judgement on whether any projected climate change impacts and associated effects are likely to be significant.

In-Combination Climate Impact Assessment

- 8.27. Climate change may have an additive effect in respect of the individual environmental effects reported for other technical assessments undertaken as part of the EIA. These effects may individually be insignificant, but when combined or added, could result in significant effects requiring additional design and/or mitigation measures.
- 8.28. The approach to the ICCI assessment will comprise the following steps:
- A review of current climate in the study area and future trends using data from the Met Office and UKCP117⁸ and assessment of projected changes on climate variables.
 - Review of potential effects associated with the proposed development which could be exacerbated by the impacts of climate change.
 - Review of design and mitigation measures that have been identified.
 - Qualitative assessment, based on professional judgement, of the implications of extreme weather and potential future climate change on effects identified by the other technical assessments during the demolition, construction and operational phases.
 - Additional mitigation that may be required to address the effects of climate change.
 - Identification of any residual effects taking account of climate change.
- 8.29. The ICCI assessment will provide a qualitative judgement on whether climate change is likely to alter the significance of any of the effects identified in the impact assessment. To ensure the assessment is proportionate, individual negligible effects will not be considered in this assessment.

¹⁷ Met Office, 2018. UK Climate Projections 2018 (UKCP18).

Greenhouse Gas Emissions from the Proposed Development

- 8.30. The quantitative GHG emissions assessment will consider how the demolition and construction phase, the operational phase and the end-of-life phase of the proposed development will impact on climate change as a result of its global warming potential. The GHG assessment will comprise:
- A review of current and future GHG trends.
 - A proportionate calculation of GHG emissions from the construction processes, utilising the guidance documentation BS EN 15978:2011 Sustainability of construction works – Assessment of environmental performance of buildings-Calculation¹⁸, as well as Calculation methods PAS 2080:2016¹⁹. BS EN 15978:2011 was developed to be used for delivering building assets and PAS 2080 was developed to be used for delivering infrastructure assets and programmes of work, but it also provides a framework on how to manage whole life carbon when delivering any construction project and considers emissions associated with: extraction, processing and manufacturing of building materials used in construction (embodied carbon); transport of materials to and from site; construction activities from plant types and disposal of waste from excavation works and construction.
 - Defra Emissions factor Toolkit will be used to estimate the operational transport emissions.
 - A proportionate calculation of GHG emissions from the operation of the proposed development utilising PAS2080:2016 which considers operational emissions, for example vehicle emissions, and regulated and unregulated energy demand.
 - A summary of design and mitigation measures for the proposed development.
- 8.31. The GHG assessment will provide a professional judgement on whether GHG emissions associated with the proposed development are likely to be significant in the context of local (if available) and national carbon budgets.

Cumulative Assessment

Climate Change Resilience

- 8.32. The climate resilience effects identified as a result of the demolition and construction and operational phases are limited in their spatial extent to the site boundary and the proposed development in isolation. Therefore, cumulative climate change resilience effects with other schemes will be considered.

In-combination Climate Change Effects

- 8.33. The climate change chapter will consider potential in-combination cumulative climate impacts affecting environmental receptors identified by other topic chapters. It includes consideration of existing potential impacts on environmental receptors that could be intensified by climate change as well as environmental impacts that could potentially emerge in the future.

Greenhouse Gas Emissions from the Proposed Development

- 8.34. Climate change is itself a cumulative effect in that it is the effect of GHG emissions worldwide, over time, on a single receptor. The GHG emissions assessment puts the proposed development in a wider context by comparing against the UK, Manchester City Council and relevant sector-based carbon budgets.
- 8.35. Furthermore, this chapter considers potential in-combination cumulative climate impacts affecting environmental receptors identified by other topic chapters. It includes consideration of existing

¹⁸ BSI (2011) BS EN 15978:2011 Sustainability of construction works - assessment of environmental performance of buildings - calculation method.

¹⁹ BSI (2016) PAS2080 Carbon management in infrastructure.

potential impacts on environmental receptors that could be intensified by climate change as well as environmental impacts that could potentially emerge in the future.

Proposed Mitigation and Residual Effects

- 8.36. The ES chapter would provide details of the proposed mitigation as detailed in other ES chapters for both the construction and operational phases as well as any additional mitigation that may be required as a result of the CCR, ICCI and GHG assessments.

Climate Resilience Assessment

- 8.37. Good practice and potentially embedded measures that would be considered during the construction phase include the following:
- The contractor/s would conduct a high-level risk assessment of severe weather impacts, considering the UKCP18, on the construction process to inform any required mitigation. Any receptors and/or construction related operations and activities potentially sensitive to severe weather events would be considered in the assessment.
 - The contractors would use a short to medium range weather forecasting service from the Met Office (or other approved meteorological data and weather forecast provider), to inform short to medium term programme management, environmental control and impact mitigation measures.
 - The main contractors' Environmental Management System (EMS) would consider all measures deemed necessary and appropriate to manage severe weather events and would, as a minimum, cover training of personnel and prevention and monitoring arrangements. As appropriate, construction method statements would also consider severe weather events where risks have been identified.
 - The contractors would, as far as is reasonably practicable, use construction materials with superior properties that offer increased tolerance to fluctuating temperatures, heavy precipitation and other extreme weather events such as storms.
- 8.38. Good practice and potentially embedded measures that would be considered during the operational phase include the following:
- The drainage strategy of the proposed development would accommodate for surface water flows, accounting for an increase in precipitation due to climate change.
 - Water efficiencies could be built into the proposed development through the Drainage Strategy.
 - Assets would be maintained regularly to detect deterioration and damage caused by extreme weather events such as storms through maintenance and monitoring in contracts.
- 8.39. Additional standards and measures would continue to be explored as the design develops between the Scoping Report submission and planning submission. A summary of residual effects would be presented, assuming the proposed mitigation is in place.

In-combination Climate Change Effects

- 8.40. Good practice and potentially embedded measures that would be considered include minimising dust pollution and airborne contaminants as far as reasonably practicable such as through effective transportation and storage of materials, for example dampening down of dusts particularly where material is stockpiled and adopting a monitoring regime.

Greenhouse Gas Emissions from the Proposed Development

- 8.41. Potential mitigation measures for GHG emissions during the construction phase could include:

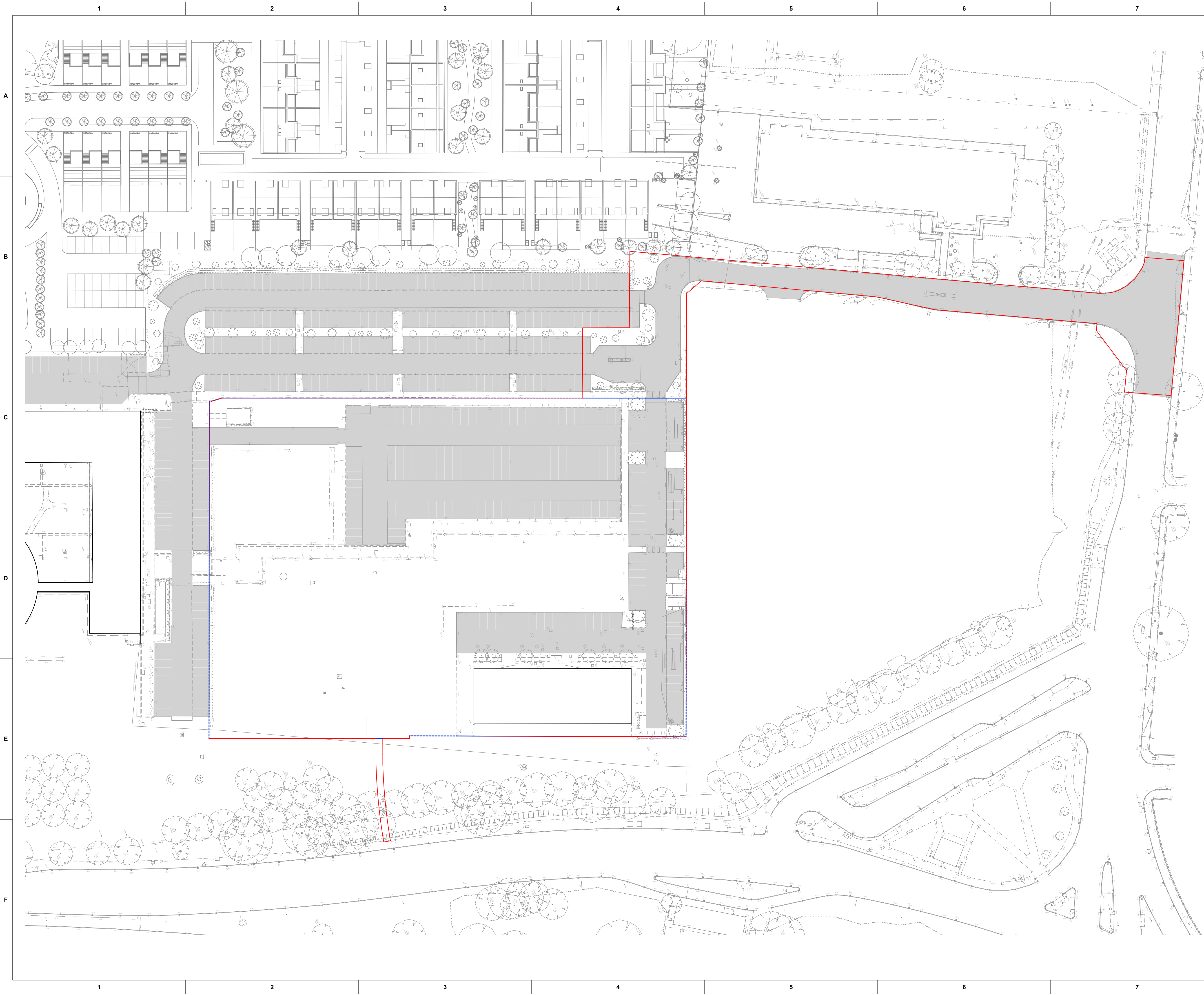
- A requirement for energy efficient, low carbon design in buildings/new assets using low carbon materials to reduce GHG emissions from embodied carbon in materials.
- Follow Publicly Available Specification (PAS) 2080 structure (do not build, build less, design clever, construct efficiently and offset and sequester) for working through and identifying potential opportunities and interventions from early stage.
- Measures to reduce construction waste arisings through sustainable procurement, designing out waste, recycling onsite, reusing landfill materials, balancing the cut and fill and setting waste targets in order to minimise GHG emission from the transportation of waste.
- Minimising water use during construction.

8.42. Potential mitigation measures for GHG emissions during the operational phase could include:

- Applying measures to reduce operational waste, such as providing adequate provision for internal and external waste storage and setting waste recycling targets to reduce GHG emissions from the transportation of waste.
- Reducing GHG emissions from surface access journeys by encouraging and facilitating public transport use and increasing the awareness of cycling options.
- Providing electric vehicle charging (EVC) points.
- Identifying the use of renewable energy resources and incorporating efficient energy supply and low carbon technologies.

8.43. Additional standards and measures would continue to be explored as the design develops between the Scoping Report submission and planning submission and presented within the ES. A summary of residual effects would also be presented within the ES, assuming the proposed mitigation is in place.

Appendix 1: Draft Site Location Plan



NOTES:
1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

THIS DRAWING WAS PLOTTED ON:
21/04/2022

REVISION HISTORY				
DATE	REV	ZONE	DESCRIPTION	CHK
15/03/2022	5		Draft application boundary	CL
22/03/2022	6		Planning and ownership boundaries updated	CL
08/04/2022	7		Work stage 3 tender	CL

KEY

GENERAL INFORMATION

PLANNING APPLICATION BOUNDARY

OWNERSHIP BOUNDARY

LOCATION PLAN

ORIGINATOR

W layer.studio
T 01625 523 157
E manchester or newcastle@layer.studio

MANCHESTER
The Barn
One Hollin Lane
Styal
Cheshire
SK9 4JH

NEWCASTLE
The Studio
Low Shilford House
Stocksfield
Northumberland
NE43 7HW

CLIENT

BRUNTWOOD

PROJECT

DIDSBURY TECHNOLOGY PARK
MANCHESTER

DRAWING TITLE

PLANNING APPLICATION BOUNDARY (ON EXISTING)

DRAWING NUMBER	REV	STATUS
159-LYR-XX-XX-DWG-L-1007	7	WS3 TENDER

SCALE	CREATED BY	CHECKED BY
1:500 @ A1	C LESTER	M WARNER

Appendix 2: GMAAS Corrospodence

Chris Mayo
Project Manager
Pre-Construct Archaeology Ltd
Unit 54, Brockley Cross Business Centre
96 Endwell Road
London
SE4 2PDr

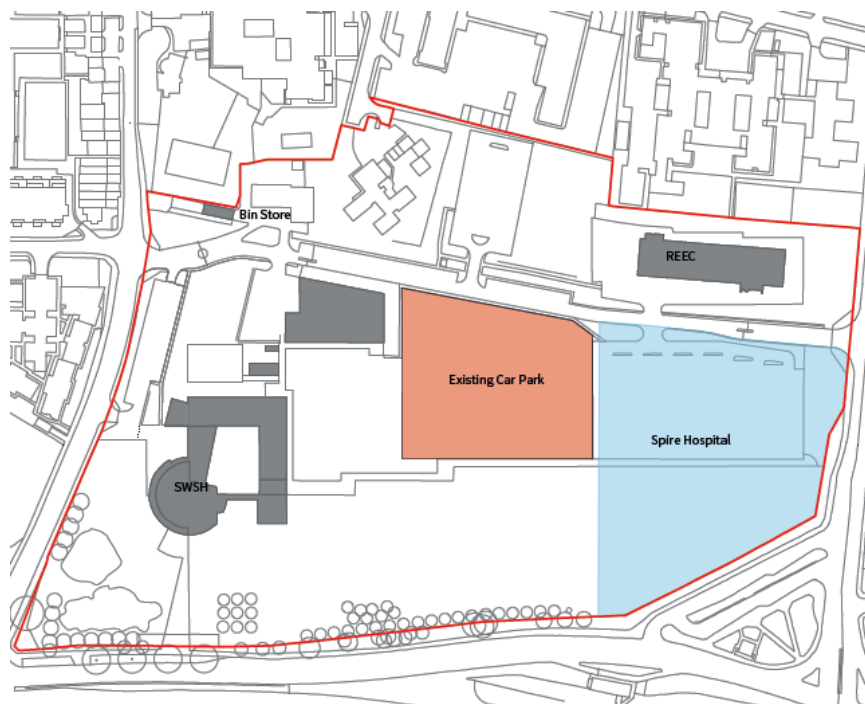
Date: 18th April 2016

Dear Chris

Historic Environment Record consultation and enquiry for the need for an archaeological desk based assessment for the proposed redevelopment at Siemens, Princess Parkway, Manchester

Thank you for consulting GMAAS on the need for an archaeological input to this proposed scheme, which falls within the red line boundary you supplied and which is shown below. GMAAS act as archaeological advisers to Manchester City planning authority and maintain the Historic Environment Record (HER) on behalf of the Greater Manchester Authorities.

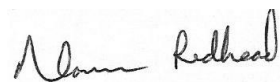
A detailed archaeological desk based assessment was prepared by White Young Green in November 2014 to inform the Spire Hospital application. This covered a similar area, although the main focus was in the area marked blue on the map below. The archaeological study examined the historic uses of the land and identified any potential for below-ground archaeological remains. These mainly related to former agricultural field boundaries.



GMAAS take the view that any archaeology, such as the field boundaries and evidence for buildings forming part of the later expansion of the hospital complex, is likely to be very fragmentary due to later landscaping and re-development and that there would be little value in undertaking archaeological investigations at this site.

GMAAS are happy to recommend that no further archaeological mitigation is needed for this development site.

Yours sincerely



Norman Redhead
Heritage Management Director (Archaeology)

Tel: 0161 295 5522

Appendix 3: Phase 2 Ground Conditions Report



Nunn Close
The County Estate
Huthwaite
Sutton-in-Ashfield
Nottinghamshire
NG17 2HW

Tel: 01623 515008
Web: www.northmid.co.uk

Didsbury Technology Park,
Plot D3,
168, Barlow Moor Road,
Didsbury,
Manchester,
M20 2AF

15/11/2018

RE: Statement of non-contaminated land

To whom it may concern,

Please accept this letter as confirmation that no contaminated land was found at the D3 site at any point during construction.

If you wish to discuss the above statement in any additional detail, please don't hesitate to contact me.

Best Regards

Rob Bratherton
North Midland Construction PLC
Project Manager
BSc (hons)

North Midland Construction PLC Group
Nunn Close, The County Estate
Huthwaite, Sutton-in-Ashfield
Nottinghamshire

North Midland Construction PLC
Registration No 425188 England
Nomenca Limited
Registration No 3575174 England



PEOPLE

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ENVIRONMENTAL SUSTAINABLE SOLUTIONS LTD
INSPECTION AND VALIDATION REPORT

BEMUS CONSTRUCTION SERVICES LTD
D3 SIEMENS DIDSBURY

Prepared by: Karen Day

Environmental Sustainable Solutions Ltd

Environmental Sustainable Solutions Ltd

Inspection and Validation Report

Project: D3 Siemens, Didsbury

Main Contractor: North Midland Construction Ltd

Consultants: Booth King Partnership

Alderburgh Ltd

Installer: Bemus Construction Services Ltd

Project Requirements:

A continuous gas barrier was required across the building footprint, ensuring that all penetrations were fully sealed to prevent gas ingress. The Gas Characteristic Situation was identified as CS2 (Ciria 665), with gas protection measures to be in accordance with BS8485:2015.

Assessment of the scheme is outside the scope of this report.

North Midland Construction Ltd engaged Bemus Construction Services Ltd to install the gas protection measures.

The scheme involved:

Alderprufe GRA gas barrier over the building footprint

Alderprufe MR50 & Backerboard HD protection to the lift pit walls

Preformed column cloaks

Preformed pipe collars and / or sealing to pipes

Two inspection visits were made to site (10.5.18 & 21.5.18); copies of the report sheets completed at the time are included with this final report.

In addition to the comments in the site visit reports, photographs were taken. A selection is reproduced here to demonstrate best practice undertaken.

Preformed Collars and Cloaks should be used where ever possible to seal around penetrations, example of best practice below; a column cloaks has been heat-bonded to the steel to ensure a good seal.



Many of the drainage pop ups came off a shallow rest bend, which made it very difficult to use preformed pipe collars. Bemus formed their own pipe seals on site – we watched this one being formed to ensure all parts were fully sealed.



Base preparation was very good, there were no sharp stones in the blinding which could damage the membrane



100mm tape was used (as required), which easily maintains the 100mm overlap specified.



The installed gas protection measures inspected were in accordance with manufacturer's requirements, with the design, and with the requirements of a CS2 classification.

Signed:

Karen Day

Environmental Sustainable Solutions Ltd

Appendix 4: Air Quality Corrospondence

Hopkins, Rachel

From: Lesley Vining <LVining@ramboll.com>
Sent: 05 January 2021 17:57
To: Ellie Hathaway
Subject: FW: Didsbury Technology Park - Scope of Air Quality Assessment

Agreement of scope from LA

Kind regards
Lesley Vining
Director

D +44 (1392) 440605
M +44 (7739) 819695
lvining@ramboll.com

Ramboll UK Limited Registered in England & Wales Company No: 03659970
Registered office: 240 Blackfriars Road, London SE1 8NW

From: Lesley Vining
Sent: 09 December 2020 16:42
To: Brabrook, Jemma <jbrabrook@deloitte.co.uk>
Cc: Simona Peet <Simona.Peet@ramboll.co.uk>
Subject: FW: Didsbury Technology Park - Scope of Air Quality Assessment

Jemma

I have just found this response in my junk mail from the EHO agreeing to our scope.

Kind regards
Lesley Vining
Director

D +44 (1392) 440605
M +44 (7739) 819695
lvining@ramboll.com

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Registered office: 240 Blackfriars Road, London SE1 8NW

From: Sharon McAndrew <sharon.mcandrew@manchester.gov.uk>
Sent: 19 November 2020 10:48
To: Lesley Vining <LVining@ramboll.com>
Subject: RE: Didsbury Technology Park - Scope of Air Quality Assessment

Hi Lesley

I have looked through the below proposals for the Air Quality Assessment, and the scope of the assessment is acceptable.

Kind regards

Sharon McAndrew
Neighbourhood Officer
Environmental Protection Section
Neighbourhoods Directorate
Community Safety, Compliance and Enforcement
Manchester City Council

1 Hammerstone Road
Gorton
Manchester
M18 8EQ

External Tel: (Contact Centre) 0161 234 5004
Internal Tel: (801) 31374
Email: sharon.mcandrew@manchester.gov.uk
Web: www.manchester.gov.uk

We are now on Twitter, for latest news and updates follow us @EnvHealthMcr
For the latest support and information about the coronavirus visit www.manchester.gov.uk/coronavirus

I work Thursdays, Fridays and alternate Wednesdays.

[cid:image002.png@01D2FFE4.0FCB8C30](#)

I ❤️ MCR

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From: Lesley Vining <LVining@ramboll.com>
Sent: 12 November 2020 17:50
To: Graeme Souter <graeme.souter@manchester.gov.uk>
Cc: Sharon McAndrew <sharon.mcandrew@manchester.gov.uk>
Subject: RE: Didsbury Technology Park - Scope of Air Quality Assessment

Many thanks Graeme

Kind regards
Lesley Vining
Director

D +44 (1392) 440605
M +44 (7739) 819695
lvining@ramboll.com

Ramboll UK Limited Registered in England & Wales Company No: 03659970
Registered office: 240 Blackfriars Road, London SE1 8NW

From: Graeme Souter <graeme.souter@manchester.gov.uk>
Sent: 05 November 2020 15:37
To: Lesley Vining <LVining@ramboll.com>
Cc: Sharon McAndrew <sharon.mcandrew@manchester.gov.uk>
Subject: Re: Didsbury Technology Park - Scope of Air Quality Assessment

Hi Lesley

I have arranged for your enquiry to be logged on our system and the District Officer will get back to you once they have reviewed the proposals

Kind regards

Graeme

Graeme Souter

Environmental Protection
Environmental Health
The Neighbourhoods Service
Neighbourhoods Directorate
Manchester City Council
1 Hammerstone Road
Gorton
Manchester
M18 8EQ

External: 0161 234 5004

Internal: 31387

email: g.souter@manchester.gov.uk

website: www.manchester.gov.uk

We are now on Twitter, for latest news and updates follow us @EnvHealthMcr

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From: Lesley Vining <LVining@ramboll.com>

Sent: 05 November 2020 13:06

To: Graeme Souter <graeme.souter@manchester.gov.uk>

Subject: Didsbury Technology Park - Scope of Air Quality Assessment

Dear Graeme

Ramboll has been commissioned to undertake an air quality assessment as part of the planning submission for a new building to be built as part of the Didsbury Technology Park (DTP) see attached boundary plan.

The wider DTP was granted planning permission and the application accompanied by a full ES including an air quality assessment.

This new application is now coming forward as the proposed development does not fit with the agreed parameter plans. It is anticipated that the planning application will be submitted with a scoped down ES, which will include both Transport and Air Quality. The planning team are currently in discussion with Manchester City Council to agree this scope.

The proposed development parameters are:

- Site Area: 1.64 ha
- Building D1
- Office Use Class E
- Height 6 storeys (G+5) (27.5m AOD)
- Floorspace 83,000 sq.ft
- Parking – net additional c.200 spaces (although total spaces will be 300, due to re-provision of Siemens)

The development is to be net zero with regards to carbon and therefore the heating and hot water provision will not include large scale boilers or CHPs; the need to consider impacts from energy plant has been scoped out.

For the air quality assessment we therefore propose to undertake the following:

- Baseline assessment drawing on available monitoring data and information presented in the Council's Air Quality Review and Assessment reports;
- Consultation with the Air Quality Officer regarding the scope of the assessment;
- Qualitative assessment of construction dust impacts, based on Institute of Air Quality Management (IAQM) guidance, identifying appropriate construction mitigation measures based on the identified level of risk;
- Quantitatively assessing the potential traffic impacts at receptors using the ADMS Roads detailed dispersion model. The model will be verified against local monitoring data and predict NO₂, PM₁₀ and PM_{2.5} concentrations for a baseline year and a future development year with and without the development in place;
- Consideration will be given to the cumulative impacts of other developments in the area;
- Recommendation for outline mitigation, if required; and
- Preparing a report, in the required format, setting out the results of the air quality assessment.

I would be grateful if you could confirm that the above scope is acceptable.

Many thanks

Lesley

Kind regards
Lesley Vining

Director
1702713 - Exeter

D +44 (1392) 440605
M +44 (7739) 819695
lvining@ramboll.com

Connect with us



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Aston Court
Pynes Hill
Exeter
Devon
EX2 5AZ
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Appendix 5 – Wind Letter



David Taylor
Bruntwood Limited
Union
Albert Square
Manchester
M2 6LW

Dear David

1372 - Didsbury Technology Park, Manchester - Wind

Introduction

GIA have been appointed to undertake a review of whether a wind assessment is required for the EIA assessment of Didsbury Technology Park (DTP). DTP consists of building D1, a 6 storey tall building, within a site area of 1.64 ha.

Background

A desktop wind assessment was performed by WinTech as part of an EIA assessment completed for the masterplan known as Land bounded by Nell Lane, Barlow Moor Road, Prince Road and Elizabeth Slinger Road. The Didsbury Technology Park development was included as part of this assessment. At this time the wind assessment included: a 3 storey building (D3), a 2-3 storey and a 4-6 storey building (Residential blocks apartments), a 5 storey building (Multi Storey Carpark), a 5 storey building (D1 (DTP)) and a 4 storey building (D2).

The desktop assessment concluded that conditions around building D1 are expected to be safe and suitable for their intended pedestrian activities through the year.

Review of the wind environment of the Didsbury Technology Park (DTP), Building D1.

Building D1 is now a 6 storey building within the site know as Didsbury Technology Park. The increase in building D1's height of one storey will make conditions slightly windier, but it would not reasonably be expected to change the comfort categories from acceptable to unacceptable.

DATE / REF

•

06/05/2022

JW/1372

ADDRESS

•

**2 COMMERCIAL STREET
MANCHESTER, M15 4RQ**

•

CONTACT

•

**TEL 0161 672 5100
MANCHESTER@GIA.UK.COM**

•

WWW.GIA.UK.COM

In addition to the buildings described in the background section above, there is also now a proposed 3 storey car park building in the centre of the site. Given that this is both low-rise and will be protected from onset winds by the taller buildings around the site perimeter, the addition of this building will not materially alter the conclusions of the original wind assessment.

Given the buildings height it is likely that the ground conditions will be dominated by onset wind conditions, rather than downwash caused by building height, hence consideration of the onsite vegetation and surrounding area follows.

The prevailing winds are from two key directions, Southerly, and West North Westerly. Peak southerly winds occur in winter, while peak West North Westerly winds occur in summer.

South of the site there is a 3 storey building (Building D3), a significant foot plan 4 storey building (Spire Healthcare hospital building), along with sub-urban residential properties and substantial vegetation. These are all likely to provide significant shelter from the prevailing Southerly wind directions such that the wind conditions would be suitable for use.

West North West of the development, on-site, there is substantial vegetation in the form of trees. Further off-site in this direction there is a large cemetery and more tree lines. The vegetation, both on and off-site are likely to provide shelter from this wind direction, such that the conditions would be suitable for use.

Given the key points raised above, it is deemed that a wind assessment is not required for the EIA of Didsbury Technology Park.

I trust that the above is clear, and look forward to discussing with you further.

Yours sincerely

For and on behalf of GIA



Jon Winchester

Wind Technical Director

jon.winchester@gia.uk.com

Deloitte.

Real Estate

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