Former Buzz Bingo, Hyde Road, Manchester

EIA Screening Report

May 2026

Neo
9 Charlotte Street
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M1 4ET

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1. Introduction

1.1 This Environmental Impact Assessment ("EIA") Screening Report has been prepared by Euan Kellie Property Solutions ("EKPS") on behalf of our client, Kellen Homes and Jigsaw Homes Group ("the Applicant"). It is submitted to Manchester City Council ("MCC") to support a formal request for an EIA Screening Opinion to determine whether an EIA is required in respect of proposals to develop land at the former Buzz Bingo, Hyde Road, Gorton, Manchester ("the Site"). A Location Plan is included at **Appendix 1**.

1.2 The forthcoming planning application to which the Screening Report relates will seek full planning permission for a residential development of 152 new homes, including both houses and apartments (herein referred to as "the Proposed Development"). Further details in respect of the Site are set out within **Chapter 2** with details of the Proposed Development set out within **Chapter 3**.

1.3 This request is submitted under Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (referred to hereafter as "the EIA Regulations"). Guidance on EIA as set out within the National Planning Practice Guidance resource ("PPG"), has also been consulted.

1.4 The structure of this Report is as follows:

- **Chapter 2** provides details of the Site and its context;
- **Chapter 3** comprises a summary of the Proposed Development;
- **Chapter 4** summarises the requirement for an EIA of the Proposed Development having regard to the EIA Regulations and other relevant guidance;
- **Chapter 5** provides an assessment of the potential significant environmental effects which may result from the Proposed Development;
- **Chapter 6** provides a summary of this EIA Screening Report.

Contact Details

1.5 For further information in respect of this Screening Report please contact:

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2. Site Description and Context

2.1 The Site is 1.37 hectares (3.39 acres) in size and is located within the administrative boundary of MCC. It is bounded by Hyde Road and Kirkmanshulme Lane. The Coop Academy Belle Vue forms the western boundary of the site.

2.2 The Site is located within the Gorton area of East Manchester. **Figure 2.1** shows the Site context whilst **Figure 2.2** shows the indicative site boundary.



^ Figure 2.1



^ Figure 2.2

2.3 The Site is currently occupied by the former Buzz Bingo building, which is now vacant, along with associated parking and smaller structures e.g. smoking shelter. It is understood that Buzz Bingo closed in March 2023.

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2.4 The area surrounding the Site is characterised by a mix of residential and commercial development, alongside the adjacent academy school.

2.5 The site is not within a conversation area and there are no listed buildings located on or in close proximity to the site.

Planning Policy Designations

2.6 The purpose of this section is to introduce the key planning policy designations.

Adopted Planning Policy

2.7 The Site is located within the jurisdiction of MCC and is within East Manchester. The Planning Policy documents relevant to the development of the Site are listed below.

2.8 A summary of the relevant policies within these documents is within **Appendix 2**.

The Development Plan

- The Manchester Core Strategy (Adopted 2012)
- Saved Policies of the Manchester Unitary Development Plan (UDP Adopted 1995, relevant Policies 'Saved in 2012)
- Places for Everyone (Adopted 2024)

Supplementary Planning Documents and Planning Guidance

- Guide to Development in Manchester SPD (Adopted 2007)
- Design for Access 2 (Adopted 2003)
- Manchester Residential Design Guidance (Published in 2016 and a 'Material Consideration' in planning decisions)

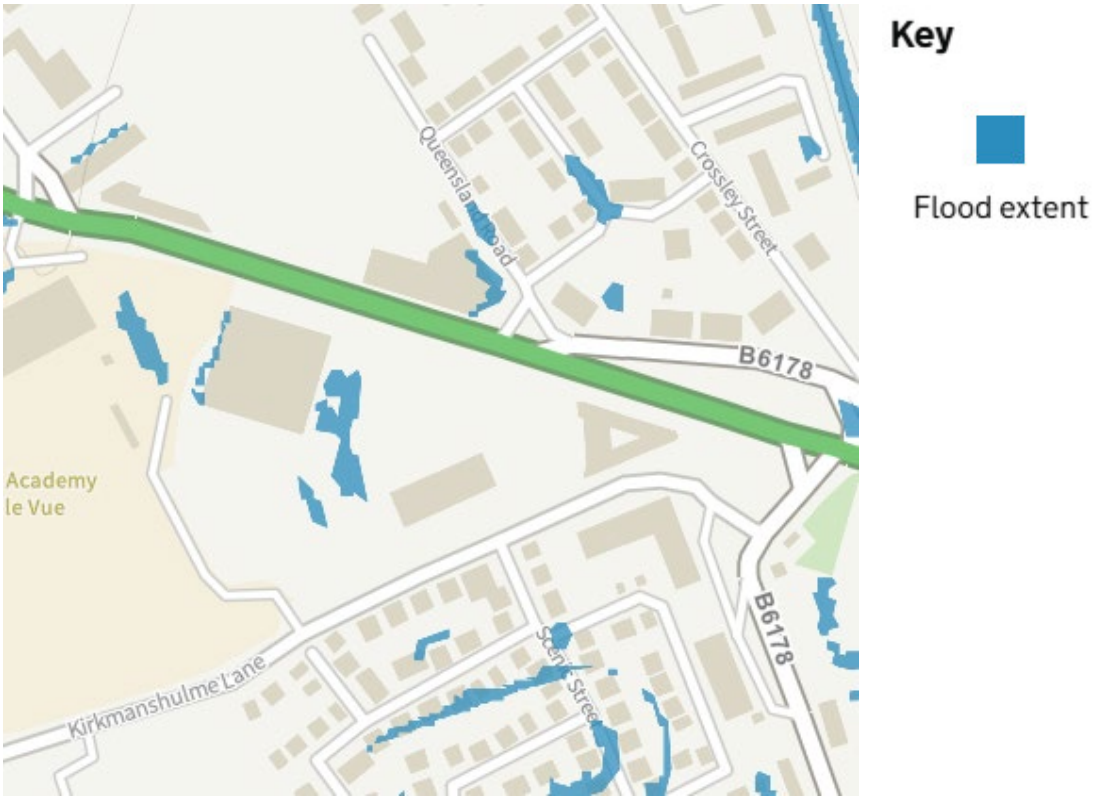
Heritage

2.9 As set out above, the site is not within a conversation area and there are no listed buildings located on or in close proximity to the site.

Flood Risk

2.10 Having consulted the "GOV.UK" website the Site is within Flood Zone 1 but parts of the site are subject to surface water flooding (see **Figure 2.3** overleaf).

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^ Figure 2.3: Flood Map (Surface Water Flooding 1 in 30 years)

Planning history

2.11 An application seeking Prior Approval for the demolition for the existing buildings on the Site has been submitted to MCC (ref. 145556/DEM/2026) was approved on 1 May 2026.

2.12 **Chapter 3** of this Screening Report will now set out details of the Proposed Development.

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3. Proposed Development

3.1 The application proposals present an opportunity to deliver 152 new homes, including family housing and Affordable housing, in a sustainable location within East Manchester.

3.2 The application proposes the following:

"Erection of a residential development comprising 152 dwellings (Use Class C3a) together with landscaping, sustainable drainage features, pedestrian footways and highways, parking provision and other associated works"

3.3 The Proposed Site Plan is shown in **Figure 3.1** below.



^ Figure 3.1 Proposed Site Plan

3.4 The Proposed Development includes the following:

- 100% provision of Affordable homes, including homes for social rent and rent to buy, which will be tenure blind to be managed by Jigsaw Homes North.
- 126 no. one and two bedroom apartments within three separate five to six storey apartments blocks on the Hyde Road frontage, designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), with 64 no. car parking spaces (51% provision).
- The provision of 26 no. two and three storey houses in a range of house types comprising mix of two and three bedroom houses designed in accordance with MCC's Residential Quality

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Guidance and Nationally Described Space Standards ("NDSS"), all with private gardens and off-road car parking (119% provision).

- All new homes will be compliant with Part M(4)2 of the Building Regulations and 3% will meet the requirements of Part M(4)3 of the Building Regulations (comprising 4 no. M(4)3 apartments).

- The existing vehicular access into the site from Kirkmanshulme Lane will be utilised. The internal access roads have been designed to adoptable standards and includes a 5.5m-wide carriageway with a 2m-wide footway on both sides of the road throughout the scheme, with dropped kerbs and tactile paving at junctions.

- Provision for a total of 95no. car parking spaces across the site (51% provision for the apartments and 119% provision for the houses), including 4no disabled person spaces. All car parking spaces will be equipped with EV charging from the outset.

- Pedestrian permeability will be created through the Site from Kirkmanshulme Lane to Hyde Road, with the proposals enabling a new level access on along the Hyde Road frontage.

- Active travel initiatives include provision of dedicated secure cycle parking stores for each of the apartment blocks accommodating 126 cycles and secure cycle parking facilities will be provided within the curtilage of each house (100% provision).

- The design of the three apartment blocks has been developed to provide a quality contemporary frontage to Hyde Road. The three blocks are all proposed to use a quality red brick, with the use of projecting stacked feature brick detail in contrasting red brick. Deep window reveals along with the use of slimline grey window frames are proposed.

- A range of house types proposed across the site, which have been designed to provide a mixed contemporary offer which blends in with neighbouring recent residential developments. All house types will utilise a quality red brick and incorporate recessed stacked bricks above and below windows, deep window reveals (200mm), grey slimline flush window frames and grey roof tiles.

- The proposed landscape design will provide an attractive and welcoming environment for the new neighbourhood, with a pocket park on the Hyde Road frontage. Native and wildlife-friendly planting is proposed for biodiversity and wildlife value, offering habitat, foraging, and pollinating opportunities, and Sustainable Urban Drainage features included rain gardens and swales are also included where possible.

- The proposals are presented in further detail in the Design & Access Statement, prepared by Kellen Homes, submitted in support of the application.

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^ Figure 3.2 Visual taken from Hyde Road

3.5 **Chapter 4** of this Screening Report will provide details of the Screening Assessment undertaken.

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4. Screening Assessment

Requirement for an EIA

4.1 The need for a Screening Opinion has been considered in the context of the following Regulations / Guidance:

- European legislation under Directive 2011/EU.
- The Town and Country Planning (England) (Environmental Impact Assessment) Regulations 2017 (the "EIA Regulations").
- National Planning Practice Guidance.

4.2 The EIA Regulations outline thresholds for what are described as Schedule 1 and Schedule 2 Projects. EIA is mandatory for "*Schedule 1*" projects. An EIA is required for "*Schedule 2*" projects if, in the opinion of the Local Planning Authority, they are likely to give rise to "significant effects" on the environment.

4.3 In determining whether the Proposed Development constitutes EIA development, the following are to be taken into consideration:

- Whether the proposed development is of a type listed in Schedule 1;
- If not, whether it is listed in Schedule 2;
- If so, whether the proposed development:
    - is within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations;
    - meets any of the relevant thresholds and criteria set out in Schedule 2; and/or
    - is likely to give rise to significant effects, with regards to Schedule 3 of the EIA Regulations.

Schedule 1 Projects

4.4 An EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. The Proposed Development is not of a type listed in Schedule 1.

Schedule 2 Projects

4.5 The Proposed Development is considered to be Schedule 2 development under Category 10 "Infrastructure Projects", of EIA Regulations. Sub-section (b) relates to "Urban Development Projects".

Sensitive Area

4.6 Certain designated sites are defined in regulation 2(1) as sensitive areas. Within these areas, the thresholds and criteria relating to Schedule 2 developments are not applied, and all developments in, or partly in, such areas are required to be screened. These are:

- Sites of Special Scientific Interest and European sites;
- National Parks, the Broads and Areas of Outstanding Natural Beauty; and

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- World Heritage Sites and scheduled monuments.

4.7 With consideration to the above it can be concluded that the Site does not lie within a sensitive area.

Thresholds and Criteria

4.8 The PPG provides thresholds and criteria for the identification of Schedule 2 development requiring Environmental Impact Assessment and indicative values for determining significant effects.

4.9 In respect of 'Urban Development Projects' the Schedule 2 criteria and threshold includes:

> *"(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".*

4.10 It is also stated, however, that "Environmental Impact Assessment 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."

4.11 The Proposed Development exceeds the threshold set out in Schedule 2 10 (b) of the EIA Regulations as the site is greater than 150 dwellings, with a total of 152 dwellings proposed on the Site.

4.12 The requirement for an EIA is therefore dependent on the potential for significant environmental effects to arise as a result of the Proposed Development.

Schedule 3 Criteria

4.13 In deciding upon the potential for environmental effects and the associated significance of these effects, it is necessary to refer to the selection criteria set out in Schedule 3 of the Regulations which are relevant to the Proposed Development.

4.14 Regulation 5(4) states:

> *"Where a relevant planning authority or the Secretary of State has to decide under these Regulations whether Schedule 2 development is EIA development, the relevant planning authority or Secretary of State must take into account in making that decision—*
>
> *(a) any information provided by the applicant;*
>
> *(b) the results of any relevant EU environmental assessment which are reasonably available to the relevant planning authority or the Secretary of State; and*
>
> *(c)* ***such of the selection criteria set out in Schedule 3 as are relevant to the development****." (our emphasis).*

4.15 The Schedule 3 Criteria for Screening requires regard to be given to:

1. The characteristics of development, including:

   (a) the size and design of the whole development;

   (b) cumulation with other existing development and/or approved development;

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(c) the use of natural resources, in particular land, soil, water and biodiversity;

(d) the production of waste;

(e) pollution and nuisances;

(f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;

(g) the risks to human health (for example, due to water contamination or air pollution).

2. Location of development, including:

(a) the existing and approved land use;

(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;

(c) the absorption capacity of the natural environment, paying particular attention to the following areas—

(i) wetlands, riparian areas, river mouths;

(ii) coastal zones and the marine environment;

(iii) mountain and forest areas;

(iv) nature reserves and parks;

(v) European sites and other areas classified or protected under national legislation;

(vi)areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;

(vii) densely populated areas;

(viii) landscapes and sites of historical, cultural or archaeological significance.

3. Types and characteristics of the potential impact, taking into account—

(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e) the probability of the impact;

(f) the expected onset, duration, frequency and reversibility of the impact;

(g) the cumulation of the impact with the impact of other existing and/or approved development;

(h) the possibility of effectively reducing the impact.

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4.16 Consequently, **Chapter 5** will now consider the potential for significant environmental effects to occur as a result of the Proposed Development with regards to the characteristics of the development; the location of the development and the type and characteristics of the potential impacts.

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5. Assessment of Environmental Effects

5.1 In line with the relevant legislation and policy set out in **Chapter 4**, consideration has been given to the potential for significant environmental effects to arise as a result of the Proposed Development. The following potential effects (EIA topic areas) have been considered and further details are set out within this chapter.

(i) Archaeology

(ii) Climate Change and Greenhouse Gases

(iii) Ecology and Biodiversity

(iv) Flood Risk and Drainage

(v) Human Health: a) Air Quality; b) Ground Contamination; c) Noise and Vibration and, Human Health

(vi) Socio-Economic

(vii) Transport

5.2 These matters are considered in the following sections of this chapter.

Archaeology

Introduction

5.3 Fenix Heritage has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to archaeology. This assessment has been undertaken by Anthony Martin BA MA.

5.4 In order to determine whether the Proposed Development is likely to have significant effects on archaeological resources, a review of known archaeological assets within the Site and the surrounding area has been undertaken. This has been advanced by means of an examination of existing data, including the Greater Manchester Historic Environment Record (GMHER), archives, aerial photographs, and geotechnical information to determine the distribution of and character of known archaeological assets and to assess the potential for as yet unknown archaeological assts to exist at the site. The documentary review is augmented by a site visit and walk-over survey to verify desk-based data, check the surface conditions and assess the context and setting of the site.

Location of Development

5.5 The Site of the Proposed Development is located to the north of Kirkmanshulme Lane, Manchester, M18 7BA.

The Characteristics of the Development

5.6 The Proposed Development includes the construction of a residential estate comprising a combination of low-rise dwellings and apartment blocks, with associated gardens, estate roads and infrastructure.

Is the Proposed Development taking place within a sensitive area?

5.7 There are no nationally designated archaeological assets (e.g. Scheduled Monuments) or locally identified areas of Archaeological Potential or Archaeological Importance within or in the vicinity of the site. The Site is not within or in the vicinity an Area of Archaeological importance as

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established by the *Ancient Monuments and Archaeological Areas Act 1979*. The Site is not within or in the vicinity of a World Heritage Site.

5.8 The Proposed Development would not take place in an archaeologically sensitive area.

Potential Impacts to the Archaeological Resource

Is the proposal likely to have 'Significant Effects' on the Environment?

5.9 There are no known archaeological resources within the Site. The GMHER identifies some archaeological assets in the wider area, including the site of the former Belle Vue Zoological Gardens, of which the Site formed a small part.

5.10 Up to the late 19th century the Site was undeveloped land bounded to the north by the Manchester, Hyde and Ashton New Road Turnpike (Hyde Road) and to the south by Kirkmanshulme Lane. The site was divided into fields and included a trackway linking the two above-mentioned communication routes. A small pond, possibly an abandoned marl pit, is also present on the site. In 1836 the Belle Vue Zoological Gardens opened and in 1858 the gardens' operator leased the land in the triangle between Kirkmanshulme and Hyde Road (including the site) to extract clay for making bricks for the Gardens' buildings. Once the clay had been extracted the resultant pit was landscaped and filled with water becoming the Great Lake (later known as the Boating Lake). The excavation of clay will have effectively eliminated any potential for the site to contain archaeological remains pre-dating 1858. All evidence of field boundaries, the trackway and pond will have been removed along with any earlier archaeological features which may have been present. The Boating Lake included an island feature in the shape of a split-ring at the centre of which was a clock tower.

5.11 A portion of the Site along the northern boundary and at the north-western corner lay outside the footprint of the boating lake and in the late 19th century this corner contained three outbuildings associated with the Zoological Gardens. By the late 1940s a slipway had been added. It is not inconceivable that at least one of these outbuildings was a boat house. In the 1960s a miniature railway was laid along the southern and south-western shore of the Boating Lake. In 1963 the Boating Lake was filled in and the site was given over to the construction of a bowling alley (the Belle Vue Granada Bowl, opened in 1965) with associated car parking. The bowling alley was later re-purposed as a bingo hall and, with the exception of minor changes to car parking infrastructure such as barriers and surface marking, the site retains the configuration it took on during the 1970s.

5.12 Redevelopment of the site during the late 20th century will have removed or truncated evidence of the boating lake, the clock tower island and the clock tower base. The locations of the late 19th century buildings in the north-western corner of the site, and the slipway, lie partially under the footprint of the bowling alley building and given the construction groundworks necessary for the bowling alley it is all but certain that there remain no traces of these buildings and the slipway. The line of the miniature railway would have been grubbed out during redevelopment of the site in the 1970s and it is unlikely that any physical trace of it remains.

5.13 An analysis of the Site using the methods outlined above has determined that there is no archaeological potential at the Site. 19th century land modification removed the possibility of survival of archaeological remains dating to preceding periods and late 20th century redevelopment removed evidence of the 19th century activity. Any residual traces of the undertakings of the Zoological Gardens, should they exist, would survive in a compromised state, with little or no archaeological coherence and would be of negligible significance with no prospect of preserving or yielding information leading to knowledge gain.

5.14 The Proposed Development would have no reportable impact on archaeological resources and therefore discussion of magnitude and spatial extent of impact is not necessary.

5.15 The Proposed Development would therefore have no significant effect on archaeological resources.

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Cumulative Impacts

5.16 A cumulative impact assessment concludes that as the Proposed Development would have no impact on archaeological resources and therefore no significant effect there is no consequential cumulative impact.

Proposed Methods of Mitigation

5.17 The Proposed Development would have no impact upon archaeological resources and therefore no mitigation is required.

Conclusions

5.18 It is considered that there are not likely to be any significant environmental effects arising from the Proposed Development works in respect of archaeology.

Climate Change and Greenhouse Gases

Introduction

5.19 Hilson Moran has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to Greenhouse Gas (GHG) and Climate Change Resilience (CCR). This assessment has been undertaken by Sian Grimsley (MSc, BSc, AIES, AIAQM)

5.20 The assessment of potential effects has been informed by the Institute of Sustainability and Environmental Professionals (ISEP) guidance on 'Assessing Greenhouse Gass in Environmental Impact Assessment (2022)' and 'Climate Change Resilience and Adaptation (2020)'.

Location of Development

5.21 The Site is located on land off Hyde Road in Gorton, East Manchester (M18 7BA). It comprises approximately 1.37 hectares of previously developed land, and surrounded by with existing educational, commercial and residential uses in the surrounding area.

5.22 The Site is currently occupied by a large, predominantly brick built building, relating to the former Buzz Bingo hall, with a large rear car park. There are a small number of established trees along the frontage with Hyde Road.

5.23 Based on the previous use of the Site, as Buzz Bingo, GHG emissions generated by the development would have been associated predominantly by energy usage, the supply and treatment of water, and travel to and from the Site.

5.24 Prior approval for demolition has been sought and approved by MCC for the existing site. Based on the cleared Site the current baseline GHG emissions would be determined as zero.

Are the works taking place within a sensitive area?

5.25 GHG emissions are not geographically limited, they have a global effect rather than directly affecting any specific local receptor. The global atmosphere is considered as the receptor within the assessment of GHG emissions, which is considered as a high sensitivity receptor, given the consequences of climate change the cumulative contributions of all GHG emissions sources.

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5.26 With regards to CCR, future climate projections for Northwest England reflects increases in mean and seasonal (winter and summer) temperatures, warmer winters and dryer summers[1]. In considering its sensitivity to future climate change and CCR, factors relevant to the Site include flood risk, overheating, water stress, and resilience to extreme weather events.

5.27 The Site lies within Flood Zone 1, indicating a low probability of fluvial flooding, although areas of surface water flooding have been identified locally. Sensitivity to localised surface water flooding can be addressed through site design, including sustainable drainage systems (SuDs) and landscaping.

5.28 The Site also has an inherent sensitivity to rising temperatures and heatwave typical of urban environments. The Proposed Development presents an opportunity to incorporate sustainable building design measure, such as improved insulation, passive ventilation, shading, and green infrastructure, that significantly reduce overheating risks.

5.29 Future climate projections indicate an increased risk of water stress in parts of England. The Site does not itself contain water-dependent habitats or uses that would be vulnerable to drought conditions

Is the proposal likely to have 'Significant Effects' on the Environment?

5.30 Potential effects of the construction and operation of Proposed Development in relation to climate change and GHG emissions have been considered. The screening considers both embodied carbon associated with construction and operational emissions arising from the completed development.

The Characteristics of the Development

5.31 The Proposed Development comprises approximately 150 residential dwellings, including a mix of apartments and houses, with associated access, landscaping, parking and infrastructure.

5.32 During construction, GHG emissions will arise from material manufacture and transport, construction activities, including the use of plant and machinery.

5.33 Once operational, emissions will primarily relate to building energy use, water supply and treatment, and transport associated with residents. Embodied carbon associated with the maintenance, repair and refurbishment of the buildings will also contribute to overall GHG emissions. At the end-of-life stage, the decommissioning and deconstruction of the development will release emissions embedded within the materials.

5.34 The Proposed Development will be permanent in nature but designed in accordance with prevailing planning and building standards which seek to minimise carbon emissions.

Use of Natural Resources

5.35 The Proposed Development will require the use of natural resources during construction and operation, including:

- Construction materials (with associated embodied carbon);
- Energy use during the operational phase for heating, lighting and appliance use; and,
- Water supply and treatment to serve residential dwellings.

[1] UKCP18 Climate Change Projections. Met Office.

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5.36 The Proposed Development provides opportunities to reduce resource use and associated emissions through efficient building design, sustainable construction methods, energy-efficient technologies and the incorporation of sustainable drainage and landscaping.

Pollution and Nuisance

5.37 Climate change has the potential to exacerbate other potential environmental effects associated with the Proposed Development, resulting in in-combination effects.

5.38 With regards to pollution, climate change influences local air quality through increased temperatures, more frequent heatwaves and changes in atmospheric conditions, which can result in elevated concentrations of air pollutants such as nitrogen dioxide and particulate matter. Warmer conditions can increase photochemical reactions, leading to higher pollutant levels, while periods of stagnant air may reduce dispersion. These effects may increase the sensitivity of receptors to air pollution over time.

5.39 Appropriate mitigation and sustainable design measures will be identified through an Air Quality Assessment to minimise air quality impacts and in-combination climate change effects.

Risk to Human Health

5.40 GHG emissions and climate change can indirectly affect human health through increased frequency and severity of extreme weather events, higher temperatures, and the exacerbation of air quality impacts. These effects may increase risks such as heat stress and respiratory or cardiovascular conditions, particularly for vulnerable populations.

5.41 Appropriate climate adaptation measures, including passive design, green infrastructure, and water-efficient systems, can be incorporated into the scheme to increase the resilience of the site, and reduce future heat and water stress on residents.

Potential Effects

5.42 The Proposed Development has the potential to result in Climate Change impacts as a result of GHG emissions associated with construction and life-cycle of materials as well as operational carbon associated with the operation of the Proposed Development.

5.43 During the construction phase, GHG emissions will be emitted from within the Site boundary from onsite construction activities and construction vehicles on adjacent highways, but the majority of the construction emissions will likely derive from the manufacture and transportation of construction materials to the Site.

5.44 Once operational, the Proposed Development will impact GHG emissions through use of gas and electricity by occupants on the development. The majority of these emissions will be derived from heating, domestic hot and cold water and general electrical consumption.

5.45 During the end-of-life phase, the decommissioning and deconstruction of the development will release GHG and carbon emissions embedded within the building materials.

5.46 **Table 5.1** below summaries the potential significant effects resulting from the construction, operational and end-of-life stages of the Proposed Development.

Effect	Phase	Receptor
Embodied carbon associated with the product stage (lifecycle stages A1-A3)	Construction	Global Atmosphere
Embodied carbon associated with the construction stage (lifecycle stages A4-A5)	Construction	Global Atmosphere

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Effect	Phase	Receptor
GHG emissions associated with construction transport	Construction	Global Atmosphere
GHG emissions associated with operational energy for the Site (lifecycle stage B6)	Operational	Global Atmosphere
GHG emissions associated with operational water for the Site (lifecycle stage B7)	Operational	Global Atmosphere
GHG emissions associated with operational transport	Operational	Global Atmosphere
GHG emissions associated with the end-of-life (lifecycle stage C1-C4)	EOL	Global Atmosphere

^ Table 5.1 Potential Significant GHG & Climate Change

Cumulative Impacts

5.47 GHGs are gases in the atmosphere which have the potential to increase air temperatures and contribute towards climate change. It is important to note that all GHG emissions have the potential to result in a cumulative effect in the atmosphere over long periods of time.

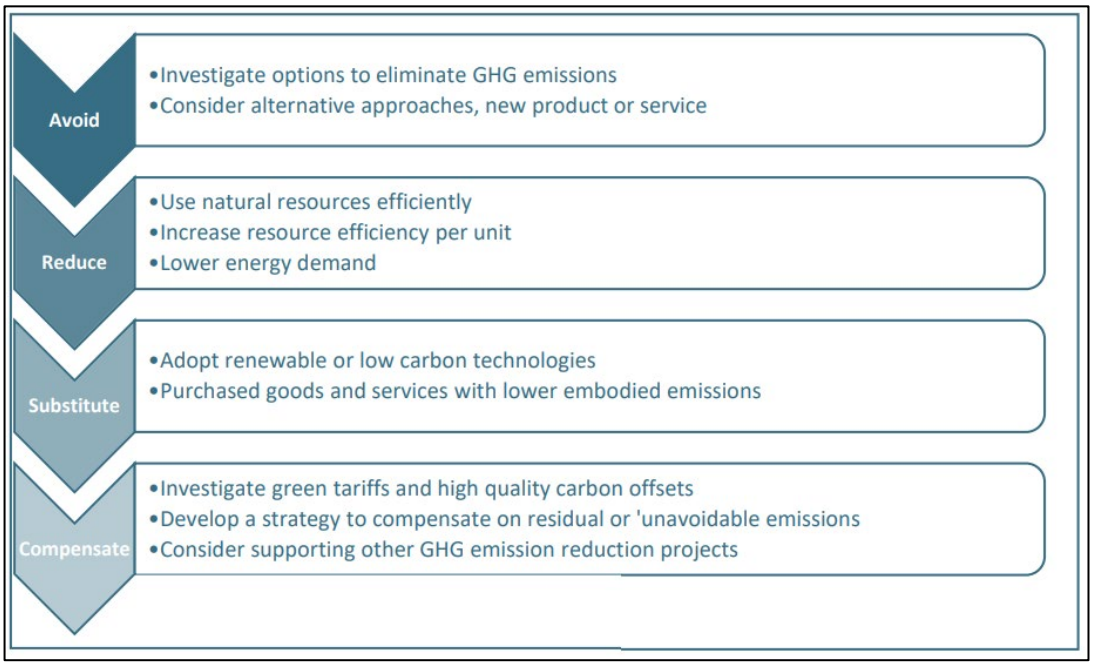
5.48 All GHG emissions are described as significant in accordance with the relevant guidance for the assessment of GHGs as part of the EIA process. This does not mean that the contribution of GHG emissions from the Proposed Development alone will equate to a likely significant effect; for the majority of development projects, the individual contribution to total GHG emissions (relative to a national and global scale) will be minimal.

5.49 Therefore, it important to acknowledge that GHG impacts are considered to be exclusively cumulative impacts because no single project makes a significant contribution to global climate change. The assessment of significance is based on whether a project's GHG emissions cumulatively represent a considerable contribution to the global atmosphere.

Proposed Methods of Mitigation

5.50 ISEP guidance recommends that mitigation should in the first instance seek to avoid GHG emissions. Where GHG emissions cannot be avoided, the Proposed Development should aim to reduce the residual effects of emissions at all stages. Where GHG emissions remain significant and cannot be reduced, other approaches should be considered that compensate the Development's remaining emissions. **Figure 5.1** sets out the GHG Management Hierarchal approach (adapted by ISEP).

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^ Figure 5.1 ISEP GHG Mitigation Hierarchy

Embedded (Primary) Mitigation

5.51 Embedded mitigation measures will be incorporated throughout the construction and operation of the Proposed Development where feasible to minimise environmental impacts:

- Use of modern, fuel-efficient and low-emission plant and machinery.
- Minimisation of vehicle movements through efficient site logistics and delivery scheduling. The project Transport Consultants will be producing a Travel Plan for residents of the Proposed Development to promote the use of sustainable transport and minimise traffic emissions.
- Implementation of a Construction Environmental Management Plan (CEMP), to provide a framework for planning and implementing remediation, construction and service utility activities in a way which prevents, minimises and controls their potential environmental impacts.
- Adoption of construction waste reduction, reuse and recycling to lower embodied carbon.
- Selection of low-carbon and responsibly sourced materials where practicable

Conclusions

5.52 The construction, operation and deconstruction of the Proposed Development will not result in significant effects when compared to local emissions with the implementation of mitigation.

5.53 If required, mitigation measures will be identified and incorporated into the design of the scheme where possible to reduce the effects of GHG emissions and climate change impacts throughout the life time of the Proposed Development.

5.54 Due to the nature and scale of the Proposed Development it is not anticipated to have significant effects when compared to regional and UK-wide carbon budgets.

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Ecology and Biodiversity

Introduction

5.55 Arbtech Ltd has been instructed to undertake an assessment of the Proposed Development which is the proposed construction of a residential development comprising 152 dwellings (Use Class C3a) with landscaping, sustainable drainage features, and other landscaping works. This assessment has been undertaken by Nicola Baxter MSc, BSc, Consultant Ecologist, with the aim of identifying any anticipated environmental impacts relating to Ecology.

5.56 PRA and PEA survey methodology and legislation can be found in the Arbtech Supplement: PRA/PEA Methodology and Legislation - 2024.

Location of Development

5.57 The Site is located at National Grid Reference SJ 87771 96253 and has an area of approximately 1.37ha comprising developed land; sealed surface, introduced shrub and modified grassland. The Site is located east of Manchester city centre, on the southern side of the A57.

5.58 The surrounding area is predominantly urban infrastructure with commercial buildings, residential streets and a leisure centre in close proximity. On the opposite side of the A57 is Gorton Park, a recreational park with grassland and scattered trees.

Are the works taking place within a sensitive area?

5.59 The site is not located within any designated sites, there are no priority habitats on-site.

Is the proposal likely to have 'Significant Effects' on the Environment?

5.60 No direct impacts to any designated sites will occur as a result of the proposed development, due to the low overall impact of the development from such sites (where known), alongside additional factors such as distance in combination with connectivity disrupting barriers.

5.61 The proposed construction of a residential development comprising 152 dwellings (Use Class C3a) with landscaping, sustainable drainage features, and other landscaping works, will involve the loss of on-site trees, poor condition modified grassland, ornamental shrubs, and mixed scrub. It will also involve the loss of large areas of hardstanding. The new proposal will mitigate the loss of low value habitats with areas of vegetated garden.

The Characteristics of the Development

5.62 The proposed construction of a residential development comprising 152 dwellings (Use Class C3a) with landscaping, sustainable drainage features, and other landscaping works.

Use of Natural Resources

5.63 The proposal will not result in any impacts to natural resources. There are no designated sites within 2km of the site.

Pollution and Nuisance

5.64 There are no sensitive habitats on-site or within the locality that are susceptible to water quality or noise pollution.

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Risk to Human Health

5.65 Not relevant to ecology matters.

Potential Effects

5.66 The Proposed Development will result in the loss of some areas of grassland, mixed scrub and urban trees, although the proposals include a landscaping scheme which will include new planting.

5.67 There are no protected species considered to be present on-site and therefore no effects to protected species are anticipated. Retained trees should be protected in line with the measures outlined in the British Standard "Trees in Relation to Design, Demolition and Construction to Construction - Recommendations" (BS 5837) (2012).

Cumulative Impacts

5.68 No direct impacts to any designated sites will occur as a result of the Proposed Development, due to the low overall impact of the development from such sites (where known), alongside additional factors such as distance in combination with connectivity disrupting barriers.

Proposed Methods of Mitigation

5.69 Losses to the on-site habitats will be mitigated for through the creation of vegetated gardens, communal green spaces with modified grassland, ornamental shrubs, hedgerows, sustainable drainage areas, native scrub and tree plantings. A Biodiversity Net Gain assessment will be required.

Conclusions

5.70 It is therefore considered that there are not likely to be any significant environmental effects arising from the Proposed Development in respect of ecology.

Flood Risk and Drainage

Introduction

5.71 Townsend Water Engineering Ltd. has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to Flood Risk. This assessment has been undertaken by Charles Townsend BSc (Hons) CIWEM CSci.

5.72 The Flood Risk Assessment and Drainage Strategy have been completed in accordance with guidance set out in the following documents:

- National policy contained within the National Planning Policy Framework (NNPF) dated December 2024, issued by Communities and Local Government with reference to Section 14 ‘Meeting the challenge of climate change, flooding and coastal change
- The NPPF Planning Practice Guidance (PPG) released in March 2014 (‘Flood Risk and Coastal Change’ section) and updated in July 2021 to incorporate the EA ‘Flood Risk Assessments: Climate Change Allowances’ guidance
- Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA Level 2 SFRA Final March 2011

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- Greater Manchester Combine Authority Strategic Flood Risk Assessment (GMCA SFRA) - March 2019.

Location of Development

5.73 The Site is 1.37ha and is a brownfield site. The Site is bounded by Hyde Road to the north and Kirkmanshulme Lane to the south. Manchester City Council also own a car park to the south of the Site which is earmarked for future development.

5.74 The Site is currently occupied by a large, predominantly brick built building, relating to its former use as bingo hall, with a large rear car park. There are a small number of established trees along the frontage with Hyde Road.

5.75 There are no listed buildings or structures within the Site, and it is not within a conservation area.

Are the works taking place within a sensitive area?

5.76 The Site is located within **Flood Zone 1** (area at **low** risk of flooding). Areas within Flood Zone 1 have less than 0.1% chance of flooding from rivers and seas.

5.77 The EA surface water flood extents and flood depth have been obtained from the EA open dataset. The site is at risk of surface water flooding in the 1 in 30 year event, this increases in the 1 in 100 year and 1 in 1000 year event.

Is the proposal likely to have 'Significant Effects' on the Environment?

5.78 The Site is in a flood zone 1 and therefore it is at minimum risk of flooding from fluvial flooding.

5.79 There is some slight surface water flooding, however, this would not count as a significant effect to the flood environment as the areas of surface water flooding will be raised by 600mm to mitigate this flood risk.

5.80 A drainage system which will restrict drainage discharge to greenfield rates and attenuate up to and including the 1 in 100 year event plus climate change will be installed. The impermeable area will decrease due to the Proposed Development. Due to the development the drainage will be slightly improved and less drainage water will leave the Site.

5.81 There is no significant effect from drainage.

5.82 The drainage will be adopted by a NAV.

5.83 During construction there will be a Surface Water Management Plan in place which will restrict the discharge from site to the agreed discharge from LLFA and UU.

The Characteristics of the Development

5.84 The Proposed Development is for a residential development of 152 dwellings at Hyde Road, Manchester East, M18 7BA .

5.85 The building in the north-west of the Site will be demolished imminently (currently subject to Prior Approval) and there will be a decrease in impermeable area from the existing situation once the Site is redeveloped.

Use of Natural Resources

5.86 The Proposed Development will not use natural resources in regard to flooding.

5.87 Rainwater will be used through SuDS systems to water the plants in the SuDS infrastructure.

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Pollution and Nuisance

5.88 There will be no pollution and nuisance in regards to flooding as the development will not affect the Site.

5.89 The drainage could be potentially polluted with highway hydrocarbons, however with the inclusion of SuDS there will be minimum affect as the SUDS will improve the water quality.

Risk to Human Health

5.90 There are minimal effects to human health in regards to flooding.

Potential Effects

5.91 The issue of flood risk has been assessed in accordance with NPPF. The Flood Risk Assessment will include a desk-based review of historical reports, local planning policy, the Strategic Flood Risk Assessment, topographical surveys and baseline information available from the EA.

5.92 There is no risk of fluvial, tidal, groundwater or sewer flooding. There is a flood risk from surface water indicated on the surface water maps. However, as per the Flood Risk Assessment, with the inclusion of the new surface water drainage and raising the floor levels, the Site will be flood free up to and including the 1 in 100 year event plus climate change of 45% in regards to surface water.

5.93 The Site will restrict the discharge to a greenfield rate of 7l/s. This will be an improvement on the existing situation as the discharge will be restricted compared to the existing development.

5.94 The drainage will be adopted by a NAV.

5.95 During construction there will be a Surface Water Management Plan in place which will restrict the discharge from Site to the agreed discharge from the LLFA and UU.

Cumulative Impacts

5.96 There are no cumulative impacts in regards to flooding to this application.

Proposed Methods of Mitigation

5.97 The finished floor levels will be raised by 600mm in the areas of surface water flooding.

5.98 A drainage strategy with SuDS will be designed to restrict the surface water discharge from the site to greenfield rates and attenuate up to and including the 1 in 100 year event plus climate change.

Conclusions

5.99 The Environment Agency indicative flood mapping shows that the Site is located entirely within Flood Zone 1: at little or no risk from tidal or fluvial flooding and is therefore suitable for all types of development under Planning Practice Guidance.

5.100 The Site is located within Flood Zone 1 and is considered to be at low or very low risk of flooding from fluvial, surface water, ground water, sewers and reservoirs.

5.101 Surface water flooding will be very low risk once there is an installation of the new drainage system and the finished floor levels are raised.

5.102 The surface water discharge from the Site is to be designed in line with the Outline Drainage Strategy to incorporate sustainable drainage techniques where feasible and limit run-off to rates agreed with the LLFA and UU. Storage will be provided on Site to prevent surface water flooding

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during a 1 in 100 year storm event with an additional climate change allowance. The drainage will discharge less volume from the Site than it does currently, as the impermeable area is decreasing.

5.103 There will be a low risk of issues of water quality because surface water drainage will be cleaned through SuDS infrastructure.

5.104 It is therefore considered that there are not likely to be any significant environmental effects arising from the Proposed Development in respect of Flood Risk and Drainage.

Human Health

Air Quality

Introduction

5.105 Redmore Environmental has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to air quality. This assessment has been undertaken by Emily Macey BSc (Hons), MSc, MIEnvSc, MIAQM.

5.106 This section considers the potential effects of the Proposed Development arising from fugitive dust emissions during the construction phase and road traffic exhaust emissions during the operational phase. The following guidance documents have been consulted as relevant:

- Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'; and,
- IAQM 'Land-Use Planning & Development Control: Planning for Air Quality'.

Location of Development

Study Area

5.107 The Site is located on land off Hyde Road, Manchester, M18 7BA, at approximate National Grid Reference (NGR): 387787, 396242.

Local Air Quality Management

5.108 As required by the Environment Act, as amended by the Environment Act (2021), MCC has undertaken Review and Assessment of air quality within its area of jurisdiction. This process has indicated that annual mean concentrations of nitrogen dioxide (NO_2) are above the Air Quality Objective (AQO) of 40µg/m^3 within the city. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA). This is described as follows:

"This is the part of the Greater Manchester Combined Authority AQMA located within the Manchester City Council area."

5.109 The Proposed Development is partly located within the AQMA. As such, there is the potential for vehicles travelling to and from the Site to increase pollution levels in this sensitive area. This has been considered as relevant.

5.110 MCC has concluded that concentrations of all other pollutants considered within the Air Quality Strategy (AQS) are currently below the relevant AQOs. As such, no further AQMAs have been designated.

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Background Concentrations

5.111 Predictions of background pollutant concentrations on a 1km-by-1km grid basis have been produced for the UK by the Department for Environment, Food and Rural Affairs (DEFRA) to assist LAs in their Review and Assessment of air quality. The Proposed Development is located in grid square NGR: 387500, 396500. Data for this location was downloaded from the DEFRA website[2] and is summarised in **Table 5.2**, below.

Pollutant	**Predicted 2026 Background Annual Mean Pollutant Concentration (µg/m^3)**
NO_2	14.82
Particulate matter with an aerodynamic diameter of less than 10µm (PM_{10})	13.22
Particulate matter with an aerodynamic diameter of less than 2.5µm ($PM_{2.5}$)	7.72

^ Table 5.2 - Background Pollutant Concentration Predictions

5.112 As shown in **Table 5.2**, predicted background NO_2 and PM_{10} concentrations are below the AQOs of 40µg/m^3 and $PM_{2.5}$ concentrations below the Concentration Target of 10µg/m^3 at the Site.

Air Quality Monitoring

5.113 Monitoring of pollutant levels is undertaken by MCC throughout its area of jurisdiction. Data has also been collected to inform the Clean Air Plan (CAP). Recent NO_2 concentrations recorded in the vicinity of the Proposed Development, as provided in GMCA's '2024 Air Quality Annual Status Report (ASR)'[3] and 'CAP NO_2 diffusion tube monitoring results 2011-2024'[4] are shown in **Table 5.3**, below. Exceedances of the relevant AQO are shown in **bold**.

[2] Land-use Planning & Development Control: Planning for Air Quality, IAQM, 2017.
[3] 2024 Air Quality ASR, GMCA, 2025.
[4] 2024 Greater Manchester LAQM and CAP NO2 Diffusion Tube Results 2011-2024, GMCA, 2025.

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Monitoring Site		Monitored NO_2 Concentration ($\mu g/m^3$)		
		2022	**2023**	**2024**
CAP_MANC_123	A6 Stockport Road	35.9	_(a)	_(a)
CAP_MANC_124	A6 Stockport Road	**41.9**	**40.9**	37.7
MA73NO	Hyde Road	31.5	29.5	28.0
MA79NO	Victoria Terrace	25.4	23.9	_(b)
MA86ANO	Pottery Lane	27.5	28.3	_(b)
MA87ANO	Hyde Road	28.0	25.3	_(b)
MA88ANO	Hyde Road/ Clowes Street	39.2	36.1	31.9
MA89ANO	Wenlock Way	25.6	24.6	-(b)

^ Note: (a) Monitor decommissioned at the end of 2022.

(b) Monitor decommissioned at the end of 2023.

Table 5.3 - Monitoring Results

Are the works taking place within a sensitive area?

5.114 As outlined above, the Site is partly located within an AQMA. Review of mapping resources also indicated a number of human receptors within the vicinity of the Proposed Development. As such, any emissions during construction and operation may cause adverse impacts at these sensitive locations.

Is the proposal likely to have 'Significant Effects' on the Environment?

The Characteristics of the Development

5.115 The Proposed Development comprises the construction of circa 152 residential units alongside associated car parking and infrastructure.

Use of Natural Resources

5.116 Not applicable to air quality.

Pollution and Nuisance

5.117 The Proposed Development has the potential to cause fugitive dust emissions during the construction phase and road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase. The may result in pollution and/or nuisance if not controlled effectively.

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Risk to Human Health

5.118 The Proposed Development has the potential to cause fugitive dust emissions during the construction phase and road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase. The may affect human health if not controlled effectively.

Potential Effects

Construction Phase Fugitive Dust Emissions Effects

5.119 The undertaking of earthworks, construction and trackout activities has the potential to result in fugitive dust emissions. Vehicle movements both on-Site and on the local road network also have the potential to result in the re-suspension of dust from haul road and highway surfaces.

5.120 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.

5.121 As mentioned previously, there are a number of receptors within the vicinity of the Site. As such, any emissions could cause adverse impacts at these sensitive locations during the construction phase. However, these can be controlled through the implementation of appropriate mitigation measures, such as those identified in the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'[5]. The guidance indicates that this should control effects to a level considered to be **not significant**. As such, residual effects from fugitive dust emissions are not predicted.

5.122 It should be noted that relevant mitigation can be secured through planning condition to provide a suitable level of confidence in the above prediction.

Operational Phase Road Vehicle Exhaust Emissions Effects

5.123 The Proposed Development has the potential to affect existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase. Information provided by BTG Eddisons, the Transport Consultants for the project, indicated that the Proposed Development will generate 600 daily vehicle movements, all of which would be Light Duty Vehicles (LDVs).

5.124 An Air Quality Assessment has been produced by Redmore Environmental[6] in support of the Proposed Development. Detailed dispersion modelling was undertaken to determine pollutant concentrations at sensitive receptor locations within the vicinity of the Site.

5.125 The results of the dispersion modelling indicated that concentrations of NO_2, PM_{10} and $PM_{2.5}$ as a result of traffic generated by the Proposed Development were predicted to be **negligible** at all sensitive receptor locations in the vicinity of the Site. These were considered to be **not significant** in accordance with the IAQM guidance[7].

[5] Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.
[6] Air Quality Assessment - Hyde Road, Manchester, Reference: 9533r1, Redmore Environmental, 2026.
[7] Land-use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

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Cumulative Impacts

Construction Phase Fugitive Dust Emissions Effects

5.126 Should permission be granted for other committed developments within 500m of the Site, it is possible that cumulative dust impacts may occur during the construction phase. However, fugitive dust emissions associated with the Proposed Development will be minimised through the implementation of appropriate mitigation measures in accordance with the IAQM 'Assessment of Dust from Demolition and Construction V2.2.'[8].A similar level of control would also be expected for any other scheme. Therefore, residual cumulative effects are predicted to be **not significant**.

Operational Phase Road Vehicle Exhaust Emissions Effects

5.127 Cumulative vehicle exhaust emission effects may occur during operation as a result of additional traffic movements associated with committed developments in the vicinity of the Site. However, the traffic data utilised for the assessment included predicted changes in flows as a result of relevant committed developments. As outlined previously and in the Air Quality Assessment[9], effects were predicted to be **not significant**. As such, cumulative effects are also predicted to be **not significant**.

Proposed Methods of Mitigation

Construction Phase Fugitive Dust Emissions Effects

5.128 Measures to mitigate fugitive dust emissions during the construction phase will be based on the IAQM 'Assessment of Dust from Demolition and Construction V2.2' guidance. This is anticipated to control effects associated with fugitive dust emissions arising from earthworks, construction and trackout to an acceptable level.

Operational Phase Road Vehicle Exhaust Emissions Effects

5.129 Air quality impacts associated with road vehicle exhaust emissions were predicted to be **not significant**. As such, additional mitigation is not considered necessary.

Conclusions

5.130 Redmore Environmental has been instructed to consider the Proposed Development in relation to anticipated environmental impacts relating to air quality.

5.131 Measures to mitigate fugitive dust emissions during the construction phase will be based on the IAQM 'Assessment of Dust from Demolition and Construction V2.2' guidance. This will ensure residual effects are **not significant**.

5.132 There is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using detailed dispersion modelling as part of the Air Quality Assessment produced by Redmore Environmental in support of the Proposed Development. This indicated that road traffic exhaust effects were predicted to be **not significant**.

5.133 Based on the above, it is therefore considered that there are not likely to be any significant environmental effects arising from the Proposed Development in respect of air quality.

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[8] Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.
[9] Air Quality Assessment - Hyde Road, Manchester, Reference: 9533r1, Redmore Environmental, 2026.

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Ground Contamination

Introduction

5.134 E3P has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to the existing soil and geological conditions and development constraints. This assessment has been undertaken by Matthew Dee, Senior Consultant (MESci, FGS, MIEnvSc).

5.135 The chapter describes the methods used to assess the impacts, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect impacts of the development arising from E3P – Phase II Geo-Environmental Site Assessment (Ref: Report No. 18-376-R2-1, dated February 2026), the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts.

5.136 To inform the content of this chapter, E3P has completed the below reports for the Site that are included as appendices alongside a number of other documents.

- E3P – Phase I Geo-Environmental Site Assessment (Ref: Report No. 18-376-R1-1, Dated November 2025)
- E3P – Phase II Geo-Environmental Site Assessment (Ref: Report No. 18-376-R2-1, dated February 2026)
- E3P - Remediation and Enabling Works Strategy (Ref: Report No. 18-376-R3-1, dated March 2026)

Location of Development

5.137 The Site is an irregular-shaped parcel of land located east of Belle Vue, Manchester, and is currently occupied by a disused bingo hall (soon to be demolished following the issuing of the prior approval), two hardstanding car parks, and localised landscaping.

5.138 There is a slope present along the north of the Site comprising a grassed embankment that rises in gradient between the northeast car park and the footpath along Hyde Road. The wider Site is generally topographically flat, with a gentle slope to the south towards Kirkmanshulme Lane.

5.139 The Site is predominantly covered by hardstanding of varying condition. However, localised areas of landscaping are present around the site boundaries, consisting of grasses, self-seeded vegetation, bushes, and semi-mature trees. In the north of the site, a soft-cover landscaped embankment is situated, consisting of grasses and self-seeded vegetation.

Are the works taking place within a sensitive area?

5.140 The Site is assessed to be located within a “Moderate” sensitivity setting, as discussed in **Table 5.4.**

Sensitivity Profile	Discussion	Rating
Groundwater Source Protection Zone or Drinking Water Safeguard Zone	The site is not located within a groundwater source protection zone or a drinking water safeguard zone.	Low
Distance to the Closest Groundwater Abstraction Point	The site is not located within 2km of any active groundwater, surface water or potable abstraction points.	Low

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Sensitivity Profile	Discussion	Rating
Aquifer Classification in Superficial Drift Deposits	Secondary Undifferentiated Aquifer is recorded in the superficial geology.	Low
Aquifer Classification in Bedrock	Principal Aquifer is recorded in the bedrock geology.	High
Is the Site Underlain by Low-Permeability Drift to Depths in Excess of 10 m?	The superficial geology underlying the site recorded in BGS mapping is Devensian Till, which likely consists of low-permeability CLAY, with bands of SAND, GRAVEL, and SILT. Data from a BGS borehole located 114m from the site boundary recorded CLAY from depths of 0.49 – 26.22m bgl. However, the site will be underlain by Made Ground from the infilling of the boating lake, and as such, it is difficult to confirm the site's geology at this stage.	Moderate/Low
Is the Site Located Within 50 m of a Surface Watercourse?	The site is not located within 50 m of a surface watercourse.	Low
Sensitive Land Uses/ Sensitive Ecological Receptors	Residential dwellings are present to the south of the site, within 20 m of the site boundary. There are no areas with environmental designations within a 2 km radius of the site boundary. The site is not located within a SSSI Impact Risk Zone. There are no areas with visual or cultural designations within a 250m radius of the site boundary.	Low/Moderate
Overall Site Environmental Sensitivity		**Moderate**

^ Table 5.4 Site Sensitivity

The Characteristics of the Development

5.141 The proposed works comprise the turnover, remediation (in accordance with the requirements set out within the *E3P Remediation and Enabling Works Strategy Report* (Ref. 18-376-R3-1, dated March 2026)), and re-engineering of site-won soils to facilitate the formation of a suitable development platform for the Proposed Development.

5.142 Based on the findings of the Phase II Geo-Environmental Assessment, the potential effects during the delivery of the Proposed Development have been evaluated using the method set out below and appropriate mitigation measures identified as necessary. The assessment includes consideration of any proposed earth works and the potential effects of the enabling work activities on sensitive receptors such as groundwater, site workers and future end-users.

Is the proposal likely to have 'Significant Effects' on the Environment?

Baseline Conditions

5.143 The geological strata beneath the Proposed Development Site (PDS) comprises Made Ground (ground level – 2.00 m bgl although in general encountered to depth of less than 1.00 m bgl), overlying cohesive Glacial Till (clay) that in turn is encountered overlying solid strata of the Chester

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Formation [SANDSTONE]. The solid bedrock of the Chester Sandstone Formation was not encountered during the intrusive investigation, undertaken to a maximum depth of 7.57 m bgl. British Geological Society borehole data of the wider area record the top of bedrock at circa 30.00 m bgl.

5.144 The Glacial Till is classified by the Environment Agency as an Unproductive Aquifer, the Chester Formation is classified as a Principal Aquifer. Environment Agency Groundwater Sensitivity Data indicates that the PDS is not located within a Source Protection Zone or Drinking Water Zone. There are no active groundwater, surface water, or potable abstraction points within a 2 km radius of the site.

5.145 The PDS is indicated as being located within a Coal Mine Reporting Area, however, is not located within a high risk development area. Given the lack of development high risk area on site, the absence of mine entries, coal sub-crops and potential workings, and the geological sequence indicating any seams present are at significant depth, there is not considered to be any risk associated with historic coal mining at the site.

5.146 No surface water features have been identified within 50 m of the subject site.

5.147 A review of historical Ordnance Survey maps indicates that the PDS was predominantly in agricultural use from 1848 until approximately 1893. At this time, the Site was excavated and developed as a boating lake associated with Belle Vue Zoological Gardens. Subsequent mapping shows the addition of a clock tower within the lake by circa 1923, and the presence of a miniature railway extending through the southern and southwestern areas of the Site by circa 1961. By approximately 1978, the boating lake had been infilled and a bowling facility constructed in the northwestern part of the Site. The overall Site layout has remained broadly consistent since this time, with only minor modifications, primarily relating to the extent of car parking in the northeastern area.There are no landfills or hazardous industrial facilities (COMAH sites) recorded on site.

5.148 There are no active landfills within a 2 km radius of the site boundary, there is, however, one historical landfill recorded by the EA within 250 m of the site (246m south accepting unknown waste). There are no active licensed waste sites within a 2 km radius, and no historic waste sites within a 250 m radius of the site. No Waste Exemptions or Environmental Permits have been identified in the environmental database for the site.

5.149 A BGS report was obtained for the Site and confirmed the Site falls within Radon Class 1 - less than 1% of homes are estimated to be at or above the Action Level. No radon protection measures required to new structures.

Magnitude of Impact

5.150 **Table 5.5** provides a framework within which the magnitudes of impact will be assessed during the remediation and enabling works phases of the Proposed Development. This part of the assessment will be based on professional judgements.

Magnitude of Effect	Definition of Magnitude
High	Activities are likely to increase long-term contaminant release over and above the baseline conditions with significantly increased risks to human health and the wider environment. Effects are likely to be important considerations at a regional or district scale. Remedial work may mitigate such effects to some degree but is unlikely to remove all of the effects upon the affected receptors.
Medium	Activities are likely to result in significant contaminant release, or cause degradation of other soil quality parameters, over and above the baseline conditions, with significantly increased risks to human health or controlled waters. Effects could be permanent on a local scale or have wider, temporary impact. Remediation measures are likely to be largely effective although some residual effects may still arise.

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Magnitude of Effect	Definition of Magnitude
Low	Activities may result in some contaminant release or cause degradation of other soil quality parameters over and above the baseline conditions with significant increased risks to human health or controlled waters. Effects are likely to be both temporary and local in nature and can be successfully addressed by remediation to leave minimal residual risk.
Negligible	No effect or effect where risks to human health or the wider environment are not significantly increased.

^ Table 5.5 Significance Criteria

Sensitivity of Receptor

5.151 **Table 5.6** provides a framework within which the sensitivity of receptors will be assessed. This part of the assessment will be based on professional judgement following a review of mapping and environmental data.

Sensitivity	Definition
High	High quality watercourse, unprotected Principal Aquifer, potable groundwater abstraction, on-site operatives, residential properties, schools and hospitals within the site or within 250m of the site boundary.
Medium	Low quality watercourses, Secondary A Aquifer and residential properties, schools within 250m of the site boundary.
Low	Absence of surface watercourse, Unclassified Aquifer or low permeability drift and no sensitive land uses within 250m of the site boundary.

^ Table 5.6 Defining the Sensitivity of Receptor

Duration of Effect

5.152 **Table 5.7** provides a framework within which the duration of effects will be determined.

Sensitivity	Definition
Short Term	0 to 5 years including the construction period and on completion
Medium Term	5 to 15 years including mitigation establishment
Long Term	15 + years including long term operation of the development

^ Table 5.7 Duration of Effect

Significance of Effect

5.153 **Table 5.8** provides a framework which allows for the magnitude of the likely impact to be combined with sensitivity of the receptor to determine the overall significance of the environmental effect. As much of the assessment is based on professional judgement following detailed review of published data this assessment will also be based on professional judgement. Effects considered to have Major Significance will be considered significant in EIA terms.

Magnitude of Effect	Sensitivity of Receptors		
	High	Medium	Low
High	Major	Moderate	Moderate
Medium	Major	Moderate	Minor

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Magnitude of Effect	Sensitivity of Receptors		
	High	Medium	Low
Low	Minor	Minor	None
Negligible	None	None	None

^ Table 5.8 Significance of Effect

Pollution and Nuisance

5.154 Potential pollution sources/effects and appropriate mitigation are discussed in **Table 5.9**.

5.155 Remediation and enabling works to be undertaken in line with the E3P Remediation and Enabling Works Strategy.

Risk to Human Health

5.156 The Tier 2 human health risk assessment has identified the presence of elevated concentrations of inorganic heavy metals (arsenic and lead), organic PAHs (benzo(a)anthracene, benzo(b)fluoranthene, benzo(a)pyrene and dibenzo(a,h)anthracene) and total petroleum hydrocarbons (TPH C21-C35) in comparison to screening criteria for a residential end use with plant uptake within underlying Made Ground soils.

5.157 Elevated PAH, heavy metals and long chain TPH (C21-C35) have primary exposure pathways related to dermal contact and ingestion of soils (PL1 and PL2). The risk to chronic human health can be mitigated through the through the use of suitable PPE during contact with any on-site Made Ground. Where hardstand is present, this will sever the contamination pathway and remove the risk to human health.

5.158 Embedded Mitigation: As the PDS will comprises buildings, hard standings and limited areas of landscaping, the likelihood of exposure by site operatives to potentially contaminated material is significantly reduced as the works comprise the demolition to slab level only, as such, building foundations and hardstanding will provide a cover over below ground contamination.

Potential Effects

5.159 Potential pollution sources/effects and appropriate mitigation are discussed in **Table 5.9**.

Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
Exposure to contaminated soils/groundwater and ground gas to construction works	Construction Workers	Made ground soils pose a risk to construction works through dermal contact, ingestion and inhalation of contamination within the soils, vapours or dust. Workers are to be briefed prior to works commencing to be made aware of any contamination risks on site. The risk to chronic human health can be mitigated through the	Appropriate PPE when handling/coming in to contact with soils. Works to be undertaken in line with the E3P Remediation and Enabling Works Strategy	Negligible

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Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
		through the use of suitable PPE during contact with any on-site Made Ground. Where hardstand is present, this will sever the contamination pathway and remove the risk to human health. underlying Made Ground Soils. No ground gas risk has been identified on site with CS1 measures to be suitable (no mitigation measures required)		
Exposure to contaminated soils/groundwater and ground gas to construction works	End Users	The risk to chronic human health can be mitigated through the installation of suitable clean capping above Made Ground soils. Where hardstand is present, or clean capping is installed, this will sever the contamination pathway and remove the risk to human health. No ground gas risk has been identified on site with CS1 measures to be suitable (no mitigation measures required).	Soft landscaped and garden cover systems to mitigate contact with impacted soils. Works to be undertaken in line with the E3P Remediation and Enabling Works Strategy	Negligible
Migration of contamination to controlled waters	Underlying Aquifers	Proposed enabling works are unlikely to release mobile phase contaminants that could leach into underlying aquifers. However, should any spillages or mobile phase contamination be realised any spillage should be contained, delineated and any impact removed from site. Due to the site being underlain by low permeability clay soils, it is considered unlikely that	Works to be undertaken in line with E3P Remediation and Enabling Works Strategy Any potential contamination sources will be removed during enabling works.	Low

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Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
		enabling works will affect underground aquifers due to the lack of viable migration pathways.		
Fuel storage	Underlying Aquifers Construction Workers	During enabling works significant plant movements will be required and as such there will be requirement to provide temporary fuel storage facilities. Damage to these facilities or accidental spillages during operation could result in impact to the sub-surface or current site workers. However, should any spillages or mobile phase contamination be realised any spillage should be contained, delineated and any impact removed from site. Due to the site being underlain by low permeability clay soils, it is considered unlikely that enabling works will affect underground aquifers due to the lack of viable migration pathways.	All fuel storage facilities will need to comply with The Control of Pollution (Oil Storage) (England) Regulations 2001which requires all facilities greater than 205 ltrs to be provided with secondary containment. The location of oil storage facilities and the operation of those facilities will be clearly referenced and managed as per the CEMP. Spill kits should be present on site throughout the works. Appropriate PPE when handling fuels.	Low
Asbestos in building matrix	Construction Workers Adjacent Commercial /Industrial Workers	Due to the age of the on-site structures that are due to be demolished prior to enabling works asbestos containing materials may be present within the building structure.	Enabling works to comply with Control of Asbestos Regulations 2012.	Low

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Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
	Future Site Users		Works to be undertaken in line with E3P Remediation and Enabling Works Strategy	

^ Table 5.9 Identification and Assessment of Effects

Use of Natural Resources

5.160 Remediation and enabling works will be undertaken to the base of the Made Ground horizon; therefore, no disturbance or utilisation of underlying natural soils is anticipated during these works

5.161 An exception to this may occur where foundations are required to be founded within underlying natural clay strata. In such cases, limited excavation of natural soils will be necessary to facilitate foundation and road construction. Where practicable, site-won natural soils will be subject to appropriate sampling and assessment and subsequently reused within on-site garden cover systems, thereby promoting sustainable materials management and supporting circular economy principles.

Cumulative Impacts

5.162 The proposed remediation and enabling works are not anticipated to give rise to significant adverse cumulative effects in relation to ground conditions. The works will involve the turnover and re-engineering of Made Ground materials across the Site to establish a suitable development platform, alongside the targeted removal of geotechnically unsuitable materials (including pond base deposits) and any contamination sources identified during the enabling phase. These activities will result in an overall improvement in ground conditions by reducing contaminant linkages and enhancing geotechnical stability.

5.163 When considered cumulatively with other committed or reasonably foreseeable developments in the surrounding area, the works are expected to contribute positively to land quality through the remediation of previously impacted soils and the beneficial reuse of site-won materials, with no likely significant residual or cumulative adverse effects identified.

Proposed Methods of Mitigation

5.164 Summary of proposed methods of mitigation which can be employed to reduce potential environmental effects are provided in **Table 5.9**.

Conclusions

5.165 It is therefore considered that there are not likely to be any significant environmental effects arising from the proposed residential development enabling works in respect of ground conditions.

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Noise and Vibration

Introduction

5.166 E3P has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to Noise and Vibration. This assessment has been undertaken by Lee Faulkner, BSc (Hons) who is a full member of the Institute of Environmental Sciences (MIEnSci) and the Institute of Acoustics (MIOA).

5.167 Any consideration of construction noise and vibration impacts upon receptors is considered in accordance with British Standard BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites'.

5.168 We have also considered existing sources of noise, primarily from road traffic, the National Speedway Stadium and Crytal Suite, in accordance with relevant British Standards such as BS 8233:2014+A1:2019 'Guidance on sound insulation and noise reduction for buildings'.

Location of Development

5.169 The Site is located off Kirkmanshulme Lane and Hyde Road, A57. The Site is bound to the south east by the Crystall Suite with residential dwellings located to the north west on Hyde Road, north east on Queensland Road and Glencastle Road and to the south east on Kirkmanshulme Lane. Educational uses lie to the north and west of the site.

5.170 All surrounding receptors to the development are considered sensitive to noise and vibration from construction works. All on-site receptors are considered sensitive to noise and vibration.

5.171 The Site consists of one building surrounded by parking for the former bingo hall (due to be demolished imminently).

Are the works taking place within a sensitive area?

5.172 The works are taking place in a mixed use area with predominately residential and educational use in close proximity. As such, the area is considered sensitive.

Is the proposal likely to have 'Significant Effects' on the Environment?

The Characteristics of the Development

5.173 Construction of a residential development is not likely to have significant effects as it is assumed noise and vibration impacts would be controlled by way of a Construction Environmental Management Plan (CEMP).

5.174 The site is sensitive and an assessment will be undertaken to ensure no residual significant effects are resultant from existing sources of sound.

Use of Natural Resources

5.175 Not considered relevant in relation to noise and vibration.

Pollution and Nuisance

5.176 There is potential for noise and vibration impact upon existing receptors for the life of the project. This will apply to residential, educational and commercial uses. The adjacent Crystal Suite is considered less sensitive than residential and educational uses.

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Risk to Human Health

5.177 Adverse noise and vibration effects could lead to risk to human health with prolonged exposure during the construction works on existing receptors and upon proposed receptors, without mitigation measures.

Potential Effects

5.178 There will likely be some short term noise and vibration effects during the construction phase. These effects can be suitably managed and minimised through a Construction Environmental Management Plan (CEMP), such that no significant environmental effects are expected.

5.179 Similarly, any noise from existing sources of noise around the site will be suitably controlled by way of acoustic barriers, glazing specification and provision for ventilation. As such, no residual effects are predicted.

Cumulative Impacts

5.180 No effects arising from cumulative development are expected.

Proposed Methods of Mitigation

5.181 BPM are proposed to be employed during the construction phase of the development.

5.182 For proposed receptors, we will propose suitable mitigation measures in the form of acoustic barriers, higher rated glazing and provision for upgraded ventilation, where required, to control noise in rear gardens and internal habitable rooms.

Conclusions

5.183 It is therefore considered that there are not likely to be any significant environmental effects arising from the Proposed Development in respect of Noise and Vibration.

Human Health

Introduction

5.184 King Street Planning has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to human health. This assessment has been undertaken by Jamie Lynch MRTPI, MRICS, MISEP, CEnv, BA, MSc.

5.185 The assessment has utilised a suite of policy and guidance documents to inform the assessment:

- National Planning Policy Framework.
- Planning Practice Guidance.
- Manchester's Core Strategy Development Plan Document (Adopted 11 July 2012).
- Places for Everyone (2024).
- Spatial Planning for Health: An Evidence Resource for Planning and Designing Healthier Places (2017).
- HUDU Planning for Health: Healthy Urban Planning Checklist (April 2017).
- HUDU Rapid Health Impact Assessment Tool (October 2019).

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- IEMA: Effective Scoping of Human Health in Environmental Impact Assessment (November 2022).

- IEMA: Determining Significance for Human Health In Environmental Impact Assessment (November 2022).

Location of Development

5.186 The Site comprises a vacant former bingo hall operated by Buzz Bingo. There is extensive hardstanding on site associated with the former car park areas. Vehicular access is currently from Kirkmanshulme Lane to the south, with pedestrian / cyclist accesses available to the north via Hyde Road.

5.187 The existing uses in the surrounding area comprise a mix of commercial, residential, leisure and educational uses.

5.188 The nearest residential properties are located opposite the site off the A57. Commercial uses and the associated employees are the nearest human health receptors, located adjacent to the east and west.

5.189 The receptor groups identified include:

- Construction workers.

- Existing off-site residents.

- Existing off-site users of commercial facilities.

- Future site users.

Are the works taking place within a sensitive area?

5.190 The Site itself is not sensitive to the Proposed Development, nor is the proposed use a sensitive end use. However, the Proposed Development is located in close proximity to residential receptors and commercial uses, both of which comprise human health receptors which could be affected during the construction and operational phases of development.

Is the proposal likely to have 'Significant Effects' on the Environment?

5.191 Due to the nature of the Proposed Development, effects are anticipated during the construction and operational phases.

5.192 During construction, the majority of technical assessments undertaken in support of the planning application demonstrate no significant effects, subject to the implementation of best practice mitigation secured via a CEMP. This will include measures associated with noise, dust, air quality, lighting, townscape and drainage. There could be short term elevated noise levels due to specific operations during construction but this is commonplace across constructions sites and is not considered necessary for inclusion within an EIA.

5.193 Due to the nature of human health impacts, these are reliant upon a suite of technical surveys undertaken by other specialists in support of the planning application. These assessments have been set out in detail elsewhere within the Screening Report and summarised below.

5.194 During operation, the principle effects are associated with the suitability of the site for is intended use, and impacts of the proposals on surrounding sensitive receptors. Each of which is summarised below.

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- **Noise:** A noise assessment has been undertaken by E3P. This demonstrates that suitable internal and external noise climates can be achieved for future residents on site. Commonplace mitigation is proposed in the form of acoustic barriers. No significant noise effects are anticipated during operation.

- **Lighting:** A sensitive lighting strategy will be conditioned and agreed with the Council at the appropriate stage of the development. Due to standard best practice measures being employed, and the urban nature of the local area, it is not anticipated there will be significant lighting effects to existing human health receptors.

- **Traffic:** A Transport Statement has been prepared by Eddisons in support of the planning application. The construction phase traffic movements will be managed by a Construction Traffic Management Plan. This will ensure access and egress of all construction vehicles, protecting pedestrians and cyclists throughout the construction phase. During operation, the traffic movements are anticipated to be minimal and, therefore, the traffic related health effects are not anticipated to be significant.

- **Air Quality:** An Air Quality Assessment has been prepared by Redmore Consulting in support of the planning application. During the construction phase, dust and air quality nuisance effects would be controlled by best practice measures established by the IAQM. The construction phase effects have been identified as not significant. During operation, the air quality effects have been modelled and determined and no significant effects are anticipated. The air quality assessment has also confirmed the site is suitable from an existing air quality perspective.

Cumulative Effects

5.195 The technical assessments have undertaken a cumulative effects assessment. This has confirmed that the proposed development in combination with other cumulative schemes would not result in significant human health effects, such that they need to be assessed within an EIA.

Conclusions

5.196 It is therefore considered that there are not likely to be any significant environmental effects arising from the proposed development in respect of Human Health.

Socio-Economic

Introduction

5.197 Brookdale Consulting has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to the redevelopment of the former Buzz Bingo site in East Manchester. This assessment has been undertaken by Donald Webb, BSc, MBA, Managing Director of Brookdale Consulting. Donald is an economist with over 30 years' experience.

Location of Development

5.198 The Site is that of the former Buzz Bingo on Hyde Road within East Manchester, M18 7BA. The proposal seeks to secure full planning permission for residential development comprising 152 new homes in a mix of houses and apartments. The application proposals present an opportunity to create a new community on a site in East Manchester, delivering 100% affordable homes. The location of the Proposed Development is relevant to this screening appraisal because the city and wider region are well placed to absorb construction and operational employment associated with the development. The urban context also means that the Proposed Development will be located

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within an area characterised by existing economic activity, established infrastructure and access to labour and services.

Are the works taking place within a sensitive area?

5.199 The Proposed Development is not considered likely to interact with unusually sensitive socio-economic receptors in a way that would give rise to likely significant environmental effects. The proposals would introduce new Affordable housing in a sustainable location within East Manchester, which is capable of accommodating a change in socio-economic activity.

Is the proposal likely to have 'Significant Effects' on the Environment?

5.200 There are likely to be beneficial effects on the working age population and the economy through employment opportunities and spending. There are not likely to be significant effects.

The Characteristics of the Development

5.201 The Proposed Development comprises the redevelopment of the vacant former Buzz Bingo site to provide approximately 152 affordable homes, including 126 apartments in three buildings and 25 houses, alongside associated access, parking, landscaping and public realm works. The development will give rise to temporary socio-economic effects during construction, principally through construction expenditure, employment and supply chain activity.

5.202 Once occupied, the completed development will generate longer-term socio-economic effects through population growth, household expenditure, affordable homes, support for local services and public sector revenue through Council tax and other taxes.

Use of Natural Resources

5.203 Use of natural resources is not considered a primary socio-economic issue for the purposes of this screening appraisal. Accordingly, no likely significant socio-economic effects are identified.

Pollution and Nuisance

5.204 Potential nuisance during construction, such as noise, dust and traffic, is considered separately under the relevant technical topics and is not expected to give rise to significant socio-economic effects in its own right as it will be properly managed under planning condition. Similarly, once occupied, the design of the site, and its location will ensure that new residents are not a nuisance. From a socio-economic perspective, the proposals are more likely to result in beneficial effects through employment, expenditure and investment.

Risk to Human Health

5.205 No likely significant socio-economic risks to human health are identified. For socio-economic screening purposes, human health effects would typically arise only where development causes substantial adverse effects on living conditions, access to services, housing availability or community cohesion. No evidence has been provided that the Proposed Development would lead to such effects. It is much more likely that the development will bring positive benefits to human health as some residents will be likely to be moving there from sub-optimal living conditions.

Potential Effects

5.206 The construction effects would be temporary and beneficial. Not all impacts will be captured locally, though the implementation of a Local Labour Agreement would help to capture construction impacts locally thus benefitting Manchester's labour market. Any temporary adverse effects during construction would be short term, reversible and capable of mitigation through

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standard construction management measures. Operational effects would be permanent and beneficial. The development is expected to accommodate around 374 residents, including approximately 238 working age people. Household expenditure from the new homes is estimated at £4.9 million per year, of which around £2.96 million could be spent within Manchester, supporting 26.2 local jobs and £982k GVA per year. The Proposed Development is also expected to support around 8 public sector jobs and generate council tax revenue in excess of £318,000 per annum.

5.207 The Proposed Development will be part of Manchester's population growth and will access NHS services such as GPs, dentists and hospitals. The development will yield a number of children and old people who will use local services such as nursery, school, college and care.

5.208 These effects would be regional to national during construction and largely local to Manchester during operation. The beneficial effects are material in planning terms, but they are not of a scale, extent or intensity that would ordinarily be regarded as significant in EIA terms. Any temporary adverse effects during construction would be short term, reversible and capable of mitigation through standard construction management measures. Impact on health and education is also not expected to be significant. These effects are not considered likely to be of sufficient scale, or sensitivity to warrant assessment as a standalone ES chapter.

Cumulative Impacts

5.209 No significant adverse cumulative socio-economic effects are anticipated. The main cumulative impacts would arise from other development and investment activity in East Manchester, which could incrementally increase demand for labour, materials and local services. Long term projections suggest a drop in children across Greater Manchester affecting school viability and other services. However, there are spatial effects with higher birth rates in certain ethnic populations including areas such as Longsight.

5.210 The Proposed Development would make a modest positive contribution to growth by bringing a vacant site back into use, increasing affordable housing supply and generating additional local expenditure. There is no evidence from the supporting material that the Proposed Development would cause material displacement of existing businesses or community uses, nor that it would place exceptional pressure on local services when considered alongside foreseeable development in the area.

Proposed Methods of Mitigation

5.211 Mitigation of the negative impacts of construction will be included for as part of a construction management plan. Other impacts are likely to be beneficial so no mitigation will be required.

Conclusions

5.212 Overall, the Proposed Development is expected to give rise to temporary beneficial socio-economic effects during construction and longer-term beneficial effects once occupied, particularly through the delivery of affordable housing, employment generation, household expenditure and public revenue.

5.213 Any adverse effects of construction would be localised, temporary and readily mitigated through standard management measures. Effects in operation are not expected to require mitigation, though the potential for cumulative effects on NHS, nurseries and schools will require consideration in planning for Manchester's growth. The likely effects are not considered to reach the threshold of significance for the purposes of EIA. It is therefore considered that there are not likely to be any significant environmental effects arising from the Proposed Development.

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Transport

Introduction

5.214 Eddisons has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to transport.

5.215 This assessment has been undertaken by Phil Wooliscroft, who is a Partner at Eddisons and has over 30 years' experience in development planning. He has an MSc and is a member of the Chartered Institute of Logistics and Transport.

5.216 Assessment of the traffic and transport impact of the Proposed Development has been undertaken in accordance with the 'Environmental Assessment of Traffic and Movement' a guidance document produced by the Institute of Environmental Management and Assessment (IEMA) in 2023.

5.217 IEMA advises that the following criteria be used to determine the extent of the study area and the requirement for further EIA assessment:

- ***"Rule 1 include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)***

- ***Rule 2 Include highway links of high sensitivity where traffic flows have increased by 10% or more".***

5.218 If either of the above thresholds are reached the IEMA Guidance suggests detailed consideration of the following items:

- ***"Severance of communities;***

- ***Road vehicle driver and passenger delay;***

- ***Non-motorised user delay;***

- ***Non-motorised amenity;***

- ***Fear and intimidation on and by road users;***

- ***Road user and pedestrian safety; and***

- ***Hazardous/large loads."***

5.219 If neither of the thresholds are reached, no further EIA assessment is necessary.

5.220 With regard to the reference to 'high sensitivity' in Para 1.4, sensitive locations are characterised as:

- ***"People at home***

- ***People at work***

- ***Sensitive and/or vulnerable groups (including young age; older age; income; health status; social disadvantage; and access and geographic factors)***

- ***Locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools)***

- ***Retail areas***

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- *Recreational areas*
- *Tourist attractions*
- *Collision clusters and routes with road safety concerns*
- *Junctions and highway links at (or over) capacity"*

5.221 The IEMA Guidance also notes the importance of identifying groups that may be sensitive to changes in traffic conditions, with the following user groups outlined at Paragraph 1.28:

- *"Non-motorised users*
- *Public right of way users*
- *Motorists and freight vehicles*
- *Public transport*
- *Emergency services".*

Location of Development

5.222 The Site is located between the A57 Hyde Road and Kirkmanshulme Lane. The Site is, and will be, accessed from Kirkmanshulme Lane. Kirkmanshulme Lane is a single carriageway that runs south-west towards the Longsight area to its signalised junction with the A57 Hyde Road to the east of the site.

5.223 Kirkmanshulme Lane is around 10 metres wide in the vicinity of the site has footways on both sides of around 2 metres width on the northern side and 2.5 metres width on the southern side.

5.224 To the east of the Site Kirkmanshulme Lane connects to Mount Road via a signalised junction which is located just south of the Kirkmanshulme Lane/Mount Road/Hyde Road signalised junction. Dedicated off road cycleway sections are located close to the junction between Kirkmanshulme Lane and Hyde Road and formal dedicated pedestrian an cycle facilities are located at the junction of Kirkmanshulme Lane/Mount Road/Hyde Road.

5.225 Mount Road travels south from Kirkmanshulme Lane towards Levenshulme.

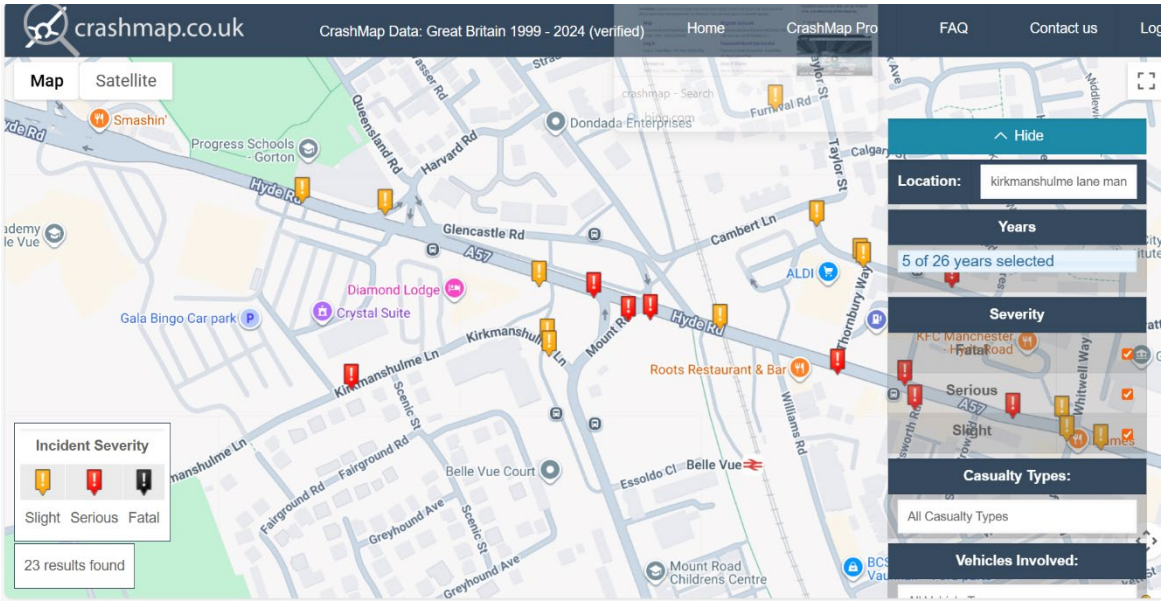
5.226 The A57 Hyde Road is a single carriageway with two lanes in each direction travelling west towards Manchester city centre and east towards Gorton.

5.227 In the vicinity of the Site, all of the roads are subject to a 30mph speed limit and have street lighting. There are no waiting restrictions within the vicinity of the site on Kirkmanshulme Lane but no waiting at any time restrictions ae in place further east towards the Kirkmanshulme Lane/Mount Road/Hyde Road junction.

5.228 Kirkmanshulme Lane has an on-road cycle lane in the vicinity of the Site and Kirkmanshulme Lane, Mount Road and Hyde Road are all bus routes with bus stops located close to the Site.

5.229 To establish the current road safety situation in the vicinity of the Site, the CrashMap website has been interrogated. **Figure 5.2** overleaf shows the personal injury accidents that have occurred in the most recent 5 years period.

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^ Figure 5.2

5.230 As can be seen, there have been a small number of personal injury accidents within the vicinity of the site. One on Kirkmanshulme Lane close to the site, two close to the junction with Mount Street and three at the Kirkmanshulme Lane/Mount Road/Hyde Road junction. Given the high volume of traffic within this area, this is considered to be a very small number of personal injury accidents and suggests that the local road network is operating safely.

5.231 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.

Are the works taking place within a sensitive area?

5.232 The user groups and locations which should be taken into consideration when determining the sensitivity of a highway link / receptor are provided in the introduction. The approach to assigning levels of sensitivity to receptors is detailed in **Table 5.10** informed by 'Environmental Assessment of Traffic and Movement' (IEMA, 2023).

Sensitivity of receptor	Description	Examples
High	High level of vulnerable road users	• Many people from sensitive groups (including children, elderly and disabled) likely to be walking and cycling. • Sensitive locations (including hospitals, churches, schools, historical buildings, conservation areas) accessed from or within close proximity to assessed link. • Presence of fatal collision(s) or a cluster of serious road collisions.
Medium	Medium level of vulnerable road users	• Some people from sensitive groups (including children, elderly and disabled) likely to be walking and cycling. • Sensitive locations (including hospitals, churches, schools, historical buildings, conservation areas) accessed from or within close proximity to assessed link. • No fatal collisions. Presence of a cluster of serious and/or slight collisions.

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Low	Low level of vulnerable road users	• Few people from sensitive groups (including children, elderly and disabled) likely to be walking and cycling. • No sensitive locations (including hospitals, churches, schools, historical buildings, conservation areas) accessed from or within close proximity to assessed link. • No fatal collisions. No notable clusters of collisions.

^ Table 5.10 – Criteria for Determining Receptor Sensitivity

5.233 Hyde Road and Kirkmanshulme Lane are both deemed to have a low level of sensitivity.

Is the proposal likely to have 'Significant Effects' on the Environment?

The Characteristics of the Development

5.234 The Proposed Development entails the construction of up to 152 residential dwellings, comprising 126no. apartments and 26no. houses, at the former Buzz Bingo site.

5.235 Vehicular access will be provided by the existing, albeit improved, access junction onto Kirkmanshulme Lane. The proposed site access has a 5.5 metre carriageway with 2 metre footways on both sides. The proposed access plan shows that visibility splays of 2.4 metres x 25 metres can be achieved in both directions, which are commensurate with roads subject to a 20mph speed limit.

5.236 The proposed Site access conforms to current guidance for priority-controlled junctions (DMRB. CD 123 - Geometric design of at-grade priority and signal-controlled junctions). On that basis, it is considered that the proposed vehicular access is safe and fit for purpose and would be deemed acceptable by MCC.

Movements

5.237 The Transport Assessment, which will support the subsequent planning application at the site, will provide a more detailed consideration of the traffic impact that is likely to be generated by the proposals.

5.238 In order to calculate the number of trips which the potential dwellings are forecast to generate the TRICS database was analysed. Trip rates were obtained in the "Residential – Mixed Private Houses (Flats and Houses)" land use with Greater London and Eire sites excluded.

5.239 **Table 5.11** below, summarises the trip generation for the proposed development comprising around 152 dwellings.

	Trip Rates		Trips	
	Arr	Dep	Arr	Dep
Weekday AM Peak	**0.131**	**0.300**	**20**	**46**
Weekday PM Peak	**0.268**	**0.148**	**41**	**22**

^ Table 5.11 - Trip Rates and Trips

5.240 As can be seen from the above table, the Proposed Development is predicted to result in approximately 66 two-way trips in the weekday AM peak and around 63 two-way trips in the PM peak hour.

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5.241 The assessment can be considered to be robust, as it is based on Private Housing, whereas the scheme will provide 100% affordable dwellings, which tend to generate fewer trips than more traditional housing developments. In addition, the existing site has also in the recent past generated peak hour traffic flows which would reduce the net traffic impact on the local road network. For robustness his has not been taken into account in this particular exercise.

5.242 On this basis, it is concluded that the Proposed Development would not result in an increase of the 30% thresholds; as such, the traffic and transport impacts of the Proposed Development are not considered to be significant and no further EIA analysis is necessary.

Use of Natural Resources

5.243 This is not directly relevant to transport, and is considered by other chapters.

Pollution and Nuisance

5.244 This is not directly relevant to transport, and is considered by other chapters.

Risk to Human Health

5.245 This is not directly relevant to transport, and is considered by other chapters.

Potential Effects

5.246 Notwithstanding the results set out above and the fact that neither of the thresholds for further assessment are breached, the impacts of the development have been considered below.

Severance of Communities

5.247 Severance is a perceived division that occurs when a traffic link separates part of an existing community. This can occur when a road becomes too heavily trafficked (making crossing the road a problem) or when a new route divides existing land creating a physical barrier.

5.248 Based on the reasonably low level of vehicular traffic that is likely to be generated by the proposed development it is not considered that an adverse impact on severance would occur. Therefore, severance to the key receptors is not considered to be significant and will not need to be considered as part of an EIA.

Road vehicle driver and passenger delay

5.249 Road vehicle driver and passenger delay is the time lost to a specific journey as a result of other users on a given network. If a development generates vehicular trips and as they are distributed onto the surrounding road network, they impact the operation of that network. Impacts on the surrounding road network can manifest in additional delay and/or queuing for drivers and their passengers and public transport users where applicable.

5.250 Based on the minimal level of vehicular traffic that is likely to be generated by the proposed development it is not considered that a materially adverse impact on road vehicle driver and passenger delay would occur.

5.251 Therefore, impacts with respect to road vehicle driver and passenger delay to the key receptors is not considered to be significant and will not need to be considered as part of an EIA.

Non-motorised user delay

5.252 Non-motorised user delay is the time lost to a specific journey as a result of other users on a given network. If a development generates vehicular trips, the vehicular demand affects the ability of users to cross local routes, which results in an impact on delay. Impacts on the surrounding road

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network can manifest in additional delay for pedestrians, runners, cyclists and equestrians where applicable.

5.253 Based on the minimal level of vehicular traffic that is likely to be generated by the proposed development it is not considered that a materially adverse impact on non-motorised user delay would occur.

5.254 Therefore, impacts with respect to non-motorised user delay to the key receptors is not considered to be significant and will not need to be considered as part of an EIA..

Non-motorised amenity

5.255 Non-motorised amenity is the relative pleasantness of a journey as a result of other users on a given network. Influencing factors can be traffic flow, traffic composition and separation from traffic.

5.256 Based on the minimal level of vehicular traffic that is likely to be generated by the proposed development it is not considered that a materially adverse impact on non-motorised amenity would occur. Therefore, impacts with respect to non-motorised amenity to the key receptors is not considered to be significant and will not need to be considered further as part of an EIA.

Fear and intimidation on and by road users

5.257 Fear and intimidation can also change as a result of changes in baseline traffic flows. This is influenced by a number of things including the volume of traffic, HGV content, nature and frequency of pedestrian/cycle/ equestrian infrastructure, and the width of such infrastructure.

5.258 Based on the minimal level of vehicular traffic that is likely to be generated by the proposed development impacts with respect to fear and intimidation on and by road users to the receptors is not considered to be significant and will not need to be considered as part of an EIA.

Road user and pedestrian safety

5.259 Road user and pedestrian safety is concerned with current and future collision rates; with a particular emphasis on serious and fatal collisions. IEMA Guidance notes that, whilst collision cluster analysis is still relevant, the ‘Safe System’ should be adopted as an international best practice.

5.260 Based on the minimal level of vehicular traffic that is likely to be generated by the proposed development it is not considered that a materially impact on road user and pedestrian safety would occur. From a review of highway collision records, there do not appear to be any collision clusters adjacent to or in proximity of the site.

5.261 Therefore, impacts with respect to road user and pedestrian safety to the receptors is not considered to be significant and will not need to be considered as part of an EIA.

Hazardous/large loads

5.262 The Construction Management Plan will set out how the construction of the scheme will be managed, including the traffic generated during this period.

5.263 Site activities will be tightly managed and all reasonable efforts will be taken to minimise the impact of the proposed construction works on the surrounding area and population.

Cumulative Impacts

5.264 No effects arising from cumulative development are expected.

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Proposed Methods of Mitigation

5.265 As detailed previously, the Proposed Development would generate a minimal level of additional traffic on the local road network. In line with IEMA guidance, it is not necessary to further consider the traffic impact.

5.266 Eddisons will prepare a formal Transport Assessment (TA) and Travel Plan (TP) to support the forthcoming planning application.

Conclusions

5.267 It is concluded that there are not likely to be any significant environmental effects arising from the Proposed Development in respect of transport.

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6. Summary

6.1 The Proposed Development involves the residential redevelopment of the site of the former Buzz Bingo, Hyde Road, Gorton. The Site is in an urban location and is not considered to be a sensitive area for the purposes of the EIA Regs.

6.2 The Proposed Development is not of a type listed in Schedule 1, however the Proposed Development is considered to fall within Schedule 2 development under Section 10 'Infrastructure Projects' within sub-category (b) 'Urban Development Projects' as it marginally exceeds the 150 dwelling threshold for this type of development.

6.3 The Proposed Development is not considered to be of more than local significance, is not located in an environmentally sensitive area and is considered to be comparable to other types of development within East Manchester.

6.4 A suite of technical consultants have assessed the characteristics of the Proposed Development; the location of the Proposed Development; and the types and characteristics of the potential impacts of the Proposed Development, and have concluded that there are no likely significant environmental effects arising from the scheme that would warrant an EIA.

6.5 Consequently, it is not considered that an EIA will be required in this instance, however we would be grateful if you could provide a Screening Opinion for the Proposed Development.

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List of Appendices

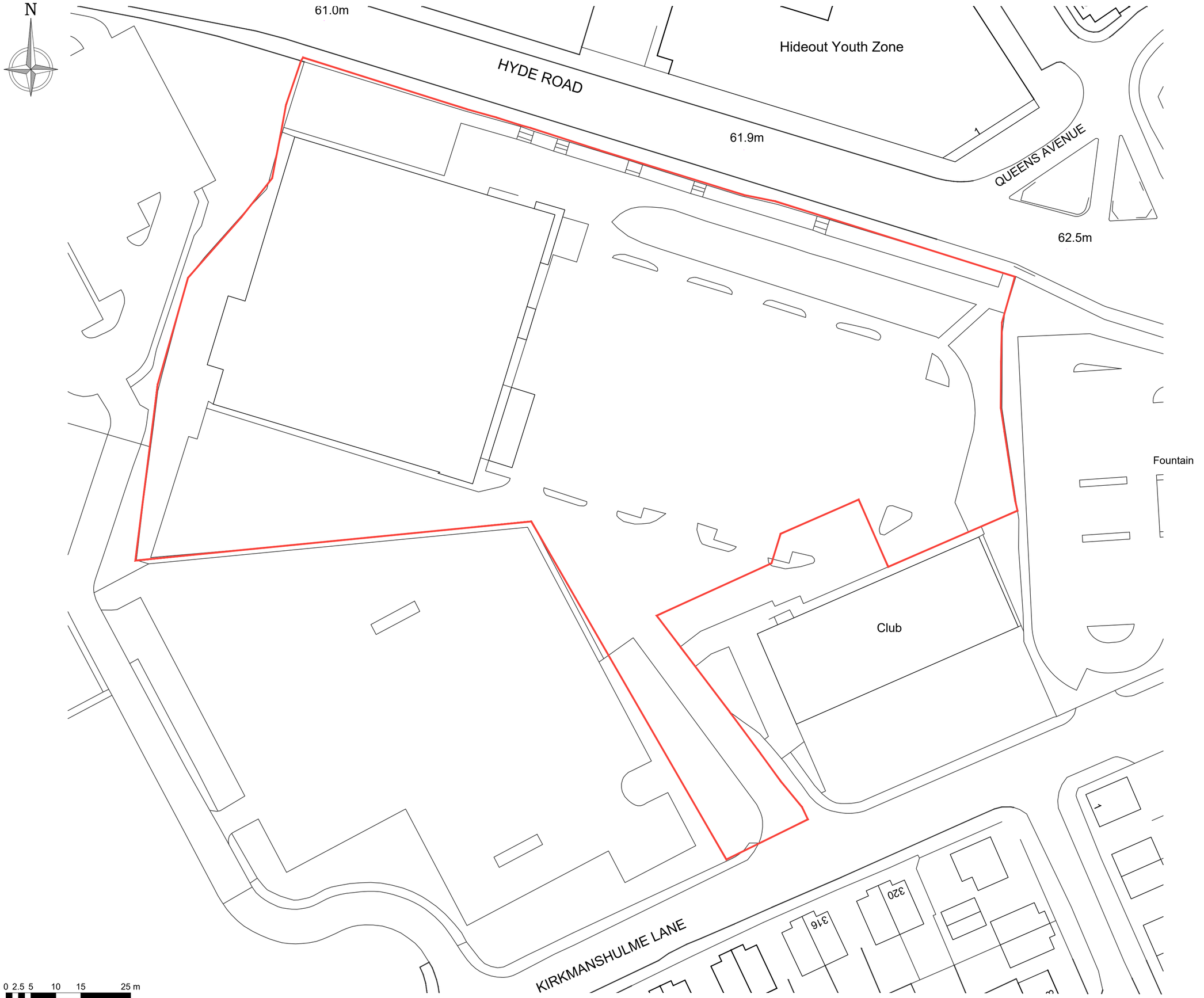
Appendix 1: Site Location Plan

Appendix 2: Summary of Relevant Planning Policies

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Appendix 1: Site Location Plan

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Legend

Application Site Boundary

Revision	Date	Amendment	Initials
-	-	-	-

Development

Former Buzz Bingo

Location

Gorton, Manchester

Marketing Name

-

Drawing Title

Site Location Plan

Drawing No.

C016-KEL-XX-XX-PL-A-001

Revision	Scale @ A2
-	1:500
Drawn By	**Date**
BG	09.01.26
Checked by	**Date Checked**
TJ	05.03.26

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KELLEN HOMES

Z:\016 Buzz Bingo, Manchester\01. Architects\02. Drawings\Design Working Drawings\AutoCad\Buzz Bingo - Site Location Plan.dwg

Appendix 2: Summary of Relevant Planning Policies

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Adopted Local Plan

Manchester City Council Core Strategy

The Manchester Core Strategy ("CS") was adopted in July 2012 and is the key, overarching Development Plan Document ('DPD') within the Local Development Framework ('LDF'). The CS has replaced significant elements of the Manchester UDP, and the CS is the document that sets out the long-term strategic policies for Manchester's future development.

The site-specific policies which are relevant to the site include:

Policy EC5 'East Manchester' - states that East Manchester is expected to provide approximately 80-85ha of employment land, the majority of which will be in the Regional Centre. Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

Outside of the Regional Centre the district centres will provide opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.

The supporting text states:

> ***"The wide scale regeneration in East Manchester particularly at the neighbourhood level has led to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods."***

Policy H4 'East Manchester' - states that East Manchester will assist with the delivery of around 30% of new residential development (approximately 8,280 residential units) between 2009-2027. It is noted that priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy SP1 'Spatial Principles' - states that beyond the Regional Centre, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.

Other policies relevant to the Proposed Development are summarised in the table below.

Policy	Summary
Spatial Objective 1: Spatial Principles	Promotes the sustainable development of the City, which can contribute to halting climate change.
Spatial Objective 2: Economy	Seeks to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City, to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
Spatial Objective 3: Housing	Seeks to Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
Spatial Objective 6: Environment	Seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources.
Policy EC1: Employment and Economic Growth in	Outlines that the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City

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Policy	Summary
Manchester	Centre and Eastlands.
Policy EC5: East Manchester	This Policy outlines that East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre. The Council will promote development which: • Ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; • Takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops; • Creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities; • Has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.
Policy H1: Overall Housing Provision	Housing delivery targets are now replaced by PfE Policy JP-H1. The Policy states that 90% of residential development will be on previously developed land.
Policy H8: Affordable Housing	Affordable housing is required on all residential developments that propose 15 or more units. New development will contribute to the City-wide target of 20% of new housing provision to be affordable. Guidance of affordable housing to be replaced by PfE Policy JP-H2
Policy DM1: Development Management	All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:- • Appropriate siting, layout, scale, form, massing, materials and detail. • Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. • Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. • Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. • Community safety and crime prevention. • Design for health.

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Policy	Summary
	• Adequacy of internal accommodation and external amenity space. • Refuse storage and collection. • Vehicular access and car parking. • Effects relating to biodiversity, landscape, archaeological or built heritage. • Green Infrastructure including open space, both public and private. • The use of alternatives to peat-based products in landscaping/gardens within • development schemes. • Flood risk and drainage. • Existing or proposed hazardous installations.
Policy T1: Sustainable Transport	Explains that to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: • Promote regeneration and economic viability by relieving traffic congestion and improving access to jobs and services, particularly for those in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles subject to appropriate design and location. Would reduce the negative impact of road traffic e.g. congestion, air pollution and road accident casualties.
Policy T2: Accessible Areas of Opportunity and Needs	States that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Corridor and Hospitals and the Airport, and is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.
Policy EN1: Design Principles and Strategic Character Areas	States that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, development should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of

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Policy	Summary
	meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.
Policy EN3: Heritage	Notes that throughout the City, the Council will encourage development that complements and take advantage of the distinct historic and heritage features of its districts and neighbourhoods. Guidance on new developments is replaced by PfE Policy JP-P2
Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	States that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. Policy on the principle of the Energy Hierarchy is replaced by PfE Policy JP-S2
Policy EN6: Target Framework for CO2 reductions from low or zero carbon energy supplies	States that applications for all development over 1,000 sq m will be expected as a minimum to meet the targets, unless this can be shown to be not viable. This should be demonstrated through an energy statement. This energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Targets within this policy are replaced by PfE Policy JP-S2
Policy EN8: Adaptation to Climate Change	States that all development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces. Guidance within the policy are replaced by PfE Policies JP-S2, JP-S4 and JP-G8
Policy EN9: Green Infrastructure	Encourages developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.
Policy EN14: Flood Risk	States that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. Also states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems ('SUDS') and the appropriate use of lands Infrastructure. Policy in part replaced by PfE Policy JP-S4
Policy EN15: Biodiversity and Geological Conservation	States that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to the linkages between valuable or potentially valuable habitat areas. Policy in part replaced by PfE Policy JP-G8
Policy EN16: Air Quality	States that the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. Policy in part replaced by PfE Policy JP-S5
Policy EN17: Water	States that development should avoid any adverse impacts on water quality.

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Policy	Summary
Quality Policy in part replaced by PfE Policy JP-S4	
Policy EN18: Contaminated Land and Ground Stability	This Policy promotes the remediation of contaminated land and required any proposal for development of contaminated land to be accompanied by a health risk assessment.
Policy EN19: Waste	States that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
Policy PA1: Developer Contributions	Where needs arise as a result of the development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/ guidance. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area.

Saved Policies of the Manchester Unitary Development Plan

Several of the policies set out in the UDP adopted in July 1995 were 'saved' in 2012 and are still in effect today. The policies relevant to the Proposed Development are summarised in the table below:

Policy	Summary
Policy DC7: New Housing Development	The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play.
Policy DC19: Listed Buildings	In determining applications for development that would involve or have an impact on buildings of special architectural or historic interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.
Policy DC20: Archaeology	The Council will give particular consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place.
Policy DC26: Development and Noise	The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. The effect of new development proposals which are likely to be generators of noise; and b. The implications of new development being exposed to existing noise sources which are effectively outside planning control. New noise-sensitive developments (including large-scale changes of use of land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to them not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this Policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future. Where the Council believe that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the

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	applicant to provide an assessment of the likely impact and of the measures proposed to deal with it satisfactorily.

Places for Everyone

The Places for Everyone joint development plan document (PfE) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It was adopted in March 2024 and is a material consideration in the determination of planning applications.

Key policies of the PfE Plan that are of relevance to the Proposed Development include the following:

- Policy JP-Strat5 (Inner Areas) – promotes the continued regeneration of inner areas and states that high levels of new development (predominantly residential) will be accommodated in these highly accessible and sustainable locations;
- Policy JP-S2 (Carbon and Energy) – aims to deliver a carbon neutral Greater Manchester, with a dramatic reduction in greenhouse gas emissions;
- Policy JP-S5 (Flood Risk and Water Environment) – promotes an integrated catchment approach to protect the quantity and quality of water bodies, and managing flood risk;
- Policy JP-S6 (Clean Air) – supports improvements in air quality, focusing particularly on locations including where people live;
- Policy JP-S7 (Resource Efficiency) – promotes the achievement of a circular economy and a zero waste economy to help Greater Manchester to meet its ambition to become a leading green city region by 2038;
- Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development) – promotes the development of good quality, adaptable new homes which enables people to reduce the need to travel;
- Policy JP-H2 (Affordability of New Housing) – aims to deliver substantial improvements in the ability of people to access affordable housing;
- Policy JP-H3 (Type, Size and Design of New Housing) – promotes the delivery of a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods;
- Policy JP-H4 (Density of New Housing) – states that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport;
- Policy JP-P1 (Sustainable Places) – aims for Greater Manchester to become one of the most liveable cities in the world, consisting of a series of beautiful, healthy and varied places;
- Policy JP-P2 (Heritage) – aims to conserve, sustain and enhance Greater Manchester's historic environment and heritage assets and their settings;
- Policy JP-C1 (An Integrated Network) – aims to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity; and
- Policy JP-C7 (Transport Requirements of New Development) – requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

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Supplementary Planning Documents and Planning Guidance

Guide to Development in Manchester SPD

The Guide to Development in Manchester SPD (April 2007) and sets out the design principles and standards that MCC expects new development to achieve. The key principles and standards relevant to the Proposed Development are set out in the table below.

Guidance	Summary
Areas of change should promote a sense of place	In areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity
Neighbourhoods should contain a mix of housing	Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance.
New developments should maximise access for disabled people	The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, with identifies their philosophy and approach to inclusive design.
Environmental Standards	The Council is committed to making Manchester 'the Greenest City in Britain' so developers are expected to submit a Statement on how their proposal will achieve the environmental standards required.

Design for Access 2

Design for Access 2 (2003) sets out the standards which MCC expects to be used for all buildings and projects on which the Council lead, owns, has an interest in, or delivers a service from. MCC also often requires the same standard of provision on new schemes, even where MCC does not have a direct interest.

It is recommended that the detailed requirements of Design for Access 2 be reviewed and incorporated into the proposals, where possible. In terms of residential development specifically, some of the guidance within Design for Access 2 has been superseded by the more recent Residential Design Guidance.

Manchester Residential Design Guidance

MCC has prepared the Residential Quality Guidance (July 2016) for use by architects and developers, to seek to achieve design excellence in all new housing to be built in the City. The document is a material consideration in the determination of planning applications, providing guidance on a range of details including minimum space standards and high environmental standards.

The guidance states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration is to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

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