MANCHESTER CITY COUNCIL

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Date:16th October 2026

Our reference: Land bounded by Victoria Point, Longsight Primary Sub-Station, West Grove, Upper West Grove, Carmoor Road and Hathersage Road Manchester M13 0EH

Dear Mr Bickerdike

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND) REGULATIONS 2017

SCREENING OPINION UNDER PART 2 REGULATION 6

PROPOSED DEVELOPMENT LAND LAND BOUNDED BY VICTORIA POINT, LONGSIGHT PRIMARY SUB-STATION, WEST GROVE, UPPER WEST GROVE, CARMOOR ROAD AND HATHERSAGE ROAD MANCHESTER.

The proposed development comprises a site bounded by Victoria Point, Longsight Primary Sub-Station, West Grove, Upper West Grove, Carmoor Road and Hathersage Road Manchester M13 0EH

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Due to the nature and location of the application Manchester City Council, as Local Planning Authority has undertaken a Screening Opinion under the regulations outlined above at the applicants request.

In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) is required to support the proposed development, Manchester City Council, as Local Planning Authority, has taken into account Environmental Impact Assessment (EIA) Screening Request letter in respect of the proposed redevelopment of Octagon House, Hathersage Road, Manchester dated 28th August and received on 4th September and our conclusions in this respect are set out below:

The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. Given the nature of the development it is considered that it would have similar impacts to a developments which would exceed 150 dwellings which are defined as a development likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Within the Planning Policy Guidance (PPG), general considerations relating to the need for an EIA for Schedule 2 developments is identified within paragraph 18 of the guidance. This references the selection criteria in relation to Schedule 3 of the Regulations. This criteria which must be taken into account in determining whether a development is likely to have significant effects on the environment. The criteria is as follows:

I. Characteristics of Development (e.g. its size, use of natural resources, quantities of pollution and waste generated);
II. Location of Development (e.g. environmental sensitivity of geographical areas);
III. Characteristics of the potential impact (e.g. its magnitude and duration).

Below is a consideration as to whether an EIA is required to support a planning application for the above development.

CONTEXT

The site is 1.34 hectares and bounded by Victoria Point, Longsight Primary Sub-Station, West Grove, Upper West Grove, Carmoor Road and Hathersage Road.

Site lies within part of the city known as Victoria Park close the Manchester Royal Infirmary and the Higher Education Precinct. It currently comprises Octagon House a prominent five-storey building currently home to the Central Manchester NHS Renal Dialysis Unit and areas is hardstanding currently used as a surface level car park (230 spaces). Areas of introduced shrub are located throughout the site, with a large area located along the western site boundary. An area of sparsely vegetated urban land with encroaching ephemeral and ruderal species is located within the southwest corner of the site. Scattered trees are located onsite, primarily at the western site boundary and south-western corner of the site.

The site lies close to Oxford Road Corridor SRF Area.

Upper Brook Street a main arterial route into and out of the City Centre is close to the site and Hathersage Road is a key transport corridor linking Oxford Road and Stockport Road (via Plymouth Grove)which again are both main arterial route into and out of the City Centre.

The site is close to all sustainable transport options. The site is well connected to the city centre via frequent and regular bus services with travel times below 10 minutes along A34 Upper Brook Street and A5184 Plymouth Grove, providing high frequency services to the Universities, Manchester City Centre, Piccadilly Gardens, Stockport and East Didsbury. There are two bus stops within close proximity at Upper Brook Street (approx. 300m), with a further two stops on Plymouth Grove (approx. 600m). Oxford Road, along which a number of frequent bus services operate, is located c650 m to the west of the Site via Hathersage Road.

Victoria Point, Hathersage Road, Tatton House, Hathersage Road, 60-66 , Hathersage Road, 45-49 Carmoor Road, 2-18 Upper West Grove, 51-53A Hathersage Road, Coniston Hall, Hathersage Road, 90 & 92 Carmoor Road and 2-26 West Grove.

Purpose Built Student Accommodation (PBSA) is currently under construction at:

88-90 Carmoor Road (App ref no 135576/FO/2022) : Erection of part three storey, part six storey purpose-built student accommodation (sui generis) with 172 beds in a mix of studio and cluster units, together with ancillary facilities, shared amenity space, site access and other associated works following demolition of existing buildings.

A redevelopment resulting in increased density at a site known as Victoria Point (Application ref no 139987/FO/2024) was approved in October 2025:

Redevelopment of existing student accommodation buildings (6 in total) to include the phased demolition and extension of the existing buildings to a maximum height of 12 storey's to form Purpose Built Student Accommodation (876 bedspaces in total) (Use Class Sui Generis), including associated ancillary internal and external amenity space, ground floor community/commercial (Use Class E, F1 and F2), hard and soft landscaping and associated highway works.

Within the site’s wider context change and regeneration is taking place because of the above developments.

The character of the wider area is changing therefore from its original mainly low rise commercial character to include more densely development PBSA accommodation. Given this the context varies between contemporary mid-rise PBSA developments, 2 to 3-storey residential properties.

The site lies close to the grade II* listed Victoria Baths, Buckingham Crescent (Nos. 108-112) (Nos. 114-116) and (Nos. 118-120) grade II listed, Brook House (former Park View) and associated Entrance Walls and Gate Piers grade II listed, and the Church of St Chrysostom grade II listed.

Whilst not located within a conservation area the The Victoria Park Conservation Area which is located to the south of the Site.

The Site falls within Flood Risk zones 1 according to the Environment Agency Flood Map and is in a critical drainage area.

ASSESSMENT

It is considered that the potential impacts from a development of this nature are as follows:

- Visual;
- Heritage;
- Ecology;
- Traffic;
- Air quality;
- Land contamination
- Sunlight and daylight;
- Wind;
- Noise/dust/emissions from construction and operations of the development;
- Drainage and Flood Risk;
- Socio-Economic Impacts;
- Climate Change;
- Embodied Carbon and Circular Economy; and
- Human Impact

This assessment will determine whether any of the above impacts are significant in nature and warrant consideration by an EIA.

As detailed above, an assessment will now take place based on the three criteria within Schedule 3 of the regulations.

Characteristics of Development

Size of Development

The development would comprise the refurbishment and extension of Octagon House and the erection of buildings of up to 11 storeys in height to accommodate a mix of uses comprising Purpose Built Student Accommodation bedrooms (205 studios and 35 apartments accommodating 250 bedrooms) (Sui Generis Use Class); Key Worker accommodation (Sui Generis Use Class) (211 units); Residential units (16 no) (Use Class C3); 2,568 sq m of healthcare use (including the retention of an existing healthcare facility on site) (Use Class Ee); and 394 sq m of commercial or community uses (Use Classes Ea, Eb, Eciii, Ee, Ef, F1e, F2b, F2c) with associated site access, car and cycle parking and landscaping. It would cover a site area of 1.34ha. The proposal is therefore considered to be a major development. On that basis, the development has the potential for impacts to arise.

Given the amount of floorspace to be created at the development site, this will represent a dense form of development with heights which will represent a change in form and character of the development site. However, given the distribution of the scale and massing in relation to the site's existing and emerging context this is unlikely to result in any significant visual, or amenity impacts that would warrant consideration by an EIA.

The proposals are not expected to produce any further consequential development as existing utilities will be sufficient to support the development. There will be some impacts from the proposed site preparation associated with the removal of materials (such as the generation of waste, vehicle movements and potential for dust generation) however such impacts would not be unusual within this type of City Centre environment and are capable

of being managed through appropriate planning conditions which would be attached to any consent granted.

On this basis, whilst a proposal of this scale and nature will have some impacts (as a result of the density of the proposal) it is considered that this will not be of more than local significance and will not be of a scale to warrant consideration by an EIA.

NATURAL RESOURCES	
Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	The proposal would include landscaping improvements around the site and the removal of soil an any remaining on site structures excluding the retained Octagon House However, it is considered such changes would not be significant at a level which would warrant consideration by an EIA.
Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	The site is not known to contain any natural resources. The proposals relate to previously developed sites. The construction phase would involve the use of building materials some of which will be derived from natural resources. The extent of that impact would be mitigated through a sustainable design and construction approach to the development that accords with current legislative requirements and, where practicable, best practice advice. The operational phase of the Proposed Development will be designed in order to minimise the use of natural resources and an Environmental Standards and Energy Statement has been submitted to demonstrate the strategies that will be put in place to minimise the use of natural resources – through for example, the efficient use of energy, water and minimisation of waste. It is therefore considered the use of natural resources would not be significant in respect of this

	development and therefore does not warrant consideration by an EIA.
Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g.forestry, agriculture, water/coastal,fisheries, minerals?	No
WASTE	
Will the project produce solid wastes during construction or operation or decommissioning?	It is inevitable that the construction and proposed use of the development sites will generate waste. There will be some site excavation with material needing to be removed off site Any contaminated soil may be treated at site or taken elsewhere for treatment and disposal. I note that made ground on site may contain a range of contaminants, including asbestos due to history of demolition on site. Made ground may be contaminated from industrial historic use of land surrounding the site area, transported to the site via groundwater. Such contamination could include hydrocarbons, heavy metals, PAHs, PCBs, VOCs and SVOCs. However these are unlikely to be at levels which present any specific challenges in this regard that are significant, unusual, complex or any more than local significance. Once the development becomes operational, the variety of proposed uses, would generate waste. Some of this can be recycled and other waste would have to go to landfill. Whilst waste would be created at the development, this would be minimised through careful management of the construction and demolition process along with having a clear waste management strategy for when the

	development is operational. Given the scale of the development the, scale of the waste that cannot be recycled will not be significant. As such, I consider that the production of waste would be localised in nature and predictable and therefore does not require consideration by an EIA.
POLLUTION AND NUISANCES	
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	The proposed development, both from the construction process and the operational phases of the development, are not likely to give rise to any pollutants which are hazardous, toxic or noxious other than in relation to potential land contamination, the impacts of which have been dealt with above. During the construction phase, activities may produce minor amounts of dust from the handling of building materials, and the production of particulate matter and emissions through the use of construction plant and equipment which could cause disruption to the local community. Releases of emissions to the air during construction would be managed and controlled through the implementation of a Construction Environmental Management Plan. The application site is situated within the Greater Manchester Air Quality Management Area (AQMA) and therefore has the potential to impact upon local air quality during both construction and operational phases. An air quality assessment report has been submitted in support of the planning application, this assesses the baseline air quality conditions at and around the Site, using MCC and DEFRA air quality data and identifies sensitive receptors on and around the

	Site which have the potential to be affected by the development proposals. Potential construction impacts should be assessed in line with Institute of Air Quality Management (IAQM) good practice guidance; whilst operational impacts will be assessed with regards to emissions from traffic (using traffic data obtained from transport consultants), and emissions from proposed combustion plant (boilers). Operational impacts should be assessed in line with IAQM air quality planning guidance, using dispersion modelling software to quantify the impact where necessary. The submitted Air Quality Assessment sets out the potential construction and operational impacts and appropriate mitigation measures to avoid, reduce or compensate for any significant adverse impacts on air quality. Assuming mitigation measures are adequately included into the design, the Proposed Development is not likely to give rise to any significant environmental effects with regards to air quality. The proposal is also expected to generate additional traffic during the demolition, construction and operational phases. This has potential to generate noise and emissions. Construction traffic will consist of typically heavy goods vehicles movements while operational traffic will predominantly consist of private motor cars. In the context of the city centre, the level of car parking and associated vehicle movements are expected to have a minimal impact compared to current baseline conditions. Whilst there would be some short term impact during the site preparation and

	construction phases, such impacts are predictable and can be managed as part of the construction management process. I note that a requirement for agreement of a Construction Management Plan could be a condition of any consent granted to facilitate mitigation and control of such issues. There is potential for emissions from the demolition and construction traffic, including on-site activities and deliveries. However, any effects would occur on a temporary basis and are not considered to be of a significant nature. Appropriate mitigation measures can be put in place to ensure the suitable management of the site preparation and construction phases including provisions to deal with site logistics and traffic management. Appropriate noise insulation should be detailed within the Noise Assessment that would accompany the application. As such, these impacts are not considered to be of a scale which would be of more than local significance and therefore do no warrant consideration as part of an EIA.
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	The site preparation, construction and operation phase of the development would see noise and vibration from construction activities and additional traffic from vehicles on the local highway network. However, the site preparation and construction phase of the development would be temporary in nature. The development is in close proximity to a number of sustainable transport options and would be expected to be marketed as having no on site car parking so the operational phase of the development should not see additional traffic from vehicles on

	the local highway. Some impacts on vehicle movements during the site preparation and construction phase are likely to be noticeable to local residents and the characteristics of the local highway network could make maneuvering vehicles difficult and disruptive to local residents. However, it is noted that the site is in close proximity to the major road infrastructure in the local area and Traffic & Transport Management Plans and Construction Management Plans will attached as conditions of any consents granted. No significant increase in heat energy or electromagnetic radiation is anticipated from the Proposed Development. The Proposed Development may result in some light spillage associated with the building's uses. However, this would not be significantly out of character with the urban surroundings. These impacts both at site preparation, construction and operational phases of the development are predictable and can be mitigated against. It is therefore considered that these would be of no more than local significance and do no warrant consideration as part of an EIA.
Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	The Proposed Development is located within a heavily urbanised environment. The proposed uses are not a highly contaminative land uses and are not likely to lead to pollution of ground, air or water. The construction phase of development poses the highest risk of contamination to land or water from the release of pollutants. This can occur by accidental spillages where a pollutant linkage exists. Best practice

	construction management techniques should be employed on the site to prevent accidental spillage that may cause contamination. Once constructed and operational, the Proposed Development would produce waste associated with the domestic uses. The intended quantum and nature of the proposed uses is not anticipated to pose a risk of significant pollution.
Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	The development site is adjacent to the Manchester City Centre Air Quality Management Area (AQMA). Whilst the construction and operational phases are likely to generate vehicle movements that will release emissions into the atmosphere, along with dust from the construction process, it is considered that these impacts are predictable, manageable and of no more than local significance and therefore do not require consideration by an EIA.
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	The site preparation and construction phase of developments will give rise to increased risk of accidental spillage of hydrocarbon based fuels and lubricants stored on Site and will pose the highest risk of contamination to land or water. This can occur by accidental spillages where a pollutant linkage exists. Best practice construction management techniques should be employed on each Site to prevent accidental spillage that may cause contamination. Operational uses of the Site are not anticipated to pose a risk of significant pollution, or any of the above as listed. It is expected that the Proposed Development would produce domestic waste only.

	The proposal falls within an area of low flood risk. Associated flood data has been obtained from the Environment Agency which shows the predicted flood levels for a 1 in 100 yr event + 40% increase for climate change. Mitigation for this level of risk is proposed through setting the ground floor level for the Proposed Development above this flood risk level so there is no risk to the property or its occupants from a flood event. With this mitigation there are unlikely to be adversely affects in terms of the impacts of Climate Change. There is a small risk of Unexploded Ordinance on the site but any risk can be managed through a UXO Safety Awareness Briefing to all personnel conducting ground works by way of mitigation. Potential impacts are therefore not considered to be significant and do not warrant consideration by an EIA.
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	The main risks in terms of a development of this nature are the contamination of land and/or water from spillages and leaks. However, it is not considered that the site preparation, construction or the operational stages of the development pose a significant risk in this regard given the existing conditions at the site and the substances that are likely to be used, particularly in the construction process. In addition, the development is not likely to give rise to any risks to human health from dangerous substances. As such, these impacts will be of no more than local significance and therefore do not warrant consideration as part of an EIA. The development site lies adjacent to

	the Manchester City Centre Air Quality Management Area (AQMA). Whilst the demolition, construction and operational phases are likely to generate vehicles movements that will release emissions into the atmosphere, along with dust from the construction process, it is considered that these impacts are predictable, management, and of no more than local significance and therefore do not require consideration by an EIA.
WATER RESOURCES	
Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	The site is located within flood zone 1 (and is a low risk from all forms of flooding) and within a Critical Drainage Area. Whilst there would be some minor impacts from the development on the surface water run off it is not considered that the impacts will be significant in view of the submitted drainage information, scale of the development and the limited amount of hard surface around the site. These identified impacts are considered to be predictable and are not considered to be of more than local significance and do not require consideration as part of an EIA
BIODIVERSITY (SPECIES AND HABITATS)	
Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature	No statutory or non-statutory protected sites within 2km of the site It is noted that an Ecological Survey has been submitted with the application to assess vegetation, amphibians, bats, birds and invertebrate habitats. This identifies the level of ecological interest on site and that impacts to bats as a result of the loss of foraging habitat onsite is considered to be

reserves or parks. (Where designated indicate level of designation (international, national, regional or local).	highly unlikely given the sub-optimal nature of the habitat and the lack of records for bats close to the site. The removal of the vegetation on site may result in short term, but predictable, disruption to habitats for birds and bats. Such issues could be suitably mitigated against. It is expected that mitigation measures seeking to provided ecological enhancements would be a condition of any consent granted It is anticipated that any impacts are considered to be predictable and are not considered to be of more than local significance and do not require consideration as part of an EIA.
Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	As above section
LANDSCAPE AND VISUAL	
Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	There are no areas or features of high landscape or scenic value on or around the location that could be affected.
Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes, the application site is in a prominent location on a number of key movement corridors around this part of the city and is viewed from both Upper Brook Street and Hathersage Road. However, it is considered that

	the proposals would not give rise to any undue visual impacts due to the schemes scale and massing and wider context. The proposals have been designed to be in keeping with their immediate context taking into account current development proposals. Any impacts of the proposed development on the surrounding street scene will be mitigated by the development being well designed and Any impact of the proposed development on the surrounding street scene will be mitigated by the development being well designed and using high quality materials. On this basis of the above as, the impacts highlighted above are not considered to be of a scale which is more than local significance and therefore do no warrant consideration as part of an EIA.
CULTURAL HERITAGE/ARCHAEOLOGY	
Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	The site is not within a conservation area but is adjacent to the Victoria Park Conservation Area and adjacent to the following listed buildings are nearby: Grade II* listed Victoria Baths, Buckingham Crescent (Nos. 108-112) (Nos. 114-116) and (Nos. 118-120) Grade II listed, Brook House (former Park View) and associated Entrance Walls and Gate Piers, listed Church of St Chrysostom. The proposals have potential to impact on the heritage assets within the local area however this harm is likely to be less than substantial and balanced against improvements to their settings, contributing to their overall enhancement and significance.

	Given the above it is considered that the impact of the proposals on designated assets do no warrant consideration as part of an EIA.
TRANSPORT AND ACCESS	
Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	The site is located within Manchester City Centre, in close proximity to a number of bus routes. The site's surrounding highways are relatively well trafficked both by pedestrians and vehicles (both public and private). The proposed site preparation and construction phases of development is unlikely to cause any public access issues. As such, these impacts are considered to be predictable and of a scale which is of no more than local significance and do no warrant consideration as part of an EIA.
Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Details of any affected routes during the site preparation and construction phases of development will be provided within Construction Management Plans and will be subject to review with the contractor and highways agency. Once the developments are completed, pedestrian access to and around the Site will be improved. It is not anticipated that any problems relating to congestion or the environment will be caused. A Transport Statement has been provided as part of the application documentation. As such, these impacts are considered to be predictable and of a scale which is of no more than local significance and do no warrant consideration as part of an EIA.
LAND USE	
Are there existing land uses or	The intended use is entirely

community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	compatible with the surrounding area, which and there are no such sensitive land uses immediately adjacent to the Site. As such, these impacts are considered to be predictable and of a scale which is of no more than local significance and do no warrant consideration as part of an EIA.
Are there any plans for future land uses on or around the location which could be affected by the project?	While it is possible that additional development proposals could come forward during the proposed demolition, construction and operational phases, such impacts such as traffic, noise, and air quality, are predictable and could be mitigated against. Such issues are therefore not considered to be of more than local significance and would be short term and would largely be confined to the construction phase of the development. As such, these impacts are considered to be predictable and of a scale which is of no more than local significance and do no warrant consideration as part of an EIA.
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	The Environment Agency has classified the Site as falling within Flood Zones 1 which means it is within an area at low risk from all forms of flooding. The predicted flood levels for a 1 in 100 yr event + 40% increase for climate change. The Environment Agency also confirmed that the site has no record of flooding in the past. It is proposed to set the ground floor level for the Proposed Development above this flood risk level so there is no risk to the property or its occupants from a flood event It is considered that on the above basis, the Site is not at risk from any of the other hazards

	mentioned above.
CUMULATIVE EFFECTS	
Could this project together with existing and/or approved development result in culmination of impacts together during the construction/operation phase?	A screening opinion should be adopted on its own merits, and on the basis of what is being proposed, however, in judging whether the effects of a development are likely to be significant, regard should be had to the possible cumulative effects with any existing or approved development. The site lies within the Oxford Road Corridor SRF. This Framework identifies a number of key sites which will come forward for development. The proposals for these wider SRF Areas will not be assessed cumulatively as part of this application. SRFs are only indicative of future development, not those schemes which have already been consented through the planning system. As a result of this it is not considered that the adjacent wider plans should affect screening of this application. The following approved scheme is under construction: <u>Land Between Upper Brook Street, Kincardine Road And Grosvenor Street Manchester</u> (App ref no 137401/FO/2023) Full planning application for the demolition of existing buildings and erection of three ground floor + 12/14/29 storey buildings to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 983 bedrooms in total and 506sqm of ground floor ancillary uses (cafe/commercial and convenience store - Use Classes E (a)/(b)/(c)), three buildings comprising ground floor + 5/7/9 storeys for Science and

	Innovation uses (Use Class E (g)(i) & (ii)) and 834sqm ground floor community uses (retail/ cafes and medical facility (Use Classes E (a)/(b) and (e)), and the provision of new public realm, two new public squares, new access and parking, and associated works. There are a number of approved developments in the vicinity of the site as follows: Victoria Point 44 Hathersage Road Manchester (Application ref no 139987/FO/2024) Redevelopment of existing student accommodation buildings (6 in total) to include the phased demolition and extension of the existing buildings to a maximum height of 12 storey's to form Purpose Built Student Accommodation (876 bedspaces in total) (Use Class Sui Generis), including associated ancillary internal and external amenity space, ground floor community/commercial (Use Class E, F1 and F2), hard and soft landscaping and associated highway works. 88-90 Carmoor Road Manchester M13 0FB (App ref no 135576/FO/2022) Erection of part three storey, part six storey purpose-built student accommodation (sui generis) with 172 beds in a mix of studio and cluster units, together with ancillary facilities, shared amenity space, site access and other associated works following demolition of existing buildings Land Bounded By Upper Brook Street, Cottenham Street & Kincardine Road Manchester M13 9TD Erection of a 6 to 9 storey building for Sci-Tech use (Use Class E (g)(ii)) and 265sqm of a cafe/bar (Use Class E (b)), and a 9 to 23 storey building for Purpose Built Student Accommodation

	(PBSA) (Use Sui Generis), comprising 737 bedrooms and 293sqm of community use (Use Class F2 (b)) and 80sqm of commercial floorspace (Use Class E), alongside new public realm, access, parking, and associated works following demolition of existing buildings. (App ref no. 137399/FO/2023) These developments, along with others approved in the wider immediate area could result in a number of large scale developments being brought forward at the same time in close proximity to each other and construction phase cumulative impacts from construction traffic, noise and air quality could become apparent. Although this will result in some impacts, these are not considered to be of more than local significance and will be short term and will largely be confined to the construction phase of the development. These impacts will be able to be managed and coordinated. The development of the Site could come forward independently of the wider adjacent regeneration area. Whilst it is envisaged that other sites within the adjacent areas will be developed at some point, they will not rely upon the Proposed Development coming forward or vice versa. In terms of the operational phases of the development, it is considered that the impacts will be less significant and will be similar in nature to the surrounding area. Cumulative impacts are considered to be predictable and of a scale which is of no more than local significance and do no warrant consideration as part of an EIA.

TRANSBOUNDARY EFFECTS	
Is the project likely to lead to transboundary effects?	There will be no transboundary impact as a result of the development and impacts of the development are local in nature and do not require an assessment by EIA.

Location of development

Existing land use

There are no Listed Buildings on the site and it does not fall within a Conservation Area. In addition, there are no Tree Preservation Orders on the site. The existing Site is not environmentally sensitive; it is previously developed 'brownfield' land. There are no statutory environmental designations in the immediate vicinity of the site, and the area is fully urbanised.

Recording of any archaeological interest associated with the site will be secured by a condition attached to any consent granted.

Other potential Impacts

Location of development

Existing land use

The development site is previously developed land. Currently the site has a poor quality visual appearance in relation to its location adjacent to a main thoroughfare within the Victoria Park Area. The site is ready for redevelopment (subject to meeting the tests set out within local and national planning policy).

The development of buildings of this scale, however, will have an inevitable impact on the availability of daylight and sunlight to surrounding buildings. A Sunlight and Daylight Impact Assessment has been submitted with the application which identifies key receptors. It is considered given the scale of development, that the impacts on daylight and sunlight are predictable and of no more than local significance and therefore do not warrant consideration by an EIA.

In its current setting, the site is adversely affected by its condition and appearance. That current condition is considered to be a negative feature of the urban streetscape. Subject to compliance with local and national planning policy the proposed development would better integrate the site into the streetscape.

The application is supported by a Heritage Statement and a Townscape / Zone of Visual Influence (ZVI) report which assesses the overall impact of the proposals on the setting of nearby listed buildings and the Victoria Park Conservation Area and the wider townscape. However while there would be some harm to the setting of heritage assets it is not anticipated that the setting of those assets would be fundamentally compromised, it is

anticipated that subject to compliance with local and national planning policy, the development would result in substantial public benefits that would outweigh any instances of harm, that there will not be any significant adverse impacts as a result of the development and as such it is deemed that an EIA is not required on the basis of heritage impacts.

Paragraph 58 of Appendix 2 of the NPPG (Screening Checklist)

Paragraph 58, contained within appendix 2 of the NPPG, provides a screening checklist as to which types of cases in which an EIA is more likely to be required for some types of developments.

This goes on to state that an EIA is unlikely to be required for the redevelopment of land unless the new development is on a significant 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.

For sites which have not previously been intensively developed the following criteria is relevant:

(i) area of the scheme is more than 5 hectares; or
(ii) it would provide a total of more than 10,000 m^2 of new commercial floorspace; or
(iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).

Given that this is a largely cleared site there will be a change in the scale of activities taking place at the site and their nature. However, the site is in need of regeneration and is located in an area of change and redevelopment. Any site contamination is considered to be of low to moderate risk.

CONCLUSION

This response is based on the Screening Request letter in respect of the proposed redevelopment of Octagon House, Hathersage Road, Manchester dated 28th August and received on 4th September

It is concluded that this development will have some impact on the surrounding area. However, it has been judged that these will not be significant to warrant a formal Environmental Impact Assessment. Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is not required in this instance.

This screening opinion relates to the requirements of an Environmental Impact Assessment only and does not imply or confer any approval of such a proposal.

Mitigation if development is not EIA development 'General Provisions relating to Screenings' Under Part 2 Regulation 5

Regulation 5 (5) (b) and paragraph 18 of the NPPG states "if it is determined that proposed development is not EIA development, state any features of the proposed

development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment".

As detailed above it is considered that the potential impacts from a development of this nature are as follows:

- Visual;
- Heritage;
- Ecology;
- Traffic;
- Air quality;
- Land contamination
- Sunlight and daylight;
- Wind;
- Noise/dust/emissions from construction and operations of the development;
- Drainage and Flood Risk;
- Socio-Economic Impacts;
- Climate Change;
- Embodied Carbon and Circular Economy; and
- Human Impact

It is considered that whilst some there will be environmental impacts associated with this development, these can be suitably mitigated against and it is noted that in this respect the following documents have been submitted in support of the application:

Design and Access Statement; Archaeological Assessment; Crime Impact Statement; Ecological Assessment and Biodiversity Net Gain (BNG) Report; Flood Risk Assessment and Drainage Strategy, Heritage Statement, Townscape and Visual Impact Assessment, Ground Investigation Report, Energy Strategy Statement and Environmental Standards Statement; Framework Travel Plan; Transport Assessment; Sunlight and Daylight Assessment; Air Quality Assessment; Planning Statement and Tall Building Statement, Television and Radio Reception Survey; Waste Management Strategy, Noise Impact Assessment, Health Impact Assessment, Ventilation Strategy and Circular Economy Statement.

These demonstrate the following:

- Visual amenity – the townscape and visual amenity assessment details the impact of the proposed development on the surrounding street scape. The development can suitably mitigate against any harm from the scale of the development by being well designed and use of high quality materials and detailing;

- Sunlight Daylight – Buildings of up to 11 storeys in height have the potential to lead to significant overshadowing effects. A daylight and sunlight assessment has been carried out determine the extent of any impacts together with incorporating any appropriate mitigation into the design of the scheme to ensure that no unacceptable impacts take place during the operational phase of the development;

- Heritage – The submitted heritage appraisal and archaeology report consider the impacts on surrounding historic environment including alterations to the design of

the scheme that have been made to minimise impacts together with recording and documenting any below ground archaeology;

- Ecology – Whilst it is considered that there will be limited impact on the ecology on the site, an ecology report has been prepared which considers impact on vegetation and habitats. This details how and Statutory obligations in relation to BNG will be satisfied by the development. Suitable mitigation should be incorporated into the scheme including no site clearance during sensitive nesting and breeding seasons, biodiversity improvements including plant and bat and bird boxes;

- Traffic – A transport assessment provides details the impacts on the highway network. This will help determine if there are any necessary highway improvements which will need to be made. In order to maximise the use of the sustainable transport options in relation to access to the development the submission includes details of travel planning measures;

- Air quality – There are likely to be impacts on air quality during both the construction and operational phases of the development. An air quality report has been prepared which details mitigation measures including dust suppression during the construction phases and travel planning measures and mechanical ventilation for sensitive elevations during the operational phase.

- Land contamination – A ground condition report identifies the existing grounds conditions and any remediation proposals that should be prepared. This will ensure that suitable mitigation is put in place to ensure that there is no long term impact on the site or surrounding water courses.

- Noise – There are likely to be noise impacts from the construction and operational phases of the proposal. A construction management plan should be prepared to detail suitable mitigation for the construction phase together with appropriate acoustic insulation of the residential and ground floor commercial accommodation and plant equipment during the operational phase.

- Drainage and Flood Risk - In accordance with the Manchester City Council SFRA at least a 50% reduction in surface water runoff should be provided through SUDS as part of any brownfield development with the aim of reducing to the Greenfield runoff rates.

  Surface water should be managed to ensure there is no increased surface water from the proposed development and runoff from extreme events should be retained within the site such that the adjacent third party land is not affected.

  The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for ‘major’ planning applications which was introduced on 6 April 2015 (Paragraph 103 of National Planning Policy Framework and Ministerial Statement on SuDS). As per the guidance issued by the Department of Communities and Local Government (DCLG), all ‘major’ planning applications being determined from 6 April 2015, must consider sustainable drainage systems in accordance with the drainage hierarchy.

  The suitability of sustainable drainage systems should be assessed in accordance with paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance for Flood Risk and Coastal Change

(http://planningguidance.planningportal.gov.uk/blog/ guidance/flood-risk- and-coastal-change/).

Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for Suds (https://www.gov.uk/government/uploads/system/uploads/attachment_data /file/415773/sustainable-drainage-technical-standards.pdf) and local policies EN08, EN14 and EN17 of the Core Strategy.

Hydraulic calculations and drawings to support the design need to be provided along with proposed standards of operation and maintenance in accordance with paragraph 081 of NPPF Planning Practice Guidance.

If a new surface water outfall is proposed into the River Medlock a Land Drainage Consent from Manchester City Council is required. Consent forms can be obtained on the website at:

http://www.manchester.gov.uk/downloads/download/5567/land_drainage_consent_and_guidance.com

If surface water is to be discharged into a United Utilities sewer this should be agreed in principle with them.

Climate change and Human Impact – It is noted that there is currently no guidance that determines the necessary assessment process for consideration of impact on the climate, however, the Institute of Environmental Management and Assessment (IEMA) Guide to Assessing Greenhouse Gas Emissions and Evaluating their Significance recommends the EIA process should consider the following, with respect to climate change: • Green House Gas (GHG) Emissions; • Climate change resilience; and • Climate change adaptation.

Information submitted with the application should demonstrate that the scale and nature of the proposed development would be unlikely to have significant impacts upon GHG emissions. It is noted that the evolution of the development has been informed by the range of technical matters addressed separately above alongside the design of the proposed development which has incorporated mitigation measures to lower risks posed (e.g. temperature, storm frequency, flooding and other factors). Overall, with appropriate mitigation given the nature of the development and in-built design and mitigation, no significant effects on climate change are anticipated.

- Socio-Economic Impacts- A Socio-economic Regeneration Impact Statement submitted with the application considers these matters in detail that this includes a consideration of construction impacts and operational impacts such as job creation.

- Embodied Carbon and Circular Economy- The submission include a Report which details how Energy consideration of how Whole Life Carbon and Circular Economy principles have been incorporated into the development.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact Angela Leckie.

Yours sincerely



Julie Roscoe
Director of Planning, Building Control & Licensing