



**MANCHESTER
CITY COUNCIL**

Julie Roscoe

Director of Planning, Building
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Mr Richard Kevan
Director
Avison Young
3 Brindleyplace
Birmingham
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Contact: Miss Jennifer Atkinson

7 January 2022

Our reference: JA/DMN

Dear Mr Kevan

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017 ("THE EIA REGULATIONS")**

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

**'RED BANK NEIGHBOURHOOD INFRASTRUCTURE WORKS' ("THE PROPOSED
DEVELOPMENT")**

**SCOPING OPINION OF MANCHESTER CITY COUNCIL PURSUANT TO
REGULATION 15**

Thank you for your request dated 25 November 2021 for a Scoping Opinion at the above site.

In coming to a formal opinion on the scope of the Environmental Statement ("ES"), Manchester City Council, as Local Planning Authority, has considered the supporting information contained within your '*EIA Scoping Report – Red Bank Neighbourhood Infrastructure Works*' prepared by yourselves, on behalf of the Applicant Manchester City Council, and the comments from statutory consultees.

I have now had a chance to consider your scoping request and I outline my response below.

The Proposed Development is considered an EIA development as it falls within the description and thresholds in Schedule 2 10(b) of the EIA Regulations as an 'Infrastructure Project - Urban Development Project' which has the potential to have significant effects on the environment. In accordance with Schedule 2, Categories 10(b) (urban development projects) of the EIA Regulations and owing to the location, scale and nature and of the Proposed Development, I note that you recognise the need for an EIA and have therefore submitted the Scoping Report for consideration to the City Council, as Local Planning Authority.

Before adopting a Scoping Opinion the City Council, as Local Planning Authority, must take into account the information specified in Regulation 15(6) of the EIA Regulations.

- (a) any information provided by the applicant about the proposed development;
- (b) the specific characteristics of the particular development;
- (c) the specific characteristics of development of the type concerned; and
- (d) the environmental features likely to be significantly affected by the development.

This Scoping Opinion sets out the information that the City Council, as Local Planning Authority, considers should be included in the ES that will be submitted with the subsequent planning application made in respect of the Proposed Development.

In formulating this Scoping Opinion the City Council, as Local Planning Authority, has taken account of, the requirements of the EIA Regulations, the nature and scale of the Proposed Development, the nature of the receiving environment, current best practice in the preparation of environmental statements, and the views expressed by the organisations and bodies that responded to the consultation.

This Scoping Opinion should not be construed as implying that the City Council, as Local Planning Authority, agrees with the conclusions set out in the Scoping Request regarding impacts of the proposal. This Scoping Opinion is without prejudice to any decisions subsequently taken in respect of any planning application submitted in respect of the Proposed Development.

Your report of the 25 November 2021 sets out the proposed chapters that the ES will cover, and the disciplines which you believe should be scoped in and out of the EIA.

These are as follows:

Scoped In

- Ecology and Trees;
- Townscape and Visual;
- Archaeology and Heritage;
- Drainage and Flood Risk;
- Ground Conditions;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Waste;
- Health;
- Socio-economic; and
- Climate Change.

Scoped out

- Wind Microclimate;
- Daylight, sunlight and overshadowing;
- Materials;
- Lighting;
- Transport and access (completed development);

- Air Quality and Dust (completed development);
- Noise and Vibration (completed development);and
- Major Accidents and Disasters.

Below is a consideration of the Scoping Report for the Proposed Development and comments on the approach which you have outlined.

CONSULTATIONS

Regulation 15 (4) of the EIA Regulations require the City Council, as Local Planning Authority, to consult consultation bodies prior to adopting a Scoping Opinion.

Having regard to Regulation 2 of the EIA Regulations, the following consultees were consulted who have specific environmental responsibilities and which the City Council, as Local Planning Authority, considers are likely to have an interest in the development proposal.

- Natural England;
- Environment Agency;
- Greater Manchester Ecology Unit (GMEU);
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- United Utilities;
- City Council Highway Services;
- City Council Environmental Health;
- City Council Flood Risk Management;
- City Council Arborist;
- City Council works and skills;
- Aerodrome Safeguarding;
- Design for Security at Greater Manchester Police.

All responses of the consultees contacted by the City Council, as Local Planning Authority, during the EIA scoping process are appended to this letter.

You are strongly recommended to consult further with consultees as appropriate throughout the EIA process as the development proposal evolves. It is thereby recommended all consultee responses are reviewed by you and the applicant in full.

Any subsequent ES submitted with a planning application should reflect the points raised by the consultation bodies where this reflects the requirements of the Regulations. It is recommended that the ES summarises the scoping responses from the consultation bodies and how they are, or are not, addressed in this regard. Any consultation responses received after the date of this letter, that have not been taken into account within this Scoping Opinion, will be forwarded to you and should be given due consideration in the planning application and EIA process.

CONTEXT

The development site is approximately 1.78 hectares and is located within the Northern Gateway Strategic Regeneration Framework (SRF) area (as known as Victoria North). The site is located to the south of Red Bank Road and is bounded by existing commercial and industrial uses to the north, hardstanding car park, existing commercial units to the west and the former Red Bank viaduct, Danztic Street and Collyhurst Road to the south and existing commercial units to the east (which includes the HMG Paint Complex).

Historically the area was used as railway sidings, following the route of the former Prestwich Branch of the Lancashire and Yorkshire Railway which started at Victoria Station to the south west before heading north west. This is now disused and forms a plateau above the River Irk valley to the south east. Immediately south of the River Irk there is existing commercial use and an area of hardstanding.

Manchester Victoria Station is the nearest train station and is located approximately 420m southwest of the site. The station predominantly provides local and regional mainline services to the north of England.

SENSITIVE RECEPTORS

The development site is not located within the Greater Manchester Combined Air Quality Management Area (AQMA). The AQMA is 150 metres from the development along Cheetham Hill Road.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SBI) or special protection areas (SPA). There is one internationally designated site for nature conservation within 10 km of the development site – Rochdale Canal Special Area of Conservation (SAC) IS 4.4 km north east of the development site. There are no statutory designated sites within 2 km of the development site and there are four non statutory local designated sites within 2 km the closest of which is Rochdale Canal Stotts Lane - Ducie Street Basin SBI.

The site is located in Flood Zones 1, 2 and 3. The site is also situated within the Manchester, Salford and Trafford Critical Drainage Area (CDA).

The development site is not located within a Conservation Area and the site does not contain any listed buildings. There are 16 Grade II listed buildings and 1 Grade II* listed building within 500m of the site, the closest of which is the Grade II Listed Union Bridge, located on the south eastern boundary of the site.

PROPOSED DEVELOPMENT

I note from your Scoping Report that the Proposed Development is based on a number of parameters which are evolving as part of the design process. Should these parameters change, then a further scoping assessment should be undertaken if the scope of the ES needs to reflect this.

The Proposed Development would consist of the following works:

- Demolition of selected existing structures;
- Remediation and earthworks across site;
- Construction of internal access roads and junctions;

- Works to existing adopted highway on Dantzic Street and Red Bank;
- Creation of SUDs;
- Utility and services connections and diversions. The redline extends Queens park sub station to cover the proposed service connections in the adopted highway; and
- Provision of green infrastructure including (among others):
 - o Creation of green links; and
 - o Creation of new City River Park

ASSESSMENT OF THE SCOPING REPORT

I can confirm that the approach outlined within the Scoping Report is considered to be generally acceptable, appropriate and proportionate. This is also reflected in the nature of the consultation responses.

You should note the specific points I have made below within the specific discipline areas which reflect the comments of the consultees and those of the City Council, as Local Planning Authority. These matters should also be included and addressed within the relevant chapters of ES.

Discussion of alternatives

Paragraph (3)(d) of Regulation 18, and paragraph 2 of Schedule 4 of the EIA Regulations, require that environmental statements include discussion description of the reasonable alternatives to the Proposed Development and an indication of the main reasons for the option chosen, that have been considered by the applicant.

I note within section 3 of your Scoping Request that you intend to provide a discussion on alternatives within the ES. This will focus on alternatives considered and project design evolution

Presentation and content of the Environmental Statement

The purpose of an ES is to enable significant environmental impacts of a proposed development to be fully considered before an application for planning consent is determined.

The ES provides environmental information to aid the decision making process. The ES should be laid out clearly, with minimum use of technical terms (where appropriate) and should provide an objective and realistic description of the likely significant impacts of the proposed development.

The information should be presented so as to be comprehensible to the specialist and non-specialist alike. The ES should be concise with supporting technical information placed in appendices

Mitigation

Paragraph 7 of Schedule 4 of the EIA Regulations states that mitigation measures may fall into a range of categories namely:

- avoidance of impacts;
- reduction in the magnitude of impacts; or
- compensation for losses incurred through unavoidable impacts;

These should be identified as such in the technical chapters of the ES.

Mitigation measures should not be developed in isolation, as they may relate to more than one aspect of the environment (e.g. mitigation to address issues of landscaping, surface water management, air quality and biodiversity).

The ES should set out the mitigation measures required to prevent, reduce and where possible offset any significant adverse effects. The ES should also identify any residual effects that could be expected to persist even with mitigation in place.

The anticipated effectiveness of any mitigation measures proposed should be addressed within the ES. Only mitigation measures that can be shown to be deliverable (i.e. technically and financially viable), and for which the applicant can deliver and implement as part of any planning permission granted, should be taken into account as part of the assessment.

It is further recommended that a section is included in the ES in which the mitigation measures proposed across all the technical chapters are collated, and presented as an integrated package.

It is considered best practice to outline in the ES, the structure of the environmental management and monitoring plan.

Cumulative effects

The committed developments summarised in table 4.5 of your Scoping Report appears to be acceptable.

Cross references and summarising of the findings

All specialist chapters should be cross-referenced to other relevant disciplines (for example traffic impacts on air quality). Consideration of the potential for interactions between the different aspects of the environment is essential to the production of a robust assessment.

The ES should not be a collection of separate specialist chapters, but a comprehensive assessment of the environmental impacts of the proposed components of the wider scheme, and should account for how the identified impacts could be mitigated or avoided, or how suitable compensation could be provided to offset those effects.

In accordance with the requirements of paragraph 6 of Schedule 4 of the EIA Regulations, each technical chapter should include a description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of any difficulties (e.g. technical deficiencies, lack of know-how, etc.) encountered by the applicant during the preparation of the ES and the main uncertainties involved.

ENVIRONMENTAL MATTERS TO BE SCOPED OUT OF THE ES

The City Council comments as follows, based on the information provided, on the matters proposed to be scoped out of the ES.

Wind Microclimate

The Scoping Report states that there would be no built element associated with the proposed development. There would be no likely significant effects on wind microclimate and therefore can be scoped out of the EIA.

Daylight, sunlight and overshadowing

The Scoping Report states that there would be no built element associated with the proposed development. There would be no likely significant effects daylight, sunlight and overshadowing and therefore can be scoped out of the EIA.

Materials

The Scoping Report states that the works associated with this development are limited to demolition of existing structures, earthworks, construction of internal access roads and junctions, utility and service connections and diversions and provision of green infrastructure. The materials used in the development would therefore include aggregate, cement, steel and asphalt which are currently not in short supply. There would likely to be no significant effects on materials and therefore this can be scoped out of the EIA.

Lighting

The Scoping Report states that use of artificial lighting would be limited with construction work at the site taking place in daylight hours. There would be lighting as part of the proposed public realm works but this would be limited in scope. There would be no likely significant effects on effects on lighting and therefore can be scoped out of the EIA.

Transport and access (completed development)

The Scoping Report states that there would be no built element associated with the proposed development and there no increase in transport and access demands upon completion of the works. There would be no likely significant effects transport and access (completed development) and therefore can be scoped out of the EIA.

Air Quality and Dust (completed development)

The Scoping Report states that there would be no built element associated with the proposed development and there no increase in effects on air quality and dust. There would be no likely significant effects air quality and dust (completed development) and therefore can be scoped out of the EIA.

Noise and Vibration (completed development)

The Scoping Report states that there would be no built element associated with the proposed development and there no increase in effects on noise and vibration. There would be no likely significant effects noise and vibration (completed development) and therefore can be scoped out of the EIA.

Major Accidents and Disasters

The Scoping Report provides a detailed exercise in respect of the likely effects on major accidents and disasters. There would be no likely significant effects on manor accidents and disasters and therefore can be scoped out of the EIA.

Summary

I agree that the matters you have identified to be scoped out of the ES are appropriate.

The planning application must be supported by appropriate documentation, including any mitigation, to minimise any effects as a result of the Proposed Development from the matters capable of being scoped out. The City Council reserves the right to re-

consider this position following a more detailed consideration of the reports which will accompany the planning application.

ENVIRONMENTAL STATEMENT CHAPTERS - SPECIFIC COMMENTS ON THE TECHNICAL CONTENTS

The ES should be proportionate in its consideration of the aspects of the environment listed under Paragraph 2 of Regulation 4 of the EIA Regulations. Those aspects of the environment that are subject to the most significant impacts from the Proposed Development should be the primary focus of the ES.

Your Scoping Report advises that the ES will cover the following topic areas.

- Ecology and Trees
- Townscape and Visual
- Archaeology and Heritage
- Drainage and Flood Risk
- Ground Conditions
- Transport and Access
- Air Quality and Dust
- Noise and Vibration
- Waste
- Health
- Socio-economic; and
- Climate Change.

As highlighted above, you should also include Human Health within relevant chapters within the ES.

General Comments

For planning purposes, the development site is located in a Strategic Housing Location (policy H2) of the Manchester Core Strategy (2012) together with forming a key component of the Red Bank Neighbourhood as identified as part of the Northern Gateway Strategic Regeneration Framework Area.

The significance of the site should be reflected throughout the ES. The Environmental Chapters must therefore consider the impacts of the Proposed Development on this context in order to determine any wider significant environmental impacts.

Ecology and Trees

It is considered that the ecology and tree impacts of the Proposed Development are significant and require assessment through the EIA process.

The City Council, as Local Planning Authority, recommends that the ES provides the following information in respect of ecology and tree within a chapter of the ES.

- Provision of extended Habitat Surveys, to UK HAB specifications, and including the River Corridor;
- Surveys for Bats and Badgers;
- Surveys for invasive plant species, and measures to control the spread of invasive plants;
- Calculations using the Defra Biodiversity Metric v 3.0 to assess potential biodiversity losses and gains which may arise from the development proposals;
- Proposals for mitigating and compensating for habitat losses and for any impacts on protected or priority species, including proposals for off-site habitat provision where these are considered necessary;
- Proposals for enhancing the local natural environment;
- Proposals for improving the water quality and habitat value of the River Corridor, including the potential for changing drainage schemes in ways which could benefit the River.

Townscape and Visual

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Archaeology and Heritage

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

The City Council, as Local Planning Authority, recommends that the ES provides the following information in respect of archaeology and heritage within a chapter of the ES.

The development site has the potential to contain below-ground archaeological remains with a degree of significance that merits consideration in the EIA because of their heritage interest. This warrants more in-depth study, and the Scoping Report sets out an appropriate methodology and approach to the EIA with respect to archaeology and heritage.

The significance of the historic built environment across the wider Northern Gateway SRF was subject to specialist appraisal in 2018 by Stephen Levrant Heritage Architecture. As is pointed out in the Scoping Report, this high-level study of the larger area was completed before the design proposals had been finalised, and was therefore unable to fully assess the potential impact(s) of the proposed works on designated heritage assets and their setting. The approach to fully assessing potential impacts on the historic built environment set out in the Scoping Report is appropriate.

The methodology for assessing the potential effects of the proposals on the archaeological (below-ground) interests in the development site is also acceptable for the purposes of the EIA. It is noted in the Scoping Report that 'profession judgement, which is defined as being informed, reasonable and balanced with respect to outcomes, will be used in assessing the overall significance of effects' on heritage assets.

It is accepted that profession judgement will need to be employed when determining the significance of potential below-ground archaeological remains, however, this process should also be informed by the archaeological research objectives set out in

the current North West Regional Research Framework, especially those formulated for the Industrial and Modern periods (<https://researchframeworks.org/nwrf/industrial/>).

The Scoping Report advocates that a 'full analysis of the GMHER should be undertaken as part of a cultural heritage desk-based assessment in the future'. This more detailed study will be crucial to identifying specific areas of potential archaeological interest and their significance, thereby informing an appropriate archaeological mitigation strategy. The resultant desk-based assessment will need to be prepared and submitted as part of the planning application, and any requirement for further archaeological investigation to be secured by way of planning condition.

It is noted that the Scoping Report proposes to take account of the potential impacts (from construction, servicing and maintenance, and associated traffic) and the effects on the heritage assets in the area. This should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to *in situ* decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

Drainage and Flood Risk

It is considered that the flood risk and drainage impacts of the Proposed Development are significant and require assessment through the EIA process.

The City Council, as Local Planning Authority, recommends that the ES provides the following information in respect of flood risk and drainage within a chapter of the ES.

The proposed development site is situated within Flood Zone 1, 2 & 3. The Flood Map for Rivers and Sea can be viewed at: <http://maps.environment-agency.gov.uk/>.

Proposed finished floor levels and flood mitigation measures should be in accordance with the government standing advice. An assessment regarding compensatory storage should be carried out where required (especially Flood Zone 3 areas), ensuring the development does not increase the risk of flooding to offsite areas.

Part of the site is located within an area which benefits from early flood warnings.

The geomorphological survey should be used to assess the effectiveness of the existing flood defences and identify the scenario if any changes are to occur to the existing river channel and/or flood defences.

The site is generally at a very low risk of surface water flooding. The Flood Map for Surface Water can be viewed at: <http://maps.environment-agency.gov.uk/>.

Reference should also be made to the Local Flood Risk Management Strategy for Manchester ([1._Local_Flood_Risk_Management_Strategy_NT \(1\).pdf](#), 2014), and CIRIA 753 Guidance [SuDS Manual C753 Chapter List \(ciria.org\)](#).

The proposed development is within an area at low susceptibility to groundwater flooding.

The Cheetham Hill Junction Drain (an ordinary watercourse) runs through the site, an assessment should be carried to identify the exact location, the drainage catchment and condition of this asset. The development should not impact on the functionality of this asset.

Where new bridge structures are to be installed an assessment should be carried out to ensure the level of flood risk is not increased to nearby areas.

There are several recorded incidents of flooding within the site or close vicinity – all of these are recorded to be blocked gullies.

Surface water management for the site needs to follow the drainage hierarchy:

- Infiltration into ground
- Connection to the watercourse
- Connection to discharge water sewer and as a last resort;
- Connection to the combined sewer.

Presence of Made Ground on site could be suspected. However, site investigation and percolation tests in line with BRE 365 Digest should be undertaken to assess feasibility of infiltration into ground as a method for surface water disposal.

The River Irk runs through the site and if infiltration on site is not possible, the next discharging point for surface water should be this watercourse, where feasible.

If surface water is to discharge to the River Irk, then outfall details and proposed discharge rates should be agreed in principle with the Environment Agency.

If outfall into the River Irk is proposed, assessment of the impact of the flows into the River Irk is required including consideration of the velocity and gradient constraints and the impact of high flows within the River Irk on the proposed drainage network.

The use of pollution control measures for surface water discharge should be assessed and considered where appropriate.

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

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.

SuDS should be designed to control surface water as close to its source as possible. Well designed sustainable drainage systems also provide opportunities to:

- reduce the causes and impacts of flooding,
- remove pollutants from urban run-off at source,
- combine water management with green space with benefits for amenity, recreation and wildlife.

There should also be the consideration of green and blue infrastructure to allow for the adaptation to climate change in heavily urbanised area. New Green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management. Greater Manchester is the first city-region in the UK to develop a Natural Capital Investment Plan designed to encourage investments in natural capital that deliver financial as well as social returns.

The use of SuDS should also help achieve the sustainability objectives of the National Planning Policy Framework (NPPF). 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/>).

The area is situated within a Critical Drainage Area and 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. Greenfield discharge rates should be used for all areas considered greenfield.

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.

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.

Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime shall be submitted.

Ground Conditions

The comments within your Scoping Report are noted and are broadly acceptable in terms of their consideration in the ES.

The City Council, as Local Planning Authority, recommends that the ES must take account of the following additional matters with reference to impacts on Ground Conditions.

A copy of the 2021 site investigations should be provided as part of the EIA. A summary of the elevated contamination has been provided without any specific details and a final remediation strategy and details of the gas data will be required.

Section 8.21 details of assessment of risk arising from contaminated land will be undertaken in accordance with the principles set out in the EA's Land Contamination Risk Management (LCRM) guidance. The LCRM guidance has been updated since the 2011 guidance detailed within footnote. A copy of the latest guidance for adherence to is available via: <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

Transport and Access

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

The City Council, as Local Planning Authority, recommends that the ES provides the following information in respect of transport and access within a chapter of the ES.

Traffic modelling

The traffic modelling within this chapter of the ES should include the following:

- A description of current baseline traffic conditions in the area;
- An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development;
- Traffic surveys and queue surveys (weekdays) - scope to be agreed with TfGM UTC and HFAS;
- A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA;
- A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions;
- An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any);
- An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments;
- In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
 - o Base Flows
 - o Committed Development Flows
 - o Proposed Flows
 - o Proposed Distribution
 - o Base plus Committed plus proposed development
 - o Future plus Committed plus proposed development
- An increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas;
- The scope of the junctions to be assessed by detailed modelling should be agreed with the City Council, as Local Highways Authority, in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation;
- Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development;
- A swept path analysis should be provided for any vehicular access;
- A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development;

- An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

Site Accessibility by Sustainable Modes

A comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered.

An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area.

Connectivity with local public transport networks should be highlighted and should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

Details of cycle parking facilities for the proposed development (e.g. number of spaces, location and type) should be provided and shown on plan.

Air Quality and Dust

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Noise and Vibration

The comments within your Scoping Report are noted and are broadly acceptable in terms of their consideration in the ES.

The City Council, as Local Planning Authority, recommends that the ES must take account of the following additional matters with reference to impacts on noise and vibration.

Vibration limits will be required and these will need to consider impacts on commercial and residential receptors.

The hours require amendment to those stated in section 13.13 to Monday to Friday 07:30 to 18:00, Saturday 08:30 to 14:00 and no working Sunday or BankHolidays.

The noise assessment will also be required to consider any noise from generators or plant/equipment used to provide power or facilities to the site compounds and offices consistent with BS4142@2014.

Waste

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Health

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Socio-economic

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Climate Change

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

FURTHER INFORMATION

The City Council, as Local Planning Authority, has undertaken a thorough consideration of the information contained within your Scoping Report together with providing comments from relevant statutory consultees. The issuing of this Scoping Opinion does not preclude the City Council, as Local Planning Authority, from requesting further information at a later stage as the development proposals evolve or whilst a future planning application is being formally considered.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact myself or Jennifer Atkinson.

Yours sincerely



Dave Roscoe

Deputy Director of Planning

Fw: EIA Scoping Opinion Request - Redbank Infrastructure

Planning <[REDACTED]>

Mon 13/12/2021 10:57

To: Jennifer Atkinson <[REDACTED]>

Jen

One for you

Ant

Technical Support Team (Planning)

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: [REDACTED]

Please consider the environment before printing an e-mail.

From: Diane Jackson <[REDACTED]>**Sent:** 13 December 2021 10:01**To:** Planning <[REDACTED]>**Subject:** RE: EIA Scoping Opinion Request - Redbank Infrastructure

Hi Jennifer,

Thank you for consulting Manchester Airport's Aerodrome Safeguarding authority on the proposed Redbank development.

Redbank lies within Manchester Airport's safeguarded area and consideration should therefore be made to whether development within the area causes: an obstacle; an attraction to birds; light or reflection that might present a visual hazard; interference with radar and other air navigation and communication systems and whether the construction process will present any hazard to aircraft safety.

When considering the type, scale and design of any development within the Redbank Infrastructure area, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria, consultation procedures, and any potential impacts on aircraft safety are addressed. This will principally relate to the height of buildings at this location and whether there is any potential interference to RADAR operations. We endorse the value of promoting early engagement with stakeholders and would therefore welcome any pre-application consultation to discuss the implications of proposals as they take shape.

Kind Regards,

Diane

Diane Jackson**Group Aerodrome Safeguarding Officer**

MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX


www.magairports.com



From: Planning <[REDACTED]>
Sent: 26 November 2021 09:59
To: Jennifer Atkinson <[REDACTED]>
Subject: EIA Scoping Opinion Request - Redbank Infrastructure

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

Redbank - Infrastructure

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request is attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to [REDACTED] no later than 17 December 2021.

Regards
Anthony Moore
Technical Support Team Leader

Technical Support Team (Planning)
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: [REDACTED]

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Manchester City Council
Town Hall Albert Square
Manchester
Lancashire
M2 5DB

Our ref: SO/2021/121748/01-L01
Your ref: Redbank Infrastructure
Date: 17 December 2021

FAO: Jennifer Atkinson

Dear Jennifer,

**[VICTORIA NORTH] ENVIRONMENT IMPACT ASSESSMENT (EIA) SCOPING
OPINION REQUEST - PROPOSED RED BANK NEIGHBOURHOOD
INFRASTRUCTURE WORKS - NOVEMBER 2021.**

RED BANK NEIGHBOURHOOD, MANCHESTER

Thank you for requesting an EIA Scoping Opinion from the Environment Agency (EA) for the above development / application proposal associated with the delivery of the Red Bank Neighbourhood (RBN) Project.

In order to inform our EIA scoping opinion response, we have undertaken a review of the following reporting provided:

- EIA Scoping Report – Proposed Red Bank Neighbourhood Infrastructure Works. Red Bank Neighbourhood, Manchester. Prepared for and on the behalf of Avison Young. Status: Final. Date. November 2021.

As outlined with the associated scoping report detailed above, we understand that intention of this scoping report is to assess EIA requirement for the 'Infrastructure Works Package' (the spatial extent of which is detailed within Appendix I) associated with the wider RBN Project.

Environment Agency EIA Scoping Opinion

As detailed within section 1.5 of the scoping report submitted, it has been assumed for the purpose of the 'Infrastructure Works Package' that an EIA will be required by the planning authority, in accordance with the criteria of requirement detailed within The Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017.

In line with above, is further stated that the applicant has/will be willingly undertaking an EIA and preparation of an associated Environmental Statement (ES) to support the phase of the RBN Project in question. We do not seek to challenge this nor the intention to undertake separate EIA's for the subsequent delivery packages / phases of the RBN project (as detailed under section 4.9 - 4.13 of the scoping report).

In relation to the scope of the ES, we do not seek to challenge the determination of the scoping exercise and are satisfied, with regard to matters within the focus and remit the EA, with the environmental issues which have been 'scoped in' for assessment.

However, further to the above, we would like to take this opportunity to provide

Environment Agency
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

Manchester City Council (MCC) commentary regarding the following scoping report sections:

- Ecology and Trees
- Drainage and Flood Risk
- Ground conditions

Please see below our commentary for the sections listed above detailed within the relevant sub-sections of this letter below.

From a wider policy and legislation perspective and ensuring compliance, further to the current contents of the scoping report, we would like to take this opportunity to highlight the recent approval of 'The Environment Act 2021' (made 16th November 2021); which will set statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water and waste. As part of development proposal consideration should be given to how its alignment to the Act is being achieved.

We also welcome the decision to include within the ES a separate cumulative effects chapter (chapter 18) which will assist with assessing the cumulative impacts of the proposed development in conjunction with any committed developments within the vicinity of the site and River Irk corridor.

Ecology and Trees (Section 6)

As identified within this section, an assessment on the potential effects of the proposal on construction and operation phases will be detailed / identified through the findings of a desk study undertaken by TEP with consideration given to potential direct and indirect impacts. We welcome this assessment decision and would be supportive of a scheme that aims to improve the current ecological quality of River Irk by making provision for the future colonisation of species such as otter and salmon - in line with the aspirations of the Local Nature Recovery Strategy (LNRS) and North West River Basin Management Plan (NW RBMP).

Further to the above, as detailed within section 6.23-6.26 we understand that a bespoke Biodiversity Net Gain (BNG) strategy will be adopted which incorporates all four RBN Project work packages, including linear habitat elements. BNG is to be demonstrated using the Biodiversity Metric Version 3.0. Notably this version includes a "Rivers and Streams Metric" assessing linear units of the river environment and the Modular River Physical (MoRPh Pro) survey method to calculate river condition and demonstrate BNG.

As the River Irk corridor is a key element of the RBN project and a prime ecological receptor, we would request the MCC shares the details on the outcome of BNG assessment and provide detail on how the combined BNG strategy will be achieved as limited detail has been provided with the scoping report.

In relation to ecological assessment for development, all surveys should be completed during appropriate seasons/ periods in accordance with industry standards for the specific survey. It is noted from the scoping report that current Phase 1 surveys were undertaken in March 2021, when ecological survey identification is less optimal and when many species are unlikely to be present. Based on the longevity of Victoria North development, we would advise consideration to replicating surveys during a more optimal survey period within 2022.

Drainage and Flood Risk (Water Environment - Section 9)

As identified within this section, we acknowledge that the ES will include an assessment of the likely effects of the water environment notably, the inclusion of a Flood Risk Assessment (FRA) and Water Framework Directive (WFD) Compliance Assessment. We note that individual assessment of impacts to ground water and aquatic ecology will be assessed as part of chapters 9 and 6 respectively.

For the purpose of the FRA we note that a hydraulic modelling exercise will be undertaken to establish baseline conditions of fluvial flood risk – we welcome this decision.

For the purpose of the WFD Compliance Assessment we note fluvial geomorphology survey of the River Irk has been undertaken – we welcome this decision.

For the purpose of this chapter of the ES we would also advise reference is made to the Local Flood Risk Management Strategy for Manchester ([1. Local Flood Risk Management Strategy NT \(1\).pdf](#), 2014), and CIRIA 753 Guidance [SuDS Manual C753 Chapter List \(ciria.org\)](#).

Ground Conditions (Section 8)

For the purpose of section we acknowledge that a further assessment of ground conditions is being undertaken further to the findings of preliminary ground investigations undertaken within 2019. Where possible/ available, we ask that addition ground investigation reporting is provided as part subsequent planning applications to inform any relevant conditional requirements.

Section 8.21 details of assessment of risk arising from contaminated land will be undertaken in accordance with the principles set out in the EA's Land Contamination Risk Management (LCRM) guidance. We would like to highlight that our LCRM guidance has been updated since the 2011 guidance detailed within footnote. A copy of our latest guidance for adherence to is available via: <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

--

Please forward a copy of this letter response to the RBN project team. Should you have any queries or questions regarding this response, then please do not hesitate to contact me.

Yours sincerely

Mr Andy Davies
Sustainable Places Project Manager

Direct e-mail [REDACTED]

RE: Red Bank - Scoping report - Ecology

Derek Richardson <[REDACTED]>

Wed 05/01/2022 14:05

To: Jennifer Atkinson <[REDACTED]>

Jen

Proposed developments in the area will not affect any sites specially designated for their nature conservation value, but they do have the potential to affect semi-natural habitats and protected species, most notably bats, badgers and nesting birds. Parts of the area may support the priority habitat lowland deciduous woodland.

The proposals also present a long-term opportunity to achieve enhancements to the natural environment, and opportunities to achieve a net gain in local biodiversity.

I would recommend that any Environmental Impact Assessment includes the following information in relation to Ecology and Ecological impacts –

- Extended Habitat Surveys, to UK HAB specifications, and including the River Corridor
- Surveys for Bats and Badgers
- Surveys for invasive plant species, and measures to control the spread of invasive plants
- Calculations using the Defra Biodiversity Metric v 3.0 to assess potential biodiversity losses and gains which may arise from the development proposals
- Proposals for mitigating and compensating for habitat losses and for any impacts on protected or priority species, including proposals for off-site habitat provision where these are considered necessary
- Proposals for enhancing the local natural environment
- Proposals for improving the water quality and habitat value of the River Corridor, including the potential for changing drainage schemes in ways which could benefit the River

I hope that these comments are useful.

Regards

Derek

Derek Richardson**Principal Ecologist**

Planning

Planning and Transportation

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From: Jennifer Atkinson <[REDACTED]>
Sent: 04 January 2022 13:28
To: Derek Richardson <[REDACTED]>
Subject: Red Bank - Scoping report

Derek

Happy New Year to you.

Before Christmas we sent you a scoping report for further infrastructure works at the Red Bank Neighbourhood. Can you let me know if you have any comments on this as I need to issue a Scoping Opinion this week if possible.

All the best Jen

Jennifer Atkinson
Principal Planner

Development Management North
Planning Building Control and Licensing - Growth and Development
Manchester City Council

[REDACTED]
www.manchester.gov.uk

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.
Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

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Scoping opinion Red Bank enabling application

Graeme Souter <[REDACTED]>

Thu 09/12/2021 15:33

To: Jennifer Atkinson <[REDACTED]>

Hi Jen

I have reviewed the scoping document for the enabling phase of the development and I have the following comments:

Air Quality

I can accept the comments provided and for the earthworks and enabling section we will need an assessment and mitigation measures recommending in order to control fugitive dust emissions during the demolition and enabling phase of the development. A further assessment and mitigation will be required for the construction phase and a full assessment with regard to operational impact and impact to future occupiers and receptors will be required at the relevant part of the development

Noise and Vibration during demolition and enabling phase

I can accept the majority of the comments provided for the enabling and demolition phase in section 13 and also the noise limits at the receptors stated in section 13.14 during this phase of the development. We will require vibration limits too and once agreed these will need to be met at both commercial and residential receptors.

The hours will need to be changed from those stated in section 13.13 to reflect MCC permitted hours for construction sites (Monday to Friday 07:30 to 18:00 , Saturday 08:30 to 14:00 and no working Sunday or Bank Holidays).

We will require an assessment of noise from any generators or plant / equipment used to provide power or facilities to the site compounds and offices consistent with BS4142:2014.

Noise and vibration from the construction stage and the developed stage has been scoped out of this part of the application due to it solely being connected to demolition and enablement. Construction noise and vibration and the development impact will need to be addressed at the relevant application stage.

Contaminated Land

I agree with ground conditions being scoped in as this site is likely to have significant levels of contamination from various former uses include a dye works, gas holders, railway land and sidings, leather tanning and a chemical works. They have made reference to a 2021 site investigation which I am aware of but a copy is still yet to be submitted (I have seen a report from 2019 and proposals for further SI). This report will need to be submitted as part of the planning submission. They have summarised that elevated contamination has been found, without giving any specific details, during this investigation and a risk assessment is currently being undertaken. They have also said that the gas data is still be assessed too. I agree with their proposals for assessing the significance of the effects as part of the EIA too.

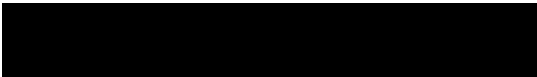
This site is also likely to have controlled waters risks (I know the EA are already involved). Coal seams are also mentioned but the risks have been concluded to be low due to the depth, 300 and 700m below the site.

Kind regards

Graeme

Graeme Souter
Environmental Protection
Environmental Health
The Neighbourhoods Directorate
Manchester City Council





website: www.manchester.gov.uk

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the “EIA” Regulations) - Request for Scoping Opinion: Redbank Infrastructure

(Flood Risk Management response – 6th December 2021)

The proposed development is situated within Flood Zone 1, 2 & 3. The Flood Map for Rivers and Sea can be viewed at: <http://maps.environment-agency.gov.uk/>.

Proposed finished floor levels and flood mitigation measures should be in accordance with the government standing advice. An assessment regarding compensatory storage should be carried out where required (especially Flood Zone 3 areas), ensuring the development does not increase the risk of flooding to offsite areas.

Part of the site is located within an area which benefits from early flood warnings.

The geomorphological survey should be used to assess the effectiveness of the existing flood defences and identify the scenario if any changes are to occur to the existing river channel and/or flood defences.

The site is generally at a very low risk of surface water flooding. The Flood Map for Surface Water can be viewed at: <http://maps.environment-agency.gov.uk/>.

The proposed development is within an area at low susceptibility to groundwater flooding.

The Cheetham Hill Junction Drain (an ordinary watercourse) runs through the site, an assessment should be carried to identify the exact location, the drainage catchment and condition of this asset. The development should not impact on the functionality of this asset.

Where new bridge structures are to be installed an assessment should be carried out to ensure the level of flood risk is not increased to nearby areas.

MCC does hold several recorded incidents of flooding within the site or close vicinity – all of these are recorded to be blocked gullies.

. Surface water management for the site needs to follow the drainage hierarchy:

- Infiltration into ground
- Connection to the watercourse
- Connection to discharge water sewer and as a last resort;
- Connection to the combined sewer.

Presence of Made Ground on site could be suspected. However, site investigation and percolation tests in line with BRE 365 Digest should be undertaken to assess feasibility of infiltration into ground as a method for surface water disposal.

The River Irk runs through the site and if infiltration on site is not possible, the next discharging point for surface water should be this watercourse, where feasible.

If surface water is to discharge to the River Irk, then outfall details and proposed discharge rates should be agreed in principle with the Environment Agency.

If outfall into the River Irk is proposed, assessment of the impact of the flows into the River Irk is required including consideration of the velocity and gradient constraints and the impact of high flows within the River Irk on the proposed drainage network.

The use of pollution control measures for surface water discharge should be assessed and considered where appropriate.

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

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.

SuDS should be designed to control surface water as close to its source as possible. Well-designed sustainable drainage systems also provide opportunities to:

- reduce the causes and impacts of flooding,
- remove pollutants from urban run-off at source,
- combine water management with green space with benefits for amenity, recreation and wildlife.

The Council is encouraging use of green & blue infrastructure to allow for the adaptation to climate change in heavily urbanised area. New Green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management. Greater Manchester is the first city-region in the UK to develop a Natural Capital Investment Plan designed to encourage investments in natural capital that deliver financial as well as social returns.

The use of SuDS should also help achieve the sustainability objectives of the National Planning Policy Framework (NPPF).

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/>).

The area is situated within a Critical Drainage Area and 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. Greenfield discharge rates should be used for all areas considered greenfield.

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.

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.

Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime shall be submitted.

Red Bank Infrastructure, Manchester – Scoping Opinion (Archaeology)

Ian Miller <[REDACTED]>

Thu 02/12/2021 07:54

To: Jennifer Atkinson <[REDACTED]>

Good morning Jen

RE: Red Bank Infrastructure, Manchester – Scoping Opinion (Archaeology)

Many thanks for consulting GMAAS on the EIA Scoping Opinion for the proposed Red Bank Infrastructure scheme.

The applicant has submitted an EIA Scoping Report, prepared by Avison Young in November 2021, which identifies that the proposed development falls within Schedule 2 (10b) of the EIA Regulations. Archaeology and Heritage considerations are afforded a dedicated chapter (Section 7), which concludes that 'the archaeological potential of the site is likely to be physically impacted by the proposed development' and these impacts 'may be significant'. The application site certainly has some potential to contain below-ground archaeological remains with a degree of significance that merits consideration in the EIA because of their heritage interest. This warrants more in-depth study, and the Scoping Report sets out an appropriate methodology and approach to the EIA with respect to archaeology and heritage.

The significance of the historic built environment across the wider Northern Gateway SRF was subject to specialist appraisal in 2018 by Stephen Levrant Heritage Architecture. As is pointed out in the Scoping Report, this high-level study of the larger area was completed before the design proposals had been finalised, and was therefore unable to fully assess the potential impact(s) of the proposed works on designated heritage assets and their setting. Whilst the Conservation & Urban Design Team at Manchester City Council may wish to comment further, GMAAS is satisfied that the approach to fully assessing potential impacts on the historic built environment set out in the Scoping Report is entirely appropriate.

The methodology for assessing the potential effects of the proposals on the archaeological (below-ground) interests in the application site is also acceptable for the purposes of the EIA. It is noted in the Scoping Report that 'profession judgement, which is defined as being informed, reasonable and balanced with respect to outcomes, will be used in assessing the overall significance of effects' on heritage assets. GMAAS accepts that such profession judgement will need to be employed when determining the significance of potential below-ground archaeological remains, but advises that this process should also be informed by the archaeological research objectives set out in the current North West Regional Research Framework, especially those formulated for the Industrial and Modern periods (<https://researchframeworks.org/nwrf/industrial/>).

The Scoping Report advocates that a 'full analysis of the GMHER should be undertaken as part of a cultural heritage desk-based assessment in the future'. This more detailed study will be crucial to identifying specific areas of potential archaeological interest and their significance, thereby informing an appropriate archaeological mitigation strategy. The resultant desk-based assessment will need to be prepared and submitted as part of the planning application, and any requirement for further archaeological investigation can be secured through a negative planning condition attached to consent.

In summary, I can confirm that GMAAS is happy with the proposed inclusion and treatment of archaeology and heritage set out in the Scoping Report, and considers that the proposed approach is sufficient at this stage and takes into account the archaeological considerations of the site.

Kind regards

Ian

**Ian Miller BA FSA**

Heritage Management Director
Greater Manchester Archaeological Advisory Service
Centre for Applied Archaeology, Peel Building
School of Science, Engineering & Environment
University of Salford, Manchester M5 4WT, UK



Phase 2 Red Bank EIA Scoping – Highway Comments (HIF Infrastructure Works)

The EIA scoping document is acceptable to MCC Highways.

We would, in addition make the following comments:

1. The accompanying comments from TfGM relating to traffic impact and modelling are noted and we expect that the transport statement provided at planning submission stage will respond to these.
2. If the new internal access roads are to be offered for adoption, then they should be constructed to MCC adoption standards including acceptable geometric parameters and paving materials. They should be designed so that they provide sufficient interconnectivity (whilst limiting the potential for rat-running) and should provide high quality pedestrian and cycling infrastructure to connect the city centre with the development area.
3. Proposed works to Dantzic Street should take account the importance of this route particularly for cyclists and pedestrians and incorporate suitable infrastructure whilst facilitating low vehicle speeds and servicing requirements to developments along its length.
4. We anticipate that a Demolition and Construction Management Plan will be submitted at planning application stage and this should cover the following:
 - The routing of construction traffic;
 - Detail the amount of vehicular activity associated with the construction including appropriate swept-path assessment;
 - Details of the location and arrangements for contractor parking;
 - The identification of the vehicular access points into the site;
 - Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
 - The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
 - A highway dilapidation survey should be provided including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The submitted plan will be shared with the MCC Highways Coordination Team so that they can assess the implications of the proposals in relation to other adjacent works taking place.



Historic England

Ms Jennifer Atkinson
Manchester City Council
PO Box 532
Town Hall Extension
Manchester
M60 2LA

Our ref: PL00759943

2 December 2021

Dear Ms Atkinson

Re: RED BANK NEIGHBOURHOOD, MANCHESTER ENVIRONMENTAL
IMPACT ASSESSMENT (EIA) SCOPING REPORT

Thank you for your letter of 26th November 2021 consulting us about the above EIA Scoping Report.

This development could, potentially, have an impact upon a small number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets. We note that the applicant has set out the extent of the assets that they believe will be affected on p.36 of the submitted scoping report, and have established the elements that they intend to scope in and scope out of the EIA in the table on pp.43-44. The methodology that these cumulatively set out would seem to be appropriate, and does not raise concerns from a heritage perspective.

It is also positive that the Environmental Statement intends to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk <<http://www.heritagegateway.org.uk>>) and relevant local authority staff.

We would strongly recommend that you involve the Conservation Officer of Manchester City Council and the archaeological staff at the Greater Manchester Archaeological Advisory Service in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk



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Historic England

It is noted that the assessment also proposes to take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. This assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to *in situ* decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,

Richard Broadhead
Inspector of Historic Buildings and Areas



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW


HistoricEngland.org.uk



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Date: 08 December 2021
Our ref: 376520
Your ref: EIA Scoping Opinion Request - Redbank Infrastructure



Manchester City Council

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
C W1 6GJ

BY EMAIL ONLY



Dear Sir/Madam

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town & Country Planning EIA Regulations 2017): EIA Scoping Opinion Request - Redbank Infrastructure
Location: South of Red Bank Road, Manchester

Thank you for your consultation dated and received by Natural England on 26th November 2021.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The scoping request is for a proposal that does not appear, from the information provided, to affect any nationally designated geological or ecological sites (Ramsar, SPA, SAC, SSSI, NNR) or landscapes (National Parks, AONBs, Heritage Coasts, National Trails), or have significant impacts on the protection of soils (particularly of sites over 20ha of best or most versatile land), nor is the development for a mineral or waste site of over 5ha.

At present therefore it is not a priority for Natural England to advise on the detail of this EIA. We would, however, like to draw your attention to some key points of advice, presented in annex to this letter, and we would expect the final Environmental Statement (ES) to include all necessary information as outlined in Part 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017. If you believe that the development does affect one of the features listed in paragraph 3 above, please contact Natural England at [REDACTED], and we may be able to provide further information.

Yours faithfully



Consultations Team

Annex A – Advice related to EIA Scoping Requirements

1. General Principles

Schedule 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), sets out the necessary information to assess impacts on the natural environment to be included in an ES, specifically:

1. A description of the development, including in particular:

- (a) a description of the location of the development;
- (b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
- (c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
- (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.

2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.

4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.

5. A description of the likely significant effects of the development on the environment resulting from, inter alia:

- (a) the construction and existence of the development, including, where relevant, demolition works;
- (b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;
- (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;
- (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);
- (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;
- (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;
- (g) the technologies and the substances used. The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC (a) and Directive 2009/147/EC(b).

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.
8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.

IF THE SCOPING REPORT CONCERNS ONSHORE OIL AND GAS EXTRACTION PLEASE ADD A BULLET POINT 9. TEXT TO INSERT CAN BE FOUND ON THE AREA TEAM TOOLKIT SEE LINK BELOW. INSERT THE GENERAL PRINCIPLES PARAGRAPH

http://neintranettechnical/content/technical/topics/document_details.asp?DC=22095

2. Biodiversity and Geology

2.1. Ecological Aspects of an Environmental Statement

Natural England advises that the potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters. Guidelines for Ecological Impact Assessment (EclA) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM) and are available on their website.

EclA is the process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. EclA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal.

The National Planning Policy Framework ([NPPF](#)) sets out guidance in paragraphs 170-171 and 174-177 on how to take account of biodiversity interests in planning decisions and the framework that local authorities should provide to assist developers.

2.2. Internationally and Nationally Designated Sites

Natural England undertakes an initial assessment of all development consultations, by determining whether the location to which they relate falls within geographical 'buffer' areas within which development is likely to affect designated sites. The proposal is located outside these buffer areas and therefore appears unlikely to affect an Internationally or Nationally designated site. However, it should be recognised that the specific nature of a proposal may have the potential to lead to significant impacts arising at a greater distance than is encompassed by Natural England's buffers for designated sites. The ES should therefore thoroughly assess the potential for the proposal to affect designated sites, including Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar sites and Sites of Special Scientific Interest (SSSI). Should the proposal result in an emission to air or discharge to the ground or surface water catchment of a designated site then the potential effects and impact of this would need to be considered in the Environmental Statement

Local Planning Authorities, as competent authorities under the provisions of the Conservation of Habitats and Species Regulations 2017 (as amended), should have regard to the Habitats Regulations Assessment process set out in Regulation 63 of the Habitats Regulations in their determination of a

planning application. Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Statutory site locations can be found at www.magic.gov.uk. Further information concerning particular statutory sites can be found on the [Natural England website](#).

2.3. Protected Species

The ES should assess the impact of all phases of the proposal on protected species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

Natural England has adopted [standing advice](#) for protected species. It provides a consistent level of basic advice which can be applied to any planning application that could affect protected species. It also includes links to guidance on survey and mitigation.

Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species.

2.4. Regionally and Locally Important Sites

The ES should thoroughly assess the impact of the proposals on non-statutory sites, for example Local Wildlife Sites (LoWS), Local Nature Reserves (LNR) and Regionally Important Geological and Geomorphological Sites (RIGS). Natural England does not hold comprehensive information on these sites. We therefore advise that the appropriate local biological record centres, nature conservation organisations, Local Planning Authority and local RIGS group should be contacted with respect to this matter.

2.5. Biodiversity Action Plan Habitats and Species

The ES should thoroughly assess the impact of the proposals on habitats and/or species listed in the UK Biodiversity Action Plan (BAP). These Priority Habitats and Species are listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, recently [published](#) under the requirements of S14 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity. Further information on this duty is available in the Defra publication '[Guidance for Local Authorities on Implementing the Biodiversity Duty](#)'.

Government Circular 06/2005 states that BAP species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.

The record centre for the relevant Local Authorities should be able to provide the relevant information on the location and type of BAP habitat for the area under consideration.

3. Landscape, Access and Recreation

3.1. Landscape and Visual Impacts

The consideration of landscape impacts should reflect the approach set out in the *Guidelines for Landscape and Visual Impact Assessment* (Landscape Institute and the Institute of Environmental Assessment and Management, 2013, 3rd edition), the *Landscape Character Assessment Guidance for England and Scotland* (Scottish Natural Heritage and The Countryside Agency, 2002) and good practice. The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England would expect the cumulative impact assessment to include those proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application.

The assessment should refer to the relevant [National Character Areas](#) which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

3.2. Access and Recreation

The ES should include a thorough assessment of the development's effects upon public rights of way and access to the countryside and its enjoyment through recreation. With this in mind and in addition to consideration of public rights of way, the landscape and visual effects on Open Access land, whether direct or indirect, should be included in the ES.

Natural England would also expect to see consideration of opportunities for improved or new public access provision on the site, to include linking existing public rights of way and/or providing new circular routes and interpretation. We also recommend reference to relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

4. Land use and soils

Impacts from the development should be considered in light of the Government's policy for the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 170 and 171 of the NPPF. We also recommend that soils should be considered under a more general heading of sustainable use of land and the valuing of the ecosystem services they provide as a natural resource, also in line with paragraph 170 of the NPPF.

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society; for instance as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably. The Natural Environment White Paper (NEWP) *'The Natural Choice: securing the value of nature'* (Defra, June 2011), emphasises the importance of natural resource protection, including the conservation and sustainable management of soils and the protection of BMV agricultural land.

Development of buildings and infrastructure prevents alternative uses for those soils that are permanently covered, and also often results in degradation of soils around the development as result of construction activities. This affects their functionality as wildlife habitat, and reduces their ability to support landscape works and green infrastructure. Sealing and compaction can also contribute to increased surface run-off, ponding of water and localised erosion, flooding and pollution. Defra published a Construction [Code of Practice for the sustainable use of soils on construction sites](#) (2009). The purpose of the Code of Practice is to provide a practical guide to assist anyone involved in the construction industry to protect the soil resources with which they work.

As identified in the NPPF new sites or extensions to new sites for Peat extraction should not be granted permission by Local Planning Authorities or proposed in development plans.

General advice on the agricultural aspects of site working and reclamation can be found in the Defra [Guidance for successful reclamation of mineral and waste sites](#).

5. Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition ([England Biodiversity Strategy](#), Defra 2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

6. Climate Change Adaptation

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment "by establishing coherent ecological networks that are more resilient to current and future pressures" ([NPPF](#) Paras 170 and 174), which should be demonstrated through the ES.

Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA

Our ref TRA/21/416

Your ref:

17th December 2021

Dear Sir / Madam

Location: **Red Bank Neighbourhood, Manchester**

Proposal: **Major regeneration – Enabling works for 15000 new homes, changes to routes parks etc**

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

TfGM scoping advice has been requested by Manchester City Council in respect of a proposed development known as Red Bank neighbourhood.

The proposed development will encompass demolition of selected existing structures, remediation and earthworks across site, construction of internal access roads and junctions, works to existing adopted highway on Dantzic Street and Red Bank, creation of SUDs, utility and services connections and diversions, (the redline extends Queens park sub station to cover the proposed service connections in the adopted highway), provision of green infrastructure including (among others): creation of green links and creation of new City River Park.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

1. Site Specific Comments

- I. The width of Dantzig Street should be sufficient so that two standard double decker buses can pass each other at the same time.
- II. High quality pedestrian and cycling routes should be provided to the site. These shouldn't stop at the site boundary and should extend into the city centre.
- III. High quality pedestrian facilities should include an assessment of the streetlighting as well as the pedestrian crossing facilities and the footway condition etc.
- IV. A trip generation and trip distribution study should be provided as soon as possible as this may need strategic development and individual junction assessments.

Please find below a general overview of the assessment work that should be contained within a TA:

2. General Comments

Traffic Impact and Transport Modelling Requirements (to be included within a TA)

- I. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment, as new counts are not always required.
- II. A description of current baseline traffic conditions in the area.
- III. An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- IV. Traffic surveys and queue surveys (weekdays) - scope to be agreed with TfGM UTC and HFAS.
- V. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.

- VI. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.
- VII. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- VIII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- IX. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
- Base Flows
 - Committed Development Flows
 - Proposed Flows
 - Proposed Distribution
 - Base plus Committed plus proposed development
 - Future plus Committed plus proposed development
- X. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.
- XI. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the Local Authority in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.
- XII. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- XIII. A swept path analysis should be provided for any vehicular access.

- XIV. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.
- XV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

3. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered.

An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area.

Connectivity with local public transport networks should be highlighted. The developer should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

TfGM would suggest that a pedestrian survey is carried out in the vicinity of the site, as per guidance <https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf> and included as part of the TA

Details of cycle parking facilities for the proposed development (e.g. number of spaces, location and type) should be provided and shown on plan.

4. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The developer should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the Local Authority who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of extension of bus services, additional person trips. Mitigation measures should be considered where appropriate.

5. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

6. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the developer liaise directly with TfGM's bus infrastructure which can be contacted at [REDACTED]

7. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their

busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing [REDACTED]. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

The Bee Network will be the largest joined-up system of walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on <https://www.tfgm.com> and TfGM would encourage the applicant to review the map online to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

I hope you find these comments useful in the scoping process. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer
[REDACTED]