



**MANCHESTER
CITY COUNCIL**

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20 April 2020

Our reference: JA/DMN

Dear Mr Wilks

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

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

'COLLYHURST VILLAGE' MANCHESTER ("THE PROPOSED DEVELOPMENT")

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

Thank you for your request dated 13 March 2020 for a scoping opinion at the above site and your agreement to an extension of time until 20 April 2020.

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 – Proposed Residential Development Collyhurst Manchester March 2020*' prepared by yourselves, on behalf of the Applicant Far East Consortium Limited (FEC), 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 13 March 2020 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

- Townscape and visual;
- Transport and access;
- Air Quality and dust;
- Noise and Vibration; and
- Socio-economic.

Scoped out

- Ecology and nature conservation;
- Heritage and archaeology;
- Ground conditions'
- Flood risk and drainage;
- Lighting;
- Waste;
- Climate change;

- Human Health; and
- 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;
- Coal Authority;
- 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 consist of two neighbourhood areas within the Northern Gateway Strategic Regeneration Framework (SRF):

- Collyhurst Village; and
- South Collyhurst.

Collyhurst Village

Collyhurst Village is approximately 4.2 hectares and is bounded by Rochdale Road to the west, a footpath, woodland and a car dealership to the north, Anslow Close, Chrunet Street and Thornton Street North to the east and Shellard Road to the south. Paget Street bisects the centre of the site in an east/west orientation. The development site is located within the Harpurhey ward.

The site is irregular in shape and currently comprises 28 residential dwellings, a shop, and areas of hardstanding, amenity grassland and trees.

The surrounding area is predominately residential in nature comprising of two storey terrace and semi-detached properties. A war memorial lies adjacent to the development site on its southwestern border.

In terms of accessibility, Rochdale Road provide a key walking, cycle road link into the city centre and towards north Manchester. Monsall Metrolink stop is located approximately 470 metres northeast of the site whilst Manchester Victoria Railway Station is approximately 1.7 km south of the development site.

Collyhurst South

Collyhurst South is approximately 0.5 hectares and is bounded by Whitley Road to the northwest, hardstanding and amenity grassland to the west, the railways to the south and grassland and a warehouse building to the east. Winscombe Drive Bisects the centre of the site in a southwest/northeast orientation. The development site is located within the Miles Platting Newton Health ward.

The site is irregular in shape and currently comprises amenity grassland, unmanaged grassland, scrub vegetation, trees, a road and hardstanding.

Whilst the surrounding area is predominately residential in nature, there are a number of future development sites which are currently laid out as amenity grassland. There is also a small children's play area.

In terms of accessibility, Queens Road Metrolink stop is located approximately 920 metres northwest of the site whilst Manchester Victoria Railway Station is approximately 1.7 km south of the development site.

Both areas are a long term regeneration priorities for the City Council where it seeks introduce new homes and other amenities in order to create a thriving neighbourhood.

SENSITIVE RECEPTORS

Collyhurst Village

The western extent of the development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA) due to its proximity to Rochdale Road which is a major road connecting to the City Centre.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA). The Rochdale Canal which lies approximately 3.4 km North West of the development site and is a site of Special Scientific Interest (SSSI) and special area of conservation.

Moston Brook is culverted beneath Thornton Street to the east as well as beneath the northern extent of the site. Moston Brook is a tributary of the River Irk (located approximately 240 metres west of the site). Both Moston Brook and the River Irk are designated as a main river.

The site is located within Flood Zone 1 'a low probability of flooding' and is situated within the Manchester, Salford and Trafford Critical Drainage Area (CDA).

There is historical coal mining activity recorded in the area with the southern border of the development site encroaching into a development high risk zone.

The development site is not located within a conservation area and there are no listed buildings on the site. There is one listed building within 500m of the development site, Grade II Listed Brierley Statue in Queens Park to the west of the park entrance. The Grade II Listed Queens Road Park is located approximately 290 metres north of the site.

Residential properties dominate the immediate context to the development site consisting of low rise residential homes.

South Collyhurst

The development site is not located within the Greater Manchester Combined Air Quality Management Area (AQMA). Rochdale Road and Oldham Road which are 170 metres northwest and 120 southeast respectively are due to them being major roads connecting to the city centre.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA). The Rochdale Canal which lies approximately 3.7 km north west of the development site and is a site of Special Scientific Interest (SSSI) and special area of conservation.

There are no watercourse on or near to the development site. The nearest watercourse is the River Irk, located approximately 560 m west of the site.

The site is located within Flood Zone 1 'a low probability of flooding' and is situated within the Manchester, Salford and Trafford Critical Drainage Area (CDA).

There is historical coal mining activity recorded in the area within the development high risk zone. Former mine entries are located adjacent to the north eastern boundary.

The development site is not located within a conservation area and there are no listed buildings on the site. There is one listed building within 500m of the development site,

Grade II Listed Brierley Statue in Queens Park to the west of the park entrance. The Grade II Listed Queens Road Park is located approximately 290 metres north of the site.

Residential properties dominate the immediate context to the development site consisting of low rise residential homes.

PROPOSED DEVELOPMENT

I note from your scoping report that the Proposed Development is still at the feasibility stage of development and the final design, mix of uses and number of new homes has not yet been finalised. The scoping report is therefore submitted based on a number of parameters. 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 for Collyhurst Village will consist of the construction of approximately 300 new homes including a mix of townhouses and mid-rise (up to 6 storey) apartment buildings. A percentage of the new homes will be affordable.

The Proposed Development for Collyhurst South will consist of approximately 30 new homes comprising townhouses with the intention of them being affordable homes.

I also note it is envisaged that the Proposed Development within each neighbourhood area would accommodate car parking, amenity space, landscaping public realm and boundary treatment.

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 5 of your Scoping Request that you intend to provide a discussion on alternatives within the ES. This will focus on alternative layout and design arrangements at the development sites, why these were dismissed and the preferred design option selected. It is noted that there will be no discussion alternative sites. However, it must be made clear with regards to the locational requirements for this scheme in this area as part of the wider regeneration aspirations for the Northern Gateway.

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 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 following additional sites should be considered as part of the cumulative impacts:

Miles Platting:

121401/FO/2018: Erection of 57 properties with a mix of two and three storey semi-detached / terraced properties and six apartments in one block with associated road access, parking and landscaping at Land Adjacent To Bourdon Street Holland Street Manchester M40 7DB **Approved**

123735/FO/2019: Erection of 13 residential properties with a mix of two and three storey semi-detached / terraced properties with associated road access, parking, landscaping and boundary treatment at Land Bound By Bradford Road And Butler Street Manchester M40 7FB **Approved**

123887/FO/2019: Erection of 37 dwellinghouses with a mix of two and three storey semi-detached / terraced properties with associated road access, parking and landscaping at Land Off Woodward Street Manchester M4 7JW **Approved**

124738/FO/2019: Erection of 10 dwellinghouses (Class C3) comprising a mix of two and three storey semi-detached / terraced properties with associated access, parking and landscaping at Land Bound By Eastleigh Drive And Naylor Street Manchester M40 7HS **Approved**

125927/FO/2020: Erection of 22, two and three storey residential dwellinghouses (C3a) with associated landscaping, car parking, boundary treatment and other associated works at Land At Bothwell Road Bothwell Road Manchester **Approved**

126467/FO/2020: Erection of 22 two and three storey dwellinghouses (Use Class C3a) with associated access, car parking, boundary treatment and landscaping at Land Bounded By New Allen Street, Oldham Road And William Chadwick Close Manchester **Pending Consideration**

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.

Ecology and nature conservation

The impact on ecology is considered to be of no more than local significance. The protected species interest in the development site is low with the main impacts being the loss of trees and habitats. I accept that an ecological assessment is capable of being scoped out of the ES and can instead form part of the supporting documents to the planning application.

In particular, the following reports should be prepared:

- Surveys for habitats (extended Phase 1 habitat surveys or UK habitat classification surveys)
- Bat activity surveys and assessment of trees for bat roost potential
- A requirement to aim for a net gain in biodiversity to result from the development

- A survey for invasive plant species and a method statement providing details about how invasive plants are to be controlled during the course of any approved development

The above should also be set within the context of the wider Northern Gateway Proposals.

Heritage and archaeology

The scoping report concludes any archaeological remains beneath the site will have been either removed, truncated or destroyed. As a result, there will be no significant effects which would require consideration by an EIA. I confirm that archaeology can be scoped out of the ES provided the planning application is supported by an appropriate report which supports these conclusions.

With regards to Heritage assets, it is noted that there are no heritage assets within the development site and that there are limited assets in the surrounding area. As such, it is not anticipated to be any significant impacts which will require consideration by an EIA. I accept that heritage can be scoped out of the ES, however, the planning application should be supported by an appropriate heritage assessment which includes mitigation should this be required.

The war memorial should be given due regard and consideration within the heritage assessment.

Ground conditions

The scoping report concludes that, with the exception of the previous coal mining activity, there is nothing unusual or complex about the ground conditions at the Proposed Development sites. As a result, there will be no significant effects which would require consideration by an EIA. I confirm that ground conditions can be scoped out of the ES provided the planning application is supported by an appropriate report which supports these conclusions. It should be noted that the City Council is not in receipt of any comments from the Coal Authority and therefore reserves the right to comment on this matter further.

Flood risk and drainage

I consider flood risk and drainage cannot be scoped out of the ES for the reasons set out below.

Lighting

Due to the scale of the Proposed Development, the preliminary review of the likely effects relating to lighting has revealed that there will be a negligible impact on adjacent properties. I accept that a lighting assessment is capable of being scoped out of the ES provided an appropriate report, including mitigation should this be required, accompanies any future planning application.

Waste

The scoping report concludes there is nothing unusual or complex with regards to the production of waste or future waste management as a result of the construction activities and operational aspects of this development. As a result, there will be no significant effects which would require consideration by an EIA. I confirm that waste conditions can be scoped out of the ES provided the planning application is supported by an appropriate report which supports these conclusions.

Climate change

I consider climate change cannot be scoped out of the ES for the reasons set out below.

Human Health

I consider human health cannot be scoped out of the ES for the reasons set out below.

Accidents and disasters

I noted that the proposed development does not pose a risk of major accident and/or disaster. As such, I can confirm that accidents and disasters can be scoped out the ES.

Summary

I agree that some of the matters you have identified to be scoped out of the ES are appropriate. I am of the opinion, however, that Flood Risk and Drainage, Climate Change and Human Health (further details provided below) should be part of the ES.

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 reconsider 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.

- Townscape and visual;
- Transport and access;
- Air Quality and dust;
- Noise and Vibration; and
- Socio-economic

As highlighted above, you should also include Flood Risk and Drainage, Climate Change and 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 North Gateway Strategic Development Framework (SRF).

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.

Air Quality and dust

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 air quality.

Potential construction effects should consider any impacts on air quality from the use of plant and equipment together with the impact from emissions from construction vehicles and construction workers vehicles in and around the development site.

The likely impacts of air quality on climate change require consideration within this chapter of the ES. This should include consideration of the extent that the Proposed Development will contribute to greenhouse gas emissions, either through vehicles accessing the development during construction and the operation of the development, through to the wider operations of the development and running of the new homes (boiler systems etc).

Socio-Economic Impacts

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 acceptable in terms of their consideration in the ES.

Townscape and visual impact

The comments within your scoping report are noted and are acceptable in terms of their consideration in the ES. It is noted that the viewpoints have yet to be identified and agreed with the City Council, as Local Planning Authority, and therefore I reserve the right to comment on this further.

Traffic and Transport

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 covers the following additional information in respect of traffic and transport within this chapter of the ES.

The assessment should provide a description of the current base traffic conditions in the area. In terms of highway safety, there will need to be an analysis of injury accidents during a recent five year period together with commentary on any underlying patterns of injury accidents which may affect this development or exacerbated.

There will also need to be traffic and queue surveys (weekdays) and the scope agreed with the City Council, as Local Planning Authority. 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 should be undertaken.

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 may acceptable but these should be fully explained within the Transport Assessment (TA).

There should also be 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 a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.

There should also be 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) together with an understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.

The TA should include 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

An increase of about 30vehs/hr at a junction is 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 Planning Authority/Local Highway Authority, in advance and will depend upon the outcome of the trip assessment and distribution exercise. It is advised 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 requirements or the TA. This will largely depend on the amount of trip generation.

There should be 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.

It will also be necessary to do a review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development sites.

There should also be an assessment of the likely environmental/traffic impacts of HGVs during the construction process.

The TA should also include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians and cycling facilities 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 Travel Plan document incorporating actions that are aimed at encouraging sustainable travel during both the construction and operational phases of the Proposed Development is an essential component and the effects should be evaluated through the ES.

Air quality, climate change and human health impacts should be measured within this chapter of the ES as part of the incorporation of measures from the travel plan and any other mitigation measures to support public transport and other infrastructure. This would also demonstrate that the car parking and the capacity of the highway network is not exacerbated beyond existing baseline conditions both within the regional and city centres, during the construction and operational phases of the Proposed Development.

Flood Risk and Drainage

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.

Due to the scale of the Proposed Development, a full flood risk (FRA) assessment should be carried out. The FRA should consider all sources of flooding, including surface water, establish the baseline flood risk using all available published sources and supplemented by site specific surveys where necessary. The impact of climate change should be considered together with further details on the culvert and an assessment of the risk of flooding in the instance of a partial or total collapse (including appropriate mitigation).

The Collyhurst Village site is at high risk of surface water flooding whilst the Collyhurst South site is at low risk. Both sites are at medium risk for ground water flooding.

It is essential that the ES considers how surface water from the Proposed Development will be captured, treated and disposed of both during the construction and operational phases.

There is potential run off and discharge during the construction process which has the potential to impact on the canal, which could impact upon water quality.

The ES and any strategy for surface water management during the operational phase, the Proposed Development 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 the site is suspected. Site investigations and percolation tests in line with BRE 365 Digest should be undertaken as part of ES to assess feasibility of infiltration into the ground as a method of surface water disposal.

Due to the presence of the Moston Brook in culvert, if infiltration on the site is not possible, the ES should give consideration to the next discharging point for surface water which is the watercourse. Any works within or adjacent to the watercourse that would affect it would require consent from the Environment Agency.

Surface water discharging into the sewer should be the last resort and requires the consent of United Utilities.

As part of the consideration of the most appropriate method for dealing with surface water, and in the interest of climate change, the City Council, as Local Planning Authority, strongly recommends the use of sustainable drainage systems (SuDS) as part of controlling surface water and not exacerbating existing conditions.

The ES should consider SuDS as a method to control surface water as close to its source as possible. Well designed sustainable drainage systems provide clear 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 ES should consider controlling surface water through the use of SuDS in the interest of climate change and the overall sustainability of the Proposed Development and reducing any likely significant impacts on the Regional Centre, City Centre and beyond.

Green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaptation to climate change in heavily urbanised areas. This in turn will have ecological, biodiversity and air quality benefits which should be measured within the ES as part of the incorporation of such measures. This would also demonstrate that flood risk will not be increased elsewhere in both the regional and city centres, both during the construction and operational phases of the Proposed Development.

Where SuDS cannot be used, the City Council will require a detailed justification within the ES.

Human Health

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

Matters of air quality, transport and traffic, flood risk, noise and vibrations and socio-economic effects have all been scoped into the ES due to these disciplines having significant environmental impacts. All of these matters affect Human Health and therefore the Proposed Development is likely to give rise to significant environmental impacts on the Human Health which should be considered and evaluated through the ES.

This should include an assessment of the impact on human health with regards to any air quality considerations, climate change and quality of life, particularly during the construction process when heavy plant, machinery, dust and emissions are likely to be generated together with any noise, disturbance, traffic/transport and air quality considerations during the operational phases of the development.

Climate Change

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

The ES should consider the impact of the Proposed Development on climate change both through the construction and operational phases of the development and the significance of these impacts needs to be considered through a relevant chapter in the ES.

Matters of air quality, transport and traffic, flood risk and socio-economic effects have all been scoped into the ES due to these disciplines having significant environmental impacts. All of these matters affect climate change and therefore the Proposed Development is likely to give rise to significant environmental impacts on the climate which should be considered and evaluated through the ES.

A broader approach and methodology for assessing the impact on climate change should be considered. Impacts and potential mitigation from the other technical chapters should feed into this assessment particularly around management of surface water, waste management, social value, green and blue infrastructure, biodiversity and ecology, travel planning and efficiency of the building fabric of the new homes and use of renewable energy as part of promoting a low/zero carbon development and reducing emissions and the likely environmental impacts of this.

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

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

Your Ref: Collyhurst Village
Date: 30th March 2020

Dear Jennifer Atkinson,

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

**Site 1: Land bounded to the east of Rochdale Road, Collyhurst, Manchester
And**

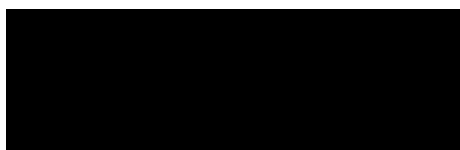
Site 2: Land to the south of Whitley Road, Collyhurst, Manchester

Thank you for your consultation on the above.

The consultation has been submitted with an EIA Scoping Report (dated March 2020) prepared by Avison Young. Chapter 12 addresses issues held to be insignificant for the purposes of the EIA. Heritage and Archaeology (12.4 – 12.6) . The report observes that having been developed previously both of the sites any buried archaeological remains will have been either removed, truncated or destroyed. Given a lack of designated heritage assets the proposed development areas are thought not to have any unknown archaeological assets beneath the ground. On this basis the subject has been scoped out of the EIA.

Having rapidly reviewed information on the Historic Environment Record GMAAS notes that both sites first underwent construction development in the late nineteenth century. This development was extensive and principally for varieties of terraced worker's housing and, in the case of site 2, a small Machine Works (subsequently Joinery Works). Presumably this is the 'development' activity referred to in the Scoping Report. Whilst the subjects of worker's housing and the engineering trades during the nineteenth century are both subjects of established archaeological interest GMAAS recognises that in this instance the remains that might be encountered would not be of sufficient significance to merit their physical preservation or to provide the basis for an objection to the development. On this basis **GMAAS agrees with the conclusions of the Scoping Report and recommend that archaeology is scoped out of the EIA.**

Yours sincerely



Andrew Myers BA, MSc, PhD, MCIFA, FSA
Senior Planning Archaeologist

Manchester City Council
PO Box 532
Manchester
Lancashire
M60 2LA

Our ref:
Your ref:

SO/2020/120148/01-L01
Collyhurst Village

Date:

20 March 2020

FAO: Jennifer Atkinson

Dear Ms Atkinson

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017 - ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING
OPINION REQUEST FOR COLLYHURST VILLAGE**

MANCHESTER M40 8JN

Thank you for requesting an EIA Scoping Opinion from the Environment Agency on the above development proposal, which forms part of the wider Northern Gateway Strategic Regeneration Framework (SRF) area.

This referral was received in office on the 18th March 2020. However, prior to this consultation request, we have also been engaged in initial pre-application discussions for the Collyhurst Village area via Civic Engineers Ltd, assigned by the Far East Consortium.

In providing this response we have reviewed the following documentation:

- Manchester City Council – EIA Scoping Request Cover Letter - [17th March 2020]
- EIA Scoping Report. Proposed Residential Development. Collyhurst, Manchester. Prepared by Avison Young. [March 2020]

Environment Agency Position / Commentary

Having reviewed the scoping report outlined above, we agree with the scoping decisions taken in regards to flood risk, ground conditions and waste, with regards to matter within the remit of the Environment Agency. However, we are concerned by the current decision not to scope ecology, nature conservation and drainage into the forthcoming Environment Statement (ES), or at least provide further details regarding how these matters will be addressed separately as part of any subsequent planning submission(s).

As noted within the EIA scoping report, part of the aim of the North Gateway Strategic Regeneration Framework, is to deliver *“a series of vibrant, sustainable and integrated residential neighborhoods within the extended city centre of Manchester”* – we consider that in achieving this aim, a holistic assessment must be undertaken to ensure delivery of a final development which is sustainable and offers multi-functional benefits.

The scheme should, where viable, include the provision of blue-green infrastructure which offers multiple benefits including but not limited to: surface water drainage management, carbon / climate change reductions, as well as consideration of the requirements of the Water Framework Directive (WFD) (Irreversible (Winced to Irwell, WFD Ref: GB112069061131).

The position is further supported by aspirations of the forthcoming Environment Bill (<https://www.gov.uk/government/publications/draft-environment-principles-and-governance-bill-2018/environment-bill-summer-policy-statement-july-2019>) - in which the government outlines a commitment to sustainable development and biodiversity net gain; as well as draft policy within Greater Manchester Spatial Framework (<https://www.greatermanchester-ca.gov.uk/what-we->

Finally, this position is also in accordance with paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognises that the planning system should conserve and enhance the environment by minimising impacts and providing net gains for biodiversity.

Proximity to Main River / WFD / Surface Water Drainage

Moston Brook is a designated 'Main River' and therefore, dependent on the development proposals brought forward, may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres from either side of a Main River (culvert noted).

For the purpose of this proposal, it should be firstly assessed whether the development brought forward presents a WFD risk. Further to this, we would seek that any future development ascertains the possibility of de-culverting the existing waterbody; and where deemed impractical based on technical feasibility or cost benefit, still looks to ensure future scheme design avoids further deterioration of the waterbody's ecological potential.

(https://www.ciria.org/Memberships/The_SuDs_Manual_C753_Chapters.aspx)

..

Yours sincerely

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



Jennifer Atkinson <j.atkinson@manchester.gov.uk>

RE: Collyhurst Village, Scoping Opinion, Ecology Response1 message

[REDACTED]
To: Jennifer Atkinson <j.atkinson@manchester.gov.uk>

7 April 2020 at 08:04

Hi Jen

OK, I would accept that since there are no designated nature conservation sites involved, protected species interest is likely to be low, and taking into account EIA guidance, ecology could be scoped out. But ecology issues should still be considered in the applications, particularly in relation to net biodiversity gain.

From an ecology perspective I think it's important that this application fully takes into account the overall Northern Gateway vision

Best Regards

Derek

Derek Richardson**Principal Ecologist**

Planning

Development and Investment

Growth

[Tameside MBC](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

[REDACTED]

[REDACTED]

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From: Jennifer Atkinson [mailto:j.atkinson@manchester.gov.uk]
Sent: 06 April 2020 14:48
To: Derek Richardson
Subject: Re: Collyhurst Village, Scoping Opinion, Ecology Response

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Many thanks Derek

Can I just clarify your comments. The applicant has suggested that ecology should be scoped out of the ES. Are you suggesting it should be scoped in? The ecology work would still be done but would just not fall within the scope of the EIA. I would be grateful if you could clarify.

Best wishes

Jen

Jennifer Atkinson
Principal Planner
Development Management North
Planning Building Control and Licensing - Growth and Development
Manchester City Council

Tel: 0161 234 4517

Email: j.atkinson@manchester.gov.uk

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

[Please note I am currently working from home until further notice. I can be contacted directly on my mobile]

On Mon, 6 Apr 2020 at 14:35, Derek Richardson [REDACTED] wrote:

Dear Jennifer Atkinson

Thank you for consulting the Ecology Unit on the above request for a Scoping Opinion

I would recommend that any Environmental Assessment for the site(s) concerned should be informed by –

- Surveys for habitats (extended Phase 1 habitat surveys or UK habitat classification surveys)
- Bat activity surveys and assessment of trees for bat roost potential
- A requirement to aim for a net gain in biodiversity to result from the development
- A survey for invasive plant species and a method statement providing details about how invasive plants are to be controlled during the course of any approved development

Yours sincerely

Derek Richardson

Derek Richardson

Principal Ecologist

Planning

Development and Investment

Growth

[Tameside MBC](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

[REDACTED]

[REDACTED]

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07/04/2020

Manchester City Council Mail - RE: Collyhurst Village, Scoping Opinion, Ecology Response

Access: As a public body, the Council may be required to disclose this e-mail (or any response to it) under the Freedom of Information Act 2000, unless the information in it is covered by one of the exemptions in the Act.

Internal Memorandum

To Head of Planning FAO: Jennifer Atkinson

From Head of Compliance, Enforcement and Community Safety

Contact Officer: ~~Karen Williamson~~ Our Ref: ~~661262~~

Date: 6 April 2020

Telephone: 31374

Consultation on Planning Application

Description:

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

Site 1: Land bounded to the east of Rochdale Road, Collyhurst, Manchester

And

Site 2: Land to the south of Whitley Road, Collyhurst, Manchester

Location: Whitley Road, Manchester

I write in response to your scoping opinion regarding the above, and to inform you that I have considered this and recommend that the following conditions are attached to any approval.

Site 1

The proposed development would involve the redevelopment of above sites, for residential purposes up to 300 dwellings including a mix of townhouses and mid-rise (up to 6 storey) apartment buildings with associated car parking, boundary treatment and other associated works including park area.

A total of 28 existing dwellings and a shop on site 1 will demolished.

Site 2

The proposed development will include the erection of 30 dwellinghouses comprising of townhouses with associated car parking, boundary treatment and other associated works.

DEMOLITION/CONSTRUCTION PHASE*

1) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

and

2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

*The applicant should refer to

https://secure.manchester.gov.uk/info/100006/environmental_problems/2956/noise/9 and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>.

NSE4

Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from all main roads and railway line shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB L_{Aeq} (individual noise events shall not exceed 45 dB $L_{Amax,F}$ by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB L_{Aeq}
Gardens and terraces (daytime)	55 dB L_{Aeq}

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to

confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Due to the proximity of the development to the train line, it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 *"Guide to evaluation of human exposure to vibration in buildings"*. Groundborne noise/re-radiated noise should also be factored into the assessment and design.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

We are in receipt of an Acoustic Report By Sandy Brown dated Jan 2020, ref:19514-R01-A. We await further results of:

- External noise levels around the proposed development
- Facade sound insulation requirements
- Recommendations on facade construction and ventilation strategy
- An assessment of tactile vibration and re-radiated noise from ground-borne noise.
- Noise/vibration data with freight trains

NSE6

Noise – external equipment insulation

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{Aeq}) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

REF*

Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health.

*The proforma/ Waste Management Strategy must include the following information:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.
- Other details as per 'Waste Proforma v1.0' - refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

10 units or below = low rise

11 or above = high rise

AIR QUALITY

Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

CLAND01 (1) New applications, no previous contaminated land conditions

a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to [INSERT] of the Unitary Development Plan for the City of Manchester.

Commercial use – please note all the above conditions (except NSE4) are also still applicable for the commercial and community outlets

DEL

Deliveries to commercial premises

Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

FUME*

Fume/Odours discharge

Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties.

*The applicant will need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval. The strategy should include risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated September 2018. Details should also be provided in relation to replacement air.

HOURS2

Premises opening hours

The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:-

State days and times

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

LIGHT (if applicable)

External Lighting Scheme

External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

NSE1

The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the L_{eq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

Before the Class use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound

amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority.

NSE2 (if applicable)

Class use A3 (external areas)

Shall only allow use of external areas within the application site in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

Reason - To safeguard the amenities of the occupiers of nearby properties.

Information for Developers guidance documents can be downloaded using the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Should you wish to discuss this matter further please contact Karen Williamson on extension [REDACTED].

Fiona Sharkey
Head of Compliance, Enforcement and Community Safety

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

(Flood Risk Management response – 7 April 2020)

The proposed developments are situated within Flood Zone1 . The Flood Map for Rivers and Sea can be viewed at: <http://maps.environment-agency.gov.uk/>.

The Collyhurst village site has areas at high risk of surface water flooding. The Collyhurst south site is largely at 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 medium susceptibility to groundwater flooding.

MCC does not hold any recorded incidents of flooding within the site or close vicinity.

. 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.

Moston Brook in culvert runs through the Collyhurst Village site and if infiltration on site is not possible, the next discharging point for surface water should be this watercourse, where feasible and should be discussed with the Environment Agency as Moston Brook is Main River.

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 roofs, green walls, tree planting and other forms of green 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/>).

Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for SuDS (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf) and local policies EN08, EN09, EN14, EN15 and EN17 of the Core Strategy.

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.

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.

Collyhurst Residential- April 2020

Development Proposals:

The proposed residential development will be across two neighbouring sites:

Site 1- Collyhurst Village: Erection of up to 300 dwellings including a mix of townhouses and mid-rise apartment buildings with associated car parking, boundary treatment and other associated works including park area. A total of 28 existing dwellings and a shop on site 1 will be demolished.

Site 2- South Collyhurst: Erection of 30 dwelling houses comprising of townhouses with associated car parking, boundary treatment and other associated works.

Car Parking:

In-curtilage car parking should be made available in line with the Northern Gateway SRF.

Commentary will be required to discuss the impact of on-street parking in the locality. The applicant may be required to contribute to the implementation of a Resident Parking Zone in the area which is currently being considered by MCC Highways, as previously discussed within initial correspondence.

The developer should also consider the following in terms of parking requirements:

- Electric vehicle charging facilities are required, providing a minimum of 7kw per charge point.
- Disabled allocation within car parks should be clearly identified
- Spaces within the car park should be minimum 2.4m x 4.8m separated by a 6m aisle width. Individual driveway spaces should offer a minimum of 3.0m x 6.0m.

Cycle Parking:

100% cycle parking should be provided for each of the residential units. All cycle storage must offer secure and sheltered accommodation.

Additional cycle storage is also recommended within the site's public realm to encourage cycling as a viable mode choice. The applicant should consider cycle improvements within the vicinity of the site to improve connectivity for cyclists.

Highway details and Site Layout:

Should adoption of new highway be sought, all aspects of highway infrastructure should be designed and constructed to adoptable standards (including highway layout, dimensions, gradient, drainage, lighting etc). Adoption of the highway will be undertaken a Section 38 Agreement with MCC Highways.

All new carriageway must maintain a minimum of 5.5m supported by 2m footways to either side. Driveways should be placed at a minimum distance of 10m from junctions to maintain appropriate sight lines for vehicles and pedestrians. Turning heads to facilitate the movement of 11.5m standard refuse vehicles will be required, their suitability demonstrated via appropriate swept path analysis. Junction protection and further TROs should be implemented where appropriate.

Mitigation Works and Junction Upgrades:

As previously highlighted to Civic Engineers within initial pre-plan discussions, there may be a requirement for the applicant to upgrade junctions at Rochdale Road given the increase in pedestrian and vehicle flows. This is likely to include a signalised facility to accommodate both cyclists and pedestrians. Further detailed discussion will be required with MCC/ TfGM to agree a detailed design of the junctions.

Please note that given the current exceptional circumstances, no junction modelling should be undertaken until traffic flows return to a typical level, as these will not provide an accurate representation of the network.

General Considerations:

Should the planning application be approved, for any works to the adopted highway, stopping up etc. the applicant will be required to enter into a suitable highways agreement (S278 etc). The applicant will need to follow the appropriate link on the MCC website.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). It is recommended that the applicant begins liaison with Network Resilience at the earliest possible opportunity.

For the avoidance of doubt, all non-standard materials to be used on the adopted highway will be subject to applicable commuted sums, likewise for the implementation of street trees on the highway.

It should also be noted that if there are any excavations and former cellars adjacent to the highway then structural drawings and calculations for temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section.

Early discussion should be held with MCCs Flood Risk Team to discuss sustainable drainage options for the site.

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

Dilapidation surveys should also be requested and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

This is to protect MCC and the contractors to verify (prior to construction) the condition of the carriageway.

➤ TRAVEL PLAN

The submission of a Travel Plan will be required within the submission, the implementation of which will be attached to any future approval at the site.

TRANSPORT ASSESSMENT BRIEF:

- 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 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:
 - Base Flows
 - Committed Development Flows
 - Proposed Flows
 - Proposed Distribution
 - Base plus Committed plus proposed development
 - Future plus Committed plus proposed development
- 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.
- The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) 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.

PEDESTRIANS

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.



Jennifer Atkinson <j.atkinson@manchester.gov.uk>

Consultation on Scoping Opinion - Collyhurst Village1 message

Lynda Griffin [REDACTED]

9 April 2020 at 10:29

To: "j.atkinson@manchester.gov.uk" <j.atkinson@manchester.gov.uk>

Cc: Alan Lowe [REDACTED], Andrew Charnock [REDACTED], Darren Embury [REDACTED], gregg mitchel [REDACTED], Jennifer McKinney [REDACTED], Landuse [REDACTED]

Jennifer,

RE: Scoping Opinion – Collyhurst Village**Site 1:** Land bounded to the east of Rochdale Road, Collyhurst, Manchester**Site 2:** Land to the south of Whitley Road, Collyhurst, Manchester

The location of the proposed developments are sufficiently remote from Metrolink that we have no comments to make from a construction aspect. However, we would ask that as part of the Transport Statement that modal split, particularly with regards anticipated tram patronage, is addressed such that Metrolink can gauge the likely increase in demand as a result of the proposed developments.

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager
Metrolink
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

Mobile [REDACTED]
Office fax [REDACTED]
www.tfgm.com

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Date: 20 March 2020
Our ref: 312404



Jennifer Atkinson,
Manchester City Council,
j.atkinson@manchester.gov.uk

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

BY EMAIL ONLY

T 0300 060 3900

Dear Ms Atkinson,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town & Country Planning EIA Regulations 2017): Residential Redevelopment of Collyhurst Village.

Location: Site 1: Land bounded to the east of Rochdale Road, Collyhurst, Manchester and
Site 2: Land to the south of Whitley Road, Collyhurst, Manchester.

Thank you for your consultation dated and received by Natural England on 17 March 2020.

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 consultations@naturalengland.org.uk, and we may be able to provide further information.

Yours sincerely,

Alice Watson
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.

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.



Jennifer Atkinson <j.atkinson@manchester.gov.uk>

Fwd: Scoping opinion - Collyhurst Village

1 message

Planning MCC <planning@manchester.gov.uk>

1 April 2020 at 08:44

To: Sue Wills [REDACTED], Jennifer Atkinson [REDACTED]

Cc: Des Jones [REDACTED]

See the email.

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: 0161 234 4516

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----- Forwarded message -----

From: **Rimmer, Gemma** [REDACTED]

Date: Wed, 1 Apr 2020 at 07:52

Subject: Scoping opinion - Collyhurst Village

To: planning@manchester.gov.uk <planning@manchester.gov.uk>

Dear Sir/Madam

In response to Screening Request Ref: **Collyhurst Village**, United Utilities does not comment on Screening or Scoping Requests as the level of information we require in terms of understanding any water or wastewater requirements is likely to only become available once the development proposal is progressed nearer to planning application stage. Once the appropriate information is available, we would review and recommend any necessary planning conditions at the planning application consultation stage.

We do however, wish to continue to work closely with local authorities and developers alike in a bid to support sustainable development and economic growth. We would encourage potential developers to contact us at the appropriate time for pre-application discussions. Information for our pre-application services for both water and wastewater is available on our website.

Kind Regards

Gemma Rimmer
Planning Analyst

Developer Services and Metering



T: [REDACTED]
unitedutilities.com

EMGateway3.uuplc.co.uk made the following annotations

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