MANCHESTER
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Our reference: JA/DMN

Dear Mr McElhone

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

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

'VIADUX PHASE 2 – PLOTS A, B AND C MANCHESTER' ("THE PROPOSED DEVELOPMENT")

SCOPING OPINION OF MANCHESTER CITY COUNCIL PURSUANT TO REGULATION 15

Thank you for your request for a Scoping Opinion at the above site.

In coming to a formal opinion on the scope of the Environmental Statement ("ES"), Manchester City Council, as Local Planning Authority, has considered the supporting information contained within your *'Viadux Phase 2 – Plots A, B and C, Manchester'* prepared by yourselves, on behalf of the Applicant Manchester City Council, and the comments from statutory consultees.

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

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

Scoping Report for consideration to the City Council, as Local Planning Authority.

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

(a) any information provided by the applicant about the proposed development;

(b) the specific characteristics of the particular development;

(c) the specific characteristics of development of the type concerned; and

(d) the environmental features likely to be significantly affected by the development.

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

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

This Scoping Opinion should not be construed as implying that the City Council, as Local Planning Authority, agrees with the conclusions set out in the Scoping Request regrading 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 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 Impact;
- Heritage
- Air Quality
- Noise and Vibration
- Daylight/Sunlight/Overshadowing
- Solar Glare
- Wind
- Climate Change
- Human Health
- Socio-Economic
- Traffic and Transport.

Scoped out

- Agricultural Circumstances
- Archaeology
- Ground Conditions
- Aviation
- Water Resources
- Ecology
- Television, FM Radio and DAB Radio Reception

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

CONSULTATIONS

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

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

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

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

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

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

CONTEXT

The Site is bounded to the north by Manchester Central Convention Complex (MCCC); to the east by Albion Street (A5103); to the south by Deansgate-Castlefield Metrolink Station and Deansgate Locks; and to the west by the Beetham Tower.

The site is located within Manchester City Centre as part of the wider Regional Centre and is surrounded by existing conference and concert facilities within Manchester Central and Bridgewater Hall, the local highway network and transport infrastructure at Deansgate Interchange and residential and hotel uses within the Beetham Tower.

The wider area is characterised by a mix of commercial, hotel, leisure and residential uses, together with transport infrastructure commensurate with its City Centre location.

The Site is split into three plots: 2a; 2b; and 2c. Plot 2a and comprises the eastern-most section of the Grade II Listed Castlefield Viaduct, immediately east of the under construction Viadux Phase 1 building. Plot 2b comprises a parcel of vacant land bound to the north by Great Bridgewater Street; to the east by the Viadux Phase 1 Site; to the south by Trafford Street; and to the west by Beetham Tower.

Plot 2c comprises land on Albion Street, bounded by the Metrolink line to the west, Albion Street to the east, and Trafford Street to the south.

The Site is in a highly accessible location via a range of transport modes, most notably via the Metrolink, with the Deansgate Interchange intersecting the Site offering a major gateway into the city centre from the south. Furthermore, due to its location within the City Centre the Site is within walking distance of a wide range of services and amenities.

SENSITIVE RECEPTORS

The development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA).

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

The Site is not located within a Conservation Area. Several Conservation Areas lie to the north and west, including St. Peter's Square Conservation Area (400m), Albert Square Conservation Area (430m), Deansgate Conservation Area (275m), St John Street Conservation Area (290m), and Castlefield Conservation Area (140m).

The Site comprises part of the Grade II Listed Castlefield Viaduct. The brick arches underneath, and the Great Bridgewater Street Bridge, are integral parts of the viaduct and are included under the listing.

Furthermore, there are 91 Listed Buildings within a 500m Radius of the Site, most notably including:

- Manchester Central (Grade II* Listed)
- Deansgate Station (Grade II Listed)
- Midland Hotel (Grade II* Listed)
- Central Library (Grade II* Listed)
- Town Hall (Grade I Listed)
- Albert Monument (Grade I Listed)
- Rochdale Canal Lock Number 90 (Grade II Listed)
- 13 to 17 Albion Street (Grade II Listed)
- The Britons Protection Public House (Grade II Listed)
- Rochdale Canal Lock Number 91 (Grade II Listed)
- Rochdale Canal Lock Keepers Cottage (Grade II Listed)

PROPOSED DEVELOPMENT

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

The Proposed Development would consist of the following works:

- A circa 76-storey residential building is proposed on Plot 2a,
- a circa 23-storey affordable housing building on Plot 2b, and
- a circa 2-storey flexible commercial unit on Plot 2c.
- Plots 2a and 2c will replace the previously approved 15-storey office block that was approved as part of the previous consent (133998/JO/2022 as amended).

Phase 2a would consist of 782 apartments (258 no. 1 beds, 510 no. 2 beds, 2 studios & 12 no. 2 bed penthouses)

Phase 2b would consist of 133 apartments (76 no. 2 Beds 57 no. 1 beds) 200m2 Retail / Coffee Shop at Viaduct level 01

Phase 2c would consist of 610 sqm (over 2 floors) of commercial floorspace.

It is anticipated that the construction on the development will come forward in phases, with work on Plot 2a commencing first, then Plot 2b, then Plot 2c. Plots 2a and 2b are anticipated to become operational around the same time. Details of each phase and its components are being developed.

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

Presentation and content of the Environmental Statement

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

The ES provides environmental information to aid the decision making process. The ES should be laid out clearly, with minimum use of technical terms (where

appropriate) and should provide an objective and realistic description of the likely significant impacts of the proposed development.

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

Mitigation

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

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

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

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

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

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

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

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

Cumulative effects

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

Cross references and summarising of the findings

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

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

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

ENVIRONMENTAL MATTERS TO BE SCOPED OUT OF THE ES

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

- Agricultural Circumstances
- Archaeology
- Ground Conditions
- Aviation
- Water Resources
- Ecology
- Television, FM Radio and DAB Radio Reception

Agricultural Circumstances

Agricultural circumstances can be scoped out of the EIA. This is a brownfield site.

Archaeology

Archaeology can be scoped out of the EIA. The archaeological resource has the potential to be of local to regional significance. As such, any harm to this resource can be offset through recording in advance of or during development groundworks. An archaeological desk-based assessment is submitted in support of the planning application.

Ground Conditions

Ground Conditions can be scoped out of the EIA. No significantly elevated concentrations or gross contamination has been identified on the site based on the extensive ground investigations completed to date. The risks to construction workers associated with dermal contact and inhalation, as well as dusty conditions affecting neighbouring properties, will be effectively mitigated by standard good construction practices such as toolbox talks, provision and use of welfare facilities, dampening of soils etc, as detailed in the Construction

Management Plan. A ground conditions and construction management plan should be submitted as part of the planning application.

Aviation

Aviation can be scoped out of the EIA. This site lies within Manchester Airport's safeguarded area and consideration should therefore be made to whether development within the area causes: a physical obstacle to aircraft; an attraction to significant numbers of species of birds that would increase the risk of a birdstrike; light or reflection that might present a visual hazard; interference with radar and other air navigation and communication systems and whether the construction process will present any hazard to aircraft safety.

The findings in the Scoping Report at Paragraphs 4.22 and 4.23 and the accompanying tables are acceptable. It will be necessary to undertake impact assessments for radar interference and infringement of protected surfaces (OLS & IFPs).

It is likely that mitigation measures can be made to resolve any negative impacts.

The statements regarding cranes and lighting schemes are also acceptable. Early engagement with stakeholders is essential in order to determine if there would be a radar interference issue is NATS.

It is therefore highly recommended that consultation with NATS to understand this.

Water Resources

Ecology

Ecology can be scoped out of the EIA. The site is sufficiently isolated from any high value ecological habitats and very unlikely to have any significant populations of any protected species.

The preliminary ecological appraisal that any application should be accompanied by a bat assessment of any structures on the site that may be impacted upon by the development.

A biodiversity net gain (BNG) assessment may also be required though the site appears likely to be exempt as the de minimis exemption appears to be passed (sites with less than 25sqm of habitat do not need to provide a BNG assessment). We would sill expect opportunities for biodiversity creation at the site to be considered including green and blue roofs, landscaping and trees and bird, bat and bee boxes as part of the overall sustainability of the scheme.

Television, FM Radio and DAB Radio Reception

Telecommunications can be scoped out of the EIA. The planning application should be supported by a suitable assessment.

Summary

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

The planning application must be supported by appropriate documentation, including any mitigation, to minimise any effects as a result of the Proposed Development from the matters capable of being scoped out. The City Council reserves the right to re-consider this position following a more detailed consideration of the reports which will accompany the planning application.

ENVIRONMENTAL STATEMENT CHAPTERS - SPECIFIC COMMENTS ON THE TECHNICAL CONTENTS

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

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

- Townscape and Visual Impact;
- Heritage
- Air Quality
- Noise and Vibration
- Daylight/Sunlight/Overshadowing
- Solar Glare
- Wind
- Climate Change
- Human Health
- Socio-Economic
- Traffic and Transport.

Townscape and Visual Impact

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

Heritage

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

A number of comments have been made by Historic England which should be taken into account. These are as follows:

The Environmental Statement should consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic

Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.

Given the heights of the structures associated with the proposed development and the surrounding landscape character, this development is likely to be visible across a very large area and could, as a result, affect the significance of heritage assets at some distance from this site itself. It is expected that the assessment demonstrates that the extent of the proposed study area is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed. It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments. Given the number of designated heritage assets within the area, further discussions should taken place with regards to impacts on these sites and their setting.

Air Quality

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.

Daylight/Sunlight/Overshadowing

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

Solar Glare

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

Wind

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

Climate Change

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

Human Health

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

Socio-Economic

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

Traffic and Transport

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES. Detailed comments have been received from Highway Services and TfGM which are attached to this letter.

In summary, the comments are as follows:

The baseline situation has been established with previous planning approvals and supporting information obtained from the associated Transport Assessment, Travel Plan and Waste & Servicing Strategy together with recent traffic surveys and modelling. The Scoping Report makes reference to the previous EIA associated with the initial planning applications in consideration of both the construction and operational phases. This followed IEMA scoping guidance to assess Severance, Driver Delay, Pedestrian Amenity, Accidents & Safety, Hazardous Loads and Dust & Dirt. Sensitive receptors were identified as nearby residents and vulnerable road users (pedestrians and cyclists).

Preliminary assessments shown in the current Scoping Report are based on the net increase in daily trips associated with the current development proposals in comparison to the baseline scenario. The assessment shows that no car trips are anticipated for the proposed development. Whilst it is noted that no on-site car parking provision is proposed, the development will generate some car trips which would likely park at nearby locations.

A full assessment of such trips is detailed within the Transport Assessment and considered within the ES Traffic & Transport chapter. A number of tertiary mitigation measures are outlined with regard to the operational phase including a Travel Plan, cycle parking and accessibility to nearby amenities. Such measures should be fully detailed as part of any forthcoming planning application.

It is noted that daily volumes of construction vehicles are not likely to change significantly from existing volumes, although the assessments should assess any potential overlap in construction activities in relation to current/ongoing works and overlap between the application phases A, B and C. Assessment

should also consider construction trip generation but also traffic redistribution impacts associated with any required traffic management/temporary road closures during the construction phase.

Assessment should consider any required traffic management/temporary road closure impacts on all road users during the construction phase. Whilst MCC Highways accept that a number of the IEMA environmental effects would be considered within other technical assessments (including noise, vibration, visual impacts, air pollution, ecological impact and heritage), appropriate traffic data should be provided to inform the associated assessments where necessary.

TfGM reiterate these comments:

- Strategic Models should not be used in the determination of base flows.
- Traffic modelling should be undertaken using demand flows to ensure that results are realistic and representative of existing conditions. For congested junctions, demand flows can be derived using traffic count and queue survey data.
- A trip generation and distribution exercise should be provided to the Local Highway Authority (LHA) and TfGM at the earliest possible convenience to inform the scope of the assessment work.
- There is a planning condition as part of another development to add an all red pedestrian green stage to the junction Albion Way – Great Bridgewater Street – the traffic assessment for the Viadux development should assume that this mitigation is in place. This is referred to in section 5.283
- TfGM would expect that if the junction traffic volumes increase by 30 vehicles per hour due to the development, the junctions should be modelled.
- TfGM has produced a 'Streets for All design guide' - Streets for All | Bee Network | Powered by TfGM - the design guide is available from this webpage – this should be referred to in future Transport Assessments for this development.

TfGM go on to also provide broader advice for the ES.

- A description of current baseline traffic conditions in the area. I
- 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 the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.
- 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) 3 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 a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.
- An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments. VIII. 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) and the LHA 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 4 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.

Overall, whilst the Scoping Report states that environmental implications of development operational and construction traffic are not considered to be significant, this should be evidenced further within the ES and associated transport and highways submission documents with supporting data (i.e. TRICS outputs and traffic survey data) provided for review.

The applicant should note that the following will also be required as part of any future submission which would also likely be used to inform the ES: - Transport Assessment - Interim Travel Plan - Delivery & Servicing Management Plan - Stage 1 Road Safety Audit (required for any proposed S278 works) - Outline

Construction Management Plan The proposals are likely to attract a number of vehicle/cycle trips associated with private taxi, food and parcel deliveries which are becoming ever more popular with residential developments. Highways would therefore require an associated Management Strategy for such operations, to be conditioned with any approval.

An outline of such measures should however be identified within the above submission documents with details on how/where short-term parking for such vehicles can be safely accommodated.

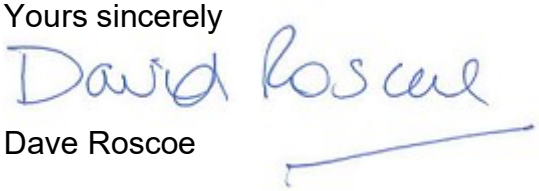
The Outline Construction Management Plan should also include details on any utility connections and traffic/pedestrian management measures. Ongoing/proposed local S278 works associated with previous approvals will also need to ne considered/assessed to ensure appropriate construction vehicle access can be maintained for the proposed scheme.

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

Assistant Director of Planning