



**MANCHESTER
CITY COUNCIL**

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2 December 2024

Our reference: EIASCO/24/003

Dear Ms Baker Barnett

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

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

**'FORMER PARTICULAR BAPTIST CHURCH 35 ROCHDALE ROAD
MANCHESTER' ("THE PROPOSED DEVELOPMENT")**

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

Thank you for your request dated 7 October 2024 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 *'Environmental Impact Assessment - Scoping Report'* prepared by yourselves, on behalf of the Applicant, the Government Property Agency (GPA), 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 7 October 2024 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

- Daylight and Sunlight;
- Greenhouse Gas Emissions;
- Heritage;
- Socio-Economics;
- Townscape and Visual Impact Assessment;
- Wind Microclimate; and

- Air Quality.

Scoped out

- Aviation;
- Archaeology;
- Ecology;
- Flood Risk and Drainage;
- Ground Conditions;
- Highways;
- Human Health;
- Noise and Vibration;
- Telecommunications;
- Lighting;
- Major risks and accidents;
- Sustainability;
- Utilities;
- Waste.

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;
- Historic England;
- Environment Agency;
- Greater Manchester Ecology Unit (GMEU);
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- Active Travel England (ATE);
- United Utilities;
- City Council Highway Services;
- City Council Environmental Health;
- City Council Flood Risk Management;

- City Council Arborist;
- City Council works and skills;
- Aerodrome Safeguarding;
- Design for Security at Greater Manchester Police.

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

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

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

CONTEXT

The development site is 0.08 hectares. The site consists of the former Particular Baptist Church and its curtilage which includes a car park to the north-eastern side.

The site is bounded by Rochdale Road to the south-east; Sharp Street to the north-east; and Dyche Street to the north-west. The adjacent plot to the south-west is vacant and has planning permission for a hotel.

The surrounding area includes a variety of uses including residential, hotel and commercial. The residential apartment buildings on Dyche Street are approximately 6 storeys in height whilst development heights are taller on the opposite side of Rochdale Road where they are associated with the New Cross Development Framework area.

There is a Co-op convenience foodstore 160m from the site. The site is less than 200m from the closest part of the city centre which offers a range of employment, leisure, retail and services.

There are bus stops on Rochdale Road adjacent to the site, with services into the city centre, to Manchester Royal Infirmary, Bury Interchange, Middleton Bus Station and North Manchester General Hospital. The site is 400m from Shudehill bus station and 800m from Manchester Victoria Railway station.

SENSITIVE RECEPTORS

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

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 development site is not within a conservation area and there are no immediate listed buildings. However, the former Baptist Church is considered to be a non designated heritage asset.

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 proposal would be a residential-led development of 23 storeys, providing up to 135 dwellings (Use Class C3) and with a separate commercial unit forming part of the ground floor. Amenity areas are to be incorporated. The proposals involve the partial retention of the church including its front elevation and partial returns. The intention is to retain and/or rebuild the barrel vaulting and the roof structure also.

It is anticipated that the development could commence during Q3 2025 following the grant of planning permission and the construction programme would take 18 months.

ASSESSMENT OF THE SCOPING REPORT

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

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

Discussion of alternatives

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

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

Presentation and content of the Environmental Statement

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

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

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

Mitigation

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

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

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

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

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

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

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

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

Cumulative effects

The committed developments summarised in paragraphs 4.12 to 4.17 of your Scoping Report appears to be acceptable. I would also add the relevant planning permissions at NOMA - 134307/FO/2022. There are also other planning permissions which are close by in Victoria North - 136814/FO/2023.

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.

- Aviation;
- Archaeology;
- Ecology;
- Flood Risk and Drainage;
- Ground Conditions;
- Highways;
- Human Health;
- Noise and Vibration;
- Telecommunications;
- Lighting;
- Major risks and accidents;
- Sustainability;
- Utilities;
- Waste.

Aviation

Aviation can be scoped out of the EIA. The contents of paragraph 5.2 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Archaeology

Archaeology can be scoped out of the EIA. The contents of paragraph 5.3 of the Scoping Report are noted and it is agreed that there would be no significant

environmental impacts which require consideration in this regard as a result of the development.

You should note the comments of Greater Manchester Archaeology Advisory Service (GMAAS) who state that is anticipated that some intrusive archaeological investigation will be required in due course, not least to determine whether any human remains survive in the former graveyard associated with the chapel. It may also be appropriate to implement a historic building investigation in advance of any future development works.

Ecology

Ecology can be scoped out of the EIA. The contents of paragraphs 5.5-5.6 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

You should note the comments received from Greater Manchester Ecology Unit with regards to the bat survey. This work should be incorporated into the application submission.

Flood Risk and Drainage

Flood Risk and Drainage can be scoped out of the EIA. The contents of paragraphs 5.7-5.8 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

You should note the comments received from Flood Risk Management Team. This work should be incorporated into the application submission.

Ground Conditions

Ground Conditions can be scoped out of the EIA. The contents of paragraph 5.9 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Highways

Highways can be scoped out of the EIA. The contents of paragraphs 5.10 – 5.96 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

You should note the comments received from Highway Services. This work should be incorporated into the application submission.

Human Health

The Local Planning Authority does not consider that the work can be scoped out of the ES. It is important to consider the impact of such large scaled developments on Human Health and therefore this should be included as a chapter in the ES.

Noise and Vibration

Noise and Vibration can be scoped out of the EIA. The contents of paragraphs 5.98 – 5.105 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Telecommunications

Telecommunications can be scoped out of the EIA. The contents of paragraphs 5.106 – 5.110 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Lighting

Lighting can be scoped out of the EIA. The contents of paragraph 5.111 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Major risks and accidents

Major risks and accidents can be scoped out of the EIA. The contents of paragraph 5.112 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Sustainability

Sustainability can be scoped out of the EIA. The contents of paragraph 5.113 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Utilities

Utilities can be scoped out of the EIA. The contents of paragraph 5.114 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Waste

Waste can be scoped out of the EIA. The contents of paragraph 5.115 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Summary

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

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.

- Daylight and Sunlight;
- Greenhouse Gas Emissions;
- Heritage;
- Socio-Economics;
- Townscape and Visual Impact Assessment;
- Wind Microclimate; and
- Air Quality.

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

General Comments

For planning purposes, the development site is located in the expanded City Centre boundary as well as located in the Regional Centre.

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.

Daylight and Sunlight

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

Greenhouse Gas Emissions

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 noted and are acceptable in terms of their consideration in the ES

Socio-Economics

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

Townscape and Visual Impact Assessment

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

Wind Microclimate

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

Air Quality

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

FURTHER INFORMATION

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

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

Yours sincerely



Dave Roscoe

Deputy Director of Planning, Building Control and Licensing

Date: 28 October 2024
Our ref: 491178
Your ref: EIASCO/24/003



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BY EMAIL ONLY

Dear Ms. Atkinson,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017): Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

Location: Former Particular Baptist Church, 35 Rochdale Road, Manchester

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 10 October 2024, received on the same date.

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.

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

Further guidance is set out in Planning Practice Guidance on [environmental assessment, natural environment and climate change](#).

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Please note that Natural England must be consulted on Environmental Statements.

Please send any new consultations or further information on this consultation to consultations@naturalengland.org.uk.

Yours sincerely,

Joseph Cutler
Consultations Team

Annex A – Natural England Advice on EIA Scoping

General Principles

[Schedule 4](#) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the information that should be included in an Environmental Statement (ES) to assess impacts on the natural environment. This includes:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation, cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium, and long term, permanent and temporary, positive, and negative effects. Effects should relate to the existence of the development, the use of natural resources (in particular land, soil, water and biodiversity) and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- A non-technical summary of the information
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information

Further guidance is set out in Planning Practice Guidance on [environmental assessment](#) and [natural environment](#).

Cumulative and in-combination effects

The ES should fully consider the implications of the whole development proposal. This should include an assessment of all supporting infrastructure.

An impact assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

- a. existing completed projects;
- b. approved but uncompleted projects;
- c. ongoing activities;
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

Environmental data

Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at <http://www.naturalengland.org.uk/publications/data/default.aspx>.

Detailed information on the natural environment is available at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the [Natural England Open Data Geoportal](#).

Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local wildlife trust, local geo-conservation group or other recording society.

Biodiversity and Geodiversity

General principles

The [National Planning Policy Framework](#) (paragraphs 180-181 and 185-188) sets out how to take account of biodiversity and geodiversity interests in planning decisions. Further guidance is set out in Planning Practice Guidance on the [natural environment](#).

The potential impact of the proposal upon sites and features of nature conservation interest and opportunities for nature recovery and biodiversity net gain should be included in the assessment.

Ecological Impact Assessment (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. [Guidelines](#) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

Local planning authorities have a [duty](#) to conserve and enhance biodiversity as part of their decision making. Conserving biodiversity can include habitat restoration or enhancement. Further information is available [here](#).

Designated Nature Conservation Sites

The proposal is unlikely to adversely impact any European or internationally designated nature conservation sites (including 'habitats sites' under the NPPF) or nationally designated sites (Sites of Special Scientific Interest, National Nature Reserves or Marine Conservation Zones).

Regionally and Locally Important Sites

The ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local Sites are identified by the local wildlife trust, geoconservation group or other local group and protected under the NPPF (paragraph 180 and 181). The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. Contact the relevant local body for further information.

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017 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 ES should assess the impact of all phases of the proposal on protected species (including, for

example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. 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.

The area likely to be affected by the development 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. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted [standing advice](#) for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

District Level Licensing for Great Crested Newts

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A [DLL scheme for GCN](#) may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment in the Environmental Statement.

Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found [here](#). Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to [download](#). Further information is also available [here](#).

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species
- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

Ancient Woodland, Ancient and Veteran Trees

The ES should assess the impacts of the proposal on any ancient woodland, ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. The [wood pasture and parkland inventory](#) sets out information on wood pasture and parkland.

The [ancient tree inventory](#) provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared [standing advice](#) on ancient woodland, ancient and veteran trees.

Biodiversity Net Gain

Paragraph 180 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species.

Proposals for mandatory biodiversity net gain should be in line with the Environment Act 2021 and supporting regulations. Further information on biodiversity net gain, including [draft Planning Practice Guidance](#), can be found [here](#)

The statutory [biodiversity metric](#), together with ecological advice, should be used to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.

The metric should be used to:

- assess or audit the biodiversity unit value of land within the application area
- calculate the losses and gains in biodiversity unit value resulting from proposed development
- demonstrate that the required percentage biodiversity net gain will be achieved

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies.

Opportunities for wider environmental gains should also be considered.

Landscape

Landscape and Visual Impacts

The environmental assessment should refer to the relevant [National Character Areas](#). Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

The ES should include a full assessment of the potential impacts of the development on local landscape character using [landscape assessment methodologies](#). We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in *Guidelines for Landscape and Visual Impact Assessment 2013* ((3rd edition) produced by the Landscape Institute and the Institute of Environmental Assessment and Management. For National

Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the [National Design Guide](#) and [National Model Design Code](#). The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Heritage Landscapes

The ES should include an assessment of the impacts on any land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific, or historic interest. An up-to-date list is available at www.hmrc.gov.uk/heritage/lbsearch.htm.

Connecting People with Nature

The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 104. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Soils and Agricultural Land Quality

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered in line with paragraphs 180 and 181 of the NPPF. Further guidance is set out in the Natural England [Guide to assessing development proposals on agricultural land](#).

As set out in paragraph 217 of the NPPF, new sites or extensions to sites for peat extraction should not be granted planning permission.

The following issues should be considered and, where appropriate, included as part of the Environmental Statement (ES):

- The degree to which soils would be disturbed or damaged as part of the development
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any best and most versatile (BMV) agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).
- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

Further information is available in the [Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites](#) and The British Society of Soil Science Guidance Note [Benefitting from Soil Management in Development and Construction](#).

Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) ^[1]. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NO_x and SO₂ against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

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 ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts on air quality. 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).

Information on air pollution modelling, screening and assessment can be found on the following

^[1] [Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK](#)

websites:

- SCAIL Combustion and SCAIL Agriculture - <http://www.scail.ceh.ac.uk/>
- Ammonia assessment for agricultural development <https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit>
- Environment Agency Screening Tool for industrial emissions <https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit>
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) – England <http://www.airqualityengland.co.uk/laqm>

Water Quality

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. The ES needs to take account of any strategic solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels. Further information can be obtained from the Local Planning Authority.

Climate Change

The ES should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

Further information is available from the [Committee on Climate Change's \(CCC\) Independent Assessment of UK Climate Risk](#), the [National Adaptation Programme \(NAP\)](#), the [Climate Change Impacts Report Cards](#) (biodiversity, infrastructure, water etc.) and the [UKCP18 climate projections](#).

The Natural England and RSPB [Climate Change Adaptation Manual](#) (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's [Nature Networks Evidence Handbook](#) (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's [Carbon Storage and Sequestration by Habitat report](#) (2021) and the British Ecological Society's [nature-based solutions report](#) (2021) provide further information.

Contribution to local environmental initiatives and priorities

The ES should consider the contribution the development could make to relevant local environmental initiatives and priorities to enhance the environmental quality of the development and deliver wider environmental gains. This should include considering proposals set out in relevant local strategies or supplementary planning documents including landscape strategies, green infrastructure strategies, tree and woodland strategies, biodiversity strategies or biodiversity opportunity areas.

FAO: Jennifer Atkinson
Manchester City Council
Town Hall Albert Square
Manchester
Lancashire
M2 5DB

Our ref: SO/2024/124491/01-L01
Your ref: EIASCO/24/003
Date: 29 October 2024

Dear Jennifer Atkinson,

**REQUEST FOR SCOPING OPINION UNDER PART 4, REGULATION 15 OF THE
TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017 (AS AMENDED)**

**FORMER PARTICULAR BAPTISH CHURCH 35 ROCHDALE ROAD
MANCHESTER**

Thank you for consulting us on the above application, on 10 October 2024.

Environment Agency position

We have no objection to the application.

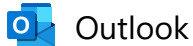
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Should you have any queries regarding this response, please do not hesitate to contact me.

Yours sincerely,

Ms Tiana Kazi
Planning Advisor

Team e-mail SPPlanning.RFH@environment-agency.gov.uk



EIASCO/24/003 - Ecology Comments - 31.10.2024

From Samuel Bolton <samuel.bolton@tameside.gov.uk>

Date Thu 31/10/2024 11:37

To Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

Cc Planning <Planning@manchester.gov.uk>

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Scoping Opinion: EIASCO/24/003

For the attention of Jennifer Atkinson

Dear Jennifer,

My comments on this application haven't changed since those give for application 139072/FO/2024.

The applicants ecologist (Rachel Hacking Ecology) has recommended that *"Further detailed survey is required in order to determine the status of roosting bats at the site. A minimum of one dusk emergence survey should be carried out in accordance with current guidelines. The survey should be undertaken between May and August."*

From what I can see, this was not requested.

All species of bat and their roosts, even when unoccupied, are protected under UK legislation and are a material consideration when determining planning applications. If the development is likely to disturb a potential bat roost then a full bat survey should be carried out before the application is determined. If bats are found on site under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, a licence is required from the Natural England to derogate the terms of this legislation. Before a licence can be granted three tests must be satisfied. These are:

- i) That the development is "in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment";
- ii) That there is "no satisfactory alternative";
- iii) That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range".

Defra Circular 01/2005 gives guidance to local authorities on how these issues should be considered, including that surveys for protected species should not be left to conditions. The application should have not been determined until a full bat survey was submitted. Such a survey should be undertaken by a licensed bat specialist and at an appropriate time of year. If bats are found then appropriate mitigation would need to be proposed to demonstrate that the favourable conservation status of bats would be maintained at the site.

Should you have any queries relating to this advice, please do not hesitate to contact me again,

Yours sincerely,

Sam

Samuel Bolton

Ecologist - Greater Manchester Ecology Unit

Planning and Transportation

Planning and Transportation

Place

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

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Application EIASCO/24/003 - Request for Scoping Opinion - Former Particular Baptist Church, 35 Rochdale Road, Manchester

From Ian Miller <I.F.Miller@salford.ac.uk>

Date Fri 25/10/2024 15:32

To Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

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Good afternoon Jen

RE: Application EIASCO/24/003 - Request for Scoping Opinion - Former Particular Baptist Church, 35 Rochdale Road, Manchester

Thank you for consulting GMAAS on the above request for a Scoping Opinion.

The application is supported by a Scoping Report prepared by Zerum in October 2024, which includes a short section that considers archaeology. This concludes that, based on the information gleaned from the Greater Manchester Historic Environment Record, a review of historic mapping and documentary research carried out by Orion Heritage, the application site has a low potential for archaeological remains and any remains that do exist would be of local importance only. As such, it is proposed that archaeology as a topic can be scoped out of the EIA process and does not warrant the preparation of an ES chapter. However, a commitment is made to submitting a detailed archaeological desk-based assessment in support of any future planning application to inform a decision as to whether any further archaeological investigation is warranted.

GMAAS is content with the proposed approach and agrees that archaeology can be scoped out of the EIA process. Without wishing to prejudice the results of the forthcoming archaeological assessment, it may be anticipated that some intrusive archaeological investigation will be required in due course, not least to determine whether any human remains survive in the former graveyard associated with the chapel. It may also be appropriate to implement a historic building investigation in advance of any future development works. GMAAS would be content to see this building survey and intrusive archaeological investigation secured by a condition attached to planning consent in due course.

With kindest regards

Ian



University of
Salford
MANCHESTER

Ian Miller BA FSA

Heritage Management Director
Greater Manchester Archaeological Advisory Service
Centre for Applied Archaeology, Peel Building
School of Science, Engineering & Environment
University of Salford, Manchester M5 4WT, UK
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i.f.miller@salford.ac.uk



SCHOOL OF
**SCIENCE, ENGINEERING
& ENVIRONMENT**



Memorandum

To Jennifer Atkinson

From Syed Rahi

Date 29 October 2024

Subject **EIASCO/24/003**

Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

We have reviewed the above application in relation to highways and our comments are as follows:

Context:

The proposal is a residential-led development of 23 storeys providing up to 135 dwellings with amenity areas and a separate commercial unit circa 90sqm forming part of the ground floor.

The proposal will also involve the partial retention of the church including its front elevation and partial returns.

The proposed development site is circa 800sqm. The site currently comprises the former Particular Baptist Church and its curtilage which includes a car park. The site is surrounded by Dyche Street to the northwest, Sharp Street to the north-east and Rochdale Road to the south-east.

The site had previously been granted consent in August 2024 for the temporary change of use from place of worship to storage and distribution under Ref:139072/FO/2024.

It should be noted that land to the south-west of the site had been granted consent in October 2020 for a hotel development under Ref:127537/FO/2020.

Documentation Submission:

The EIA Scoping Report confirms that the proposed development will be supported by the following documents:

- o Transport Assessment
- o Travel Plan

The Transport Assessment will comprise of:

- o Existing conditions
- o TRO review and plan
- o A review of highway safety within the vicinity of the site.
- o An audit of the accessibility of the site by all modes of travel.
- o Consideration of the impact of the development, by all modes, on the highway network.
- o Consideration of the multi-modal traffic generation associated with the development proposals. - Highways note that this should also include servicing trips, taxis and deliveries (Amazon/Uber)
- o A review of the development access arrangement, parking, off-site highways work and servicing provision strategy.

It is noted that a servicing/refuse collection strategy is to be provided.

Day to Day Operation:

The proposed development will not provide any car parking spaces with no day-to-day vehicle trips being made by residents at the development.

The Scoping Note acknowledges that there will be traffic accessing the site for servicing purposes which includes refuse collection, deliveries and taxi movements.

The Scoping Note acknowledges that volume of vehicle activity is expected to be low and would not be material presence of traffic on highway users or cause any adverse environmental issues.

Construction:

The construction period assumes commencement of the scheme during 2025 and to be complete in 2027. It is noted that the construction programme will be confirmed within the ES.

A forecast has been provided on the construction traffic generated by the development in line with an agreed method for a residential site (154no. Apartments) under planning ref: 138302/FO/2023. It is noted that the proposed development is anticipated to generate c. 60 construction traffic flow per day. This is a 0.47% increase in traffic flows on Rochdale Road during the construction phase. Highways requests that deliveries associated with construction works take place outside of the network peak hours.

The construction of the site could result in the closure of roads and footpaths, physical works within the highway to form new site access points, layout improvements, service upgrades and the need to accommodate regular deliveries of materials and construction equipment. It is acknowledged that the precise nature of the construction related highway effects are difficult to identify in detail until a final construction programme and delivery phasing plan has been undertaken.

It is recommended that the applicant has early engagement with MCCs Event and Network Management Team and work closely to safely manage highway and pedestrian safety during the construction phase.

Appropriate mitigation measures will be in place.

It is noted that a Construction Management Plan will be prepared. It is therefore recommended that the CEMP is updated to incorporate the following which are usually required within a CMP which would work to further reduce environmental impacts:

- o The duration/phasing of construction works and associated vehicle trips;
- o Routing of construction traffic and associated swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Traffic Management measures for vehicles, pedestrians and cyclists;
- o Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
- o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The Applicant should also note that MCC Highways also require information on proposed outline electricity/utility connection works and associated traffic management proposals prior to determination. This should be included within the submitted TA and also assessed as part of the EIA scoping process.

General Comments:

Car Parking:

The development will be car free and will not provide any standard car parking spaces.

There are existing parking bays surrounding the site on Dyche Street and Sharp Street. It is understood that these will be retained as part of the development. For the avoidance of doubt if the proposals impact on the relocation or removal of any Pay & Display Bays then this could incur the cost of £50k - £55k per bay, subject to confirmation and discussion with Manchester Parking Team.

The document does make reference to disabled car parking provision. It is noted that the consented hotel development (under Ref: 127537/FO/2020) will provide 2no. disabled parking bays on Dyche Street which the applicant suggests could be utilised by residents at the proposed development.

However, Highways requests that the applicant provides a minimum of 1no. disabled on-street parking bay for the use of future residents at the proposed site.

It is accepted that any users/visitors accessing the site by car would utilise local pay-and-display provision or various external car parks spread across the wider network given the existing waiting restrictions covering the highways in the vicinity of the site.

Cycle Parking:

A secure and sheltered cycle parking will be made available for the use at the ground floor of the building.

A cycle parking provision of 50% will be provided for the development. Highways requests that 100% cycle parking provision is provided.

It is noted that 2no. external Sheffield stands accommodating 4no. cycle parking spaces will be provided for visitor cycle parking.

Highways requests that a minimum of 6no. visitor cycle parking is provided and should be in place within the red-line boundary of the site or areas of public realm. This would also be useful for personal deliveries (Uber).

Access:

Primary accesses to the proposed development will be provided from Rochdale Road with secondary access points to the cycle and bin stores provided from Dyche Street.

It is acknowledged that the building line is to be set back, and footways are to be widened on the frontages that provides access to the site which will have the following minimum widths:

- o Rochdale Road: 4.5m
- o Dyche Street: 2.5m

It should be noted that at minimum of 2.0m of the above-mentioned footway should remain as adopted.

It is noted that the Sharp Street footway is to be retained at its existing width of 1.5m.

Clear details of pedestrian access arrangement including engineering drawings should be included in the Transport Assessment.

Mitigation:

The developer should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM and MCC who will be happy to work with the developer to agree an approach.

TRO Review:

A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development has been undertaken by the applicant.

The proposed hotel development (ref:127537/FO/2020) to the southwest of the site is to modify the TRO on Dyche Street to provide 2no. disabled parking bays and a loading bay.

Any further required changes to the TRO is to be funded by the applicant.

Waste and Service Management:

It is noted that the refuse store will be located on the Dyche Street frontage. Highways request that the refuse store for residents and commercial unit is located within the boundary of the site.

It is understood that refuse and servicing activity associated with the development intends to utilise the changes to the TRO proposed by the hotel development (under Ref: 127537/FO/2020) which includes the provision of a loading bay at Dyche Street.

Highways requests that the development provides their own loading bay / loading arrangements for servicing and refuse collections. Please note that Highways will not accept a loading bay on Rochdale Road.

Vehicle tracking of a standard 11.5m refuse vehicle should be demonstrated via swept path analysis.

If the development site proposes private waste collection for both the residential use and commercial use, then it is requested that details of this are provided.

It is requested that servicing is undertaken outside of the network AM and PM peak periods.

Swept path analysis should be provided for the largest expected service/delivery vehicle within the development boundary. The number of deliveries and location of the delivery points should also be provided.

It is noted that a service/refuse collection strategy will be included within the Transport Assessment.

Off-site Highways Works:

As mentioned previously, the building line is to be set back and footways on Rochdale Road and Dyche Street are to be widened.

It is noted that the applicant will also fund the reinstatement of any redundant access points and re-surfacing of footways bounding the site. It is understood that this will include Dyche Street, Sharp Street and Rochdale Road.

If the provision of a servicing area and a disabled parking bay is to be made on Dyche Street, then alterations to the chicane on the adopted Dyche Street will be required to accommodate this. This is to be funded by the applicant and subject to a Section 278 agreement.

It is requested that the applicant review the proposed / granted planning applications surrounding the development site and ensure that any off-site highways work link into these.

For any works on the adopted highway a S278 agreement will be required. A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, TRO's can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

Additional mitigation measures may be required following further discussion and assessment taken forward within the Transport Assessment.

There is an existing bus stop close to the site on Rochdale Road. The applicant is advised to contact stop.closures@tfgm.com if the construction works are likely to impact the bus stop or if any changes are proposed shelters@tfgm.com prior to undertaking any works.

Public Realm:

Further details on the amenities space are required.

It is recommended that all public realm designs and materials are agreed with MCC's Capital Programmes and Property team prior to site works beginning. The MCC Flood Risk Management and Street Lighting teams will need to be consulted to discuss lighting and drainage associated with the site public realm.

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 is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Personal Delivery Management:

In order to fully understand the potential impacts of private taxi & food / parcel deliveries for new residential developments within the city and the impact of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- o All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- o The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- o Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- o Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- o In terms of an internal drop off / pick up facility - the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- o Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- o Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.

2. **Display Signage:** If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. **Inform Residents:** If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. **Set Delivery Hours:** Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. **Regularly Review the Process:** Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. **Consider a Delivery Holding Area:** If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. **Monitor Security Concerns:** Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.
8. **Encourage Feedback:** Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

Travel Plan:

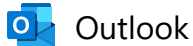
A Travel Plan will be provided with the TA which is welcomed by Highways.

If the Travel Plans are to be successful, they will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan from the outset. These include:

- o A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- o Appropriate management structures;
- o Detailed time frames for the delivery;
- o Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- o Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

Highways Reference: 16279/FO/2024



EIASCO/24/003, scoping opinion, baptist church 35 rochdale road

From Sue Jones <sue.jones@manchester.gov.uk>
Date Tue 05/11/2024 16:04
To Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

Hi Jen,

Air Quality

We agree that air quality will be scoped into the EIA. It is accepted that the application site is within the Greater Manchester Air Quality Management Area (map available at: <https://uk-air.defra.gov.uk/aqma/maps>) and that the proposals will consider the effects to air quality from operational road traffic and construction impacts and impacts on the future occupants. If required following assessment of potential impacts, suitable mitigation measures will be identified.

Noise and Vibration

Environmental Health can agree the noise assessment will be scoped out of the EIA. A separate noise report will be submitted and mitigation proposed where necessary.

Contaminated Land

Environmental Health can agree the ground assessment will be scoped out of the EIA and separate report/s will be submitted as part of the planning process.

Kind regards

Sue

Sue Jones
Environmental Protection
Environmental Health
The Neighbourhoods Directorate
Growth & Neighbourhoods
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email: sue.jones@manchester.gov.uk
website: www.manchester.gov.uk

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Application details:	The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) Reference: EIASCO/24/003
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LLFA Comments 31/10/2024

The following Information has been considered:

Planning Portal uploads:	08/10/2024
Further submission emails:	N/A
Pre-Application Advice:	N/A

Any LLFA Comments to LPA
<p>The proposed ES scope is accepted on the basis of the project commitments as-defined in the following sections:</p> <ul style="list-style-type: none"> 5.8 (provision of a standalone Surface Water Drainage Strategy to support the Planning application.) <p>A Surface Water Drainage Strategy must be submitted to support the Planning Application.</p> <p>The Surface Water Drainage Strategy should demonstrate design compliance with national and local policy.</p> <p>Where required, pre-application consultation with the LLFA can be arranged via the Planning Officer.</p>



Fw: EIA Regulation Request for Scoping Opinion - Former Particular Baptist Church

From Ian Mulligan <ian.mulligan@manchester.gov.uk>
Date Mon 14/10/2024 08:05
To Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>
Cc Westley Robinson <westley.robinson@manchester.gov.uk>; James Hackland <James.Hackland@manchester.gov.uk>

 1 attachments (98 KB)
ufm5_Request_for_EIA_Scoping_Opinion.pdf;

Hi Jen

"No comments from Work and Skills in relation to Local Labour, assuming we will be consulted on Local Labour conditional requirements as and when progressing to full planning applications(s)."

Kind Regards

Ian Mulligan
Work & Skills Officer
Work & Skills Team | Growth and Development | Manchester City Council
ian.mulligan@manchester.gov.uk | 07788 978813

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 manchester.gov.uk/work

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Please visit our web pages for more information about the help and advice available in the city - [Help with the cost of living crisis | Manchester City Council](#)
Please don't print this email unless absolutely necessary - save paper!*

From: Work Skills Admin <Work.Skills.Admin@manchester.gov.uk>
Sent: 11 October 2024 08:39
To: Ian Mulligan <ian.mulligan@manchester.gov.uk>; Westley Robinson <westley.robinson@manchester.gov.uk>
Subject: Fw: EIA Regulation Request for Scoping Opinion - Former Particular Baptist Church

[09%7C0%7C0%7C638641670726435966%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=1R4bkP3a7jKbnrHOKoSB3r2LLI1CsUdKO4LKD5Nwtww%3D&reserved=0](https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Fprivacy&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7C2c89c2c2263544509b5508dce93740fa%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638641670726448630%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=1R4bkP3a7jKbnrHOKoSB3r2LLI1CsUdKO4LKD5Nwtww%3D&reserved=0)<<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Fprivacy&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7C2c89c2c2263544509b5508dce93740fa%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638641670726448630%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=1R4bkP3a7jKbnrHOKoSB3r2LLI1CsUdKO4LKD5Nwtww%3D&reserved=0>> for further information.

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CONSULTATION RESPONSE: EIASCO/24/003

From Safeguarding MAN <SafeguardingMAN@magairports.com>

Date Fri 11/10/2024 13:17

To Jennifer Atkinson <jennifer.atkinson@manchester.gov.uk>

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations)

Reference: EIASCO/24/003 - REQUEST FOR A SCREENING OPINION FOR A RESIDENTIAL-LED DEVELOPMENT OF UP TO 135 DWELLINGS (USE CLASS C3)

Our Ref.: 2024/332

Dear Jennifer,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport on the EIA Scoping Report for development at FORMER PARTICULAR BAPTIST CHURCH, 35 ROCHDALE ROAD, MANCHESTER.

We agree with the report findings at 5.2, that aviation can be scoped out of the EIA. Should the development exceed 90m in height AGL, we will need to be consulted.

Sincerely,
MAG Aerodrome Safeguarding Team

Stansted Airport | East Midlands Airport | Manchester Airport

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

m: 07565 178221

e: SafeguardingMAN@magairports.com

www.magairports.com

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Historic England

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

Direct Dial: +447990339949

Our ref: PL00797136

18 October 2024

Dear Ms Atkinson

Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) EIASCO/24/003 - Former Particular Baptist Church 35 Rochdale Road Manchester

Thank you for your consultation to Historic England to request a scoping opinion for the above site. We are in agreement with the results of the submitted Environmental Impact Assessment Scoping Report (Zerum, October 2024) that Built Heritage should be scoped in to the Environmental Statement, and that the heritage assets identified are appropriate for inclusion.

Yours sincerely,

Louise Davies
Inspector of Historic Buildings and Areas
louise.davies@historicengland.org.uk



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

Telephone 0161 242 1416
HistoricEngland.org.uk

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