

LPA Reference: N/A Standing Advice Response

Active Travel England Planning <[REDACTED]>

Wed 22/11/2023 10:35

To: Jennifer Atkinson <[REDACTED]>

You don't often get email from [REDACTED] [Learn why this is important](#)**LPA Reference:** N/A**ATE Reference:** ATE/23/00905/PREAPP**Site Address:** 33-41 CHEETHAM HILL ROAD, MANCHESTER, M4 4FT

Proposal: The Proposed Development on the land at 33-41 Cheetham Hill Road falls under the category of 'Infrastructure Projects – Urban Development Projects' (Schedule 2, 10. (b)) as described in the Regulations. The Proposed Development exceeds the threshold of 150 dwellings for this type of development as set out in Schedule 2 10 (b) of the EIA Regulations as it comprises a residential-led development comprising up to 240 no. new dwellings.

Standing Advice

Dear Sir/Madam,

In relation to the above planning consultation, Active Travel England (ATE) does not currently provide detailed advice at pre-application stage. However, we have produced a standing advice note that summaries some of the key active travel criteria that ATE will assess when consulted on a formal application. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

This should be sent to the applicant/agent for their consideration.

Regards,

Development Management Team

Active Travel England

West Offices Station Rise, York, YO1 6GA

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]]>

[ref:a0zTw00000006DVIAY;adb8a21474866083f0d3c69d3e2b4aea:ref]

RE: EIA Scoping Opinion Request - 33-41 Cheetham Hill Road

Diane Jackson <[REDACTED]>

Thu 02/11/2023 13:03

To: Planning <[REDACTED]> Jennifer Atkinson <[REDACTED]>

Dear Jennifer,

Thank you for consulting Manchester Airport's Aerodrome Safeguarding authority on the 33-41 Cheetham Hill Road EIA Scoping Report.

This site lies within Manchester Airport's outer safeguarded area and consideration should therefore be made to whether development within the area causes: a physical obstacle to aircraft; lights or reflections 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 e.g. from tall cranes.

When considering the type, scale and design of this proposed development, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria any potential impacts on aircraft safety are addressed. At this location, this will principally relate to the consideration of potential need for the construction site craneage to be fitted with aviation obstacle lighting, and for the building itself to need permanent aviation obstacle lighting during construction and in perpetuity.

Kind Regards,

Diane

Diane Jackson**Group Aerodrome Safeguarding Officer****Stansted Airport | East Midlands Airport | Manchester Airport**

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

m: [REDACTED]

e: [REDACTED]

www.magairports.com

From: Planning <[REDACTED]>**Sent:** Wednesday, November 1, 2023 9:21 AM**To:** Jennifer Atkinson <[REDACTED]>**Subject:** EIA Scoping Opinion Request - 33-41 Cheetham Hill Road

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

33 - 41 Cheetham Hill Road

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request is available from the following link, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be: <https://we.tl/t-W03EXDmH7t>

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

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

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to Jennifer Atkinson via email to [REDACTED] no later than 22 November 2023.

Regards
Anthony Moore
Team Lead

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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

Our ref: SO/2023/123674/01-L01
Your ref: SJ8407899401
Date: 24 November 2023

Dear Jennifer Atkinson,

SCOPING REPORT RELATES WILL SEEK FULL PERMISSION FOR THE DEVELOPMENT OF UP TO 240 DWELLINGS (CLASS C3), ANCILLARY RESIDENTS' AMENITY FACILITIES AND A C. 100SQM GROUND FLOOR COMMERCIAL UNIT (USE CLASS E) WITHIN A PART 18 / PART 23- STOREY BUILDING.

33-41 CHEETHAM HILL ROAD.

Thank you for consulting us on the above Scoping Report, on 1st November 2023.

We have reviewed the following reports as far as they relate to our remit:

- Geo-environmental Investigation and Assessment (WML Consulting, October 2022).
- Environmental Impact Assessment Request for Scoping Opinion (Euan Kellie Property Solutions, October 2023).

We have reviewed these reports in relation to the posed risks to controlled waters including a Principal Aquifer (Chester Formation) and a Secondary Undifferentiated Aquifer associated with Devensian Till and the potential risks associated with scoping out ground conditions of the EIA.

We do not agree with the conclusion that ground conditions should be scoped out of the EIA report.

We advise that the applicant and the Local Planning Authority to scope ground conditions into the EIA due to the identified historic land uses e.g., the petrol filling station. The previous use of the proposed development site as a petrol station as well as made ground poses a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are sensitive in this location because the proposed development site is located upon a Secondary undifferentiated aquifer and Principal Aquifer – Chester Formation.

As part of the EIA, we would advise the applicant that the desk study (ESI Phase 1 Geoenvironmental Assessment Report, Reference 61519R1, dated May 2013) is updated as we consider it may no longer reflect contemporary conditions.

Advice to applicant

This development site appears to have been the subject of past industrial activity which may pose a risk of pollution to controlled waters.

We recommend that you should:

- Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) [Land contamination risk management \(LCRM\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/land-contamination-risk-management-lcrm), when dealing with land affected by contamination
- Refer to our [Guiding principles for land contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
- Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed
- Refer to the [contaminated land](#) pages on gov.uk for more information
- Refer to [‘The Environment Agency’s approach to groundwater protection’](#)

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

Where the remediation / redevelopment of the site will involve waste management issues we offer the following advice:

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- the [position statement](#) on the Definition of Waste: Development Industry Code of Practice
- the [waste management](#) page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the [hazardous waste](#) pages on GOV.UK for more information.

Piling and Penetrative ground improvement methods

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

Dewatering

Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) in order to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface. Any dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests. This activity was previously exempt from requiring an abstraction licence. Since 1 January 2018, most cases of new planned dewatering

operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site. More information is available on gov.uk:

<https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>.

Regulatory position statements

Discharges from dewatering to surface water or groundwater will require an Environmental Permit unless you can meet the conditions of the RPS or exemptions or exclusions for groundwater activities. The following Regulatory Position Statement will apply: 'Temporary dewatering from excavations to surface water.'

<https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water>

Note to applicant

Should you wish us to review any technical documents or want further advice to address the environmental issues raised, we may do this as part of our charged for planning advice service.

Further engagement will provide you with the opportunity to discuss and gain our views before formally submitting further information as part of your planning application and certainty of our position as to what our response to your planning application will be. It should also result in a better quality and more environmentally sensitive development.

As part of our charged for service we will provide a dedicated project manager to act as a single point of contact to help resolve any problems. We currently charge £100 per hour, plus VAT. We will provide you with an estimated cost for any further discussions or review of documents. The standard terms of our charged for service are available [here](#).

If you would like more information on our planning advice service, including a cost estimate, please contact us at [REDACTED]

-

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

Yours sincerely,

Miss India Blythin
Planning Advisor

[REDACTED]

33-41 Cheetham Hill Road scoping opinion

[REDACTED] <[REDACTED]>

Tue 21/11/2023 09:28

To: Jennifer Atkinson <[REDACTED]>

Hi Jen

I have reviewed the above scoping opinion report and I have the following comments:

Air Quality

I can accept that this has been scoped out of the assessment based on the details provided. Due to the location within an AQMA we will be recommending a condition and Air Quality report will need to be submitted with the application for review. The report will need to include assessment of the demolition and construction phases and include mitigation measures to control fugitive dust emissions during the dem and construction stage, an AQ exposure assessment to the receptors being introduced and an impact assessment to the wider environment. Assessment of PM2.5, PM10 and NOX will be required along with any mitigation measures recommending such as clean air intakes and filter specification maintenance requirements. The IAQM recommendations for principles of good design should be referred to and comment to demonstrate compliance should be provided. It has been suggested that the site will be car free so this will need confirming in the report.

Ground Conditions

We can agree that this can be scoped out of the report but we will be recommending a condition for this element.

I have reviewed the submitted WML Consulting Geo Environmental and Investigation Assessment dated October 2022 and I have the following comments at this stage

1. We will need a copy of the Phase I risk assessment referred to on the report submitting with the application for review
2. There are still some obstructions buildings on site which will need to be demolished. Further investigation of the ground beneath these obstructions will be required and an updated site investigation and risk assessment submitting to categorise the ground beneath the obstructions.
3. We will need confirmation that all underground storage tanks have been removed. Any additional USTs that remain or found will need to be treated in accordance with the requirements outlined in section 7.26
4. The assessment will need to compare the samples against the residential without plant uptake criteria
5. We will need a section to confirm how contaminated soil arisings will be stored prior to disposal (this may form part of the rem strat)
6. The ground gas risk assessment has classified the site as CS1 at present with no mitigation measures required. However, only 4 rounds of monitoring have been completed so far and the assessment is incomplete. An updated gas risk assessment will be required once the ground gas monitoring has been completed. There should be a minimum of 6 rounds conducted over 3 months and during occasions of low and falling atmospheric pressure.
7. Water supplier risk assessment will be required and confirmation of the type of water supply pipe to be installed and details of any clean services trench required.
8. A remediation strategy will be required as the next stage once the above has been addressed.

Noise

We can agree that the noise element can be scoped out and we will be recommending conditions for noise break in to the residential apartments, noise breakout from the ground floor commercial to the wider environment and into the adjoining apartments and noise from fixed plant along with a full AVO overheating report submitting

I have also reviewed the Jameson Acoustics assessment dated 28th July 2023 reference 22017-RP-1-R0 in appendix 10 of the scoping report and I have the following comments:

1. A background noise assessment has taken place which we can accept.
2. The relevant criteria for noise break in to the apartments has been stated along with the criteria from plant noise limits which we can accept although reference to the restrictions the low frequency octave bands is required for any entertainment venues structurally adjoining the residential
3. Based on the assessment indicative façade construction and frame and glazing specification / performance has been provided for the relevant façade which we can accept but these may need to be revised as the design develops
4. Assessment and recommendation for the insulation of any façade penetrations such as those for air intakes / extract associated with the MVHR will also be required .
5. The internal noise criteria will not be met with windows open so alternative means of ventilation will be required so that occupants will be able to comfort cool / ventilate their properties without the need to open window other than for purge ventilation to remove stale / cooking odours for example. It has been stated in the report that MVHR will be installed to each apartment of the ventilation system will need to be provided once selected and assessment to confirm the selected system will be suitable to provide the necessary ventilation and cooling yet not exceed the internal noise criteria when in full use including any boost mode function.
6. A brief assessment of overheating has been included with the maximum number of hours windows can be openable to not exceed the SOAL. We will need a full AVO assessment submitting with the application. Some mitigation has been proposed at this stage including solar rated glazing, the suitable sizing of windows, black out blinds and suitably sized mech vent system. These will need to developed as the design progresses and the recommended measures to be adopted will need to be confirmed within an updated report.
7. Brief comment has been provided with regard to noise break out from the ground floor commercial unit but no assessment has been included at this stage. The consultant should refer to our guidance for the relevant criteria in terms of noise limits (5dB below the LA90 and restrictions in the 63Hz and 125Hz frequency bands for the adjoining residential apartments) with assessment and limits providing internally in the ground floor units to meet the criteria. Assessment will need to include windows / doors open unless a lobbied door set is to be installed and details of any lobbied door set should be recommended (performance / spec etc) Details of how the recommended internal noise level (once assessed and agreed) will be set and controlled will be required.
8. If a gym is to be included within the ground floor use class, then assessment will be required using the ProPG Gym Acoustics guidance document and the lower end of the G Curve range shall be used for any assessment
9. Plant noise assessment will be required once the plant is known and this will need to include plant associated with the ground floor retail and any plant associated with the residential properties such as air handling / MVHR plant etc. Receptors for plant noise will also need to include the new residents introduced as part of the development and any nearby non residential as the purpose is also to prevent a general noise increase in the area.
10. Noise impacts and assessment during the construction and demolition phase will also be required along with construction noise and vibration limits agreeing but this can be addressed within the CMP condition.
11. We may have further comments once the application is submitted and the design develops

Additional comments:

We may have further comment once the full application has been submitted along with the above assessments and the developer should be aware that we are likely to recommend other conditions including (but not restricted to) conditions with regard to control of fume and odour extraction from any ground floor retail use, condition relating to hours of opening and restrictions on delivery time to commercial units and condition regarding refuse provision. The applicant should have regard to our update guidance document GD04 which outlines the requirement to be complied with regarding waste provision for the residential units. Please note, we will not be accepting any scheme that does not comply with the waste guidance criteria so the developer will need to ensure they have provided sufficient space for the residential waste and separate provision for the commercial waste. There may be other conditions to be recommended once the full application has been submitted such as hours of use and CMP for example.

The developer is advised to review our technical guidance document relating to acoustics, contaminated land, air quality and waste which can be found at the Information for Developers webpage for the relevant criteria to be complied with for this development.

Kind regards

[REDACTED]

[REDACTED]

Environmental Protection Officer
Environmental Protection
Environmental Health
The Neighbourhoods Directorate
Manchester City Council

email: [REDACTED]

website: www.manchester.gov.uk

Tel: [REDACTED]

Internal: [REDACTED]

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Archaeological Consultation, EIA Scoping Opinion – 33-41 Cheetham Hill Road

Benjamin Dyson <[REDACTED]>

Thu 16/11/2023 11:50

To: Jennifer Atkinson <[REDACTED]>

Jennifer,

Thank you for consulting GMAAS on this request for an EIA Scoping Opinion.

The request is supported by a Scoping Report (Euan Kellie Property Solutions, October 2023), which identifies archaeology as a topic to be scoped out of the EIA. Appendix 7 of the report is formed by an archaeological Desk-Based Assessment (DBA) compiled by Salford Archaeology, which provides a detailed account of the history and development of the site, an assessment of potential impacts of development and a conclusion that the archaeological potential and significance of the site is negligible.

GMAAS agrees with the findings of the DBA and are therefore happy that archaeology is scoped out of any forthcoming EIA. The proposed development does not threaten any known or suspected archaeological heritage.

Kind regards,
Ben



Ben Dyson BA MLitt
Senior Planning Archaeologist
Greater Manchester Archaeological Advisory Service,
School of Science, Engineering & Environment,
Room LG20, Peel Building, Peel Park Campus,
University of Salford, Salford, M5 4WX
T: [REDACTED]
[REDACTED] / www.salford.ac.uk



Scoping Opinion 33-41 Cheetham Hill Road

David Dutton <[REDACTED]>

Wed 15/11/2023 10:33

To: Jennifer Atkinson <[REDACTED]>

Hi Again

Got your out of office.

Having viewed the site and previous applications, I do not really need to see the scoping documents. There are clearly no ecological issues associated with this site that would trigger the need for an environmental assessment.

Whilst bats could theoretically be present, we have previously accepted the building on the site as very low risk.

I am therefore satisfied that ecology can be scoped out of any environmental assessment that may be required.

I would however recommend a bat and bird assessment as part of any planning application. A biodiversity net gain assessment may also be required dependent on what types of development will be exempt.

David Dutton

Ecologist

Planning

Planning and Transportation

Place

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Tel. [REDACTED]

Mobile. [REDACTED]

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RE: Scoping Opinion 33 - 41 Cheetham Hill Road

David Dutton <[REDACTED]>

Wed 22/11/2023 19:04

To: Anthony Moore <[REDACTED]>

Cc: Jennifer Atkinson <[REDACTED]>

Thanks for the link.

This confirms my assumption base on the site address that ecology can be scoped out of any environmental assessment. There are no likely ecological receptors for this site.

David Dutton**Ecologist**

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

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Email Disclaimer <http://www.tameside.gov.uk/disclaimer>**From:** Anthony Moore <[REDACTED]>**Sent:** 22 November 2023 09:05**To:** David Dutton <david.dutt[REDACTED]>**Cc:** Jennifer Atkinson <[REDACTED]>**Subject:** RE: Scoping Opinion 33 - 41 Cheetham Hill RoadYou don't often get email from [REDACTED] [Learn why this is important](#)

Hi David

Here's an updated link for you: [REDACTED]

Regards

Anthony Moore

Information, Delivery & Support Team Lead

Planning, Building Control & Licensing

Growth & Development

Manchester City Council

Phone: [REDACTED]

Mobile: [REDACTED]

Postal address: Manchester City Council, PO Box 532, Manchester M60 2LA

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

From: Jennifer Atkinson <[REDACTED]>
Sent: Wednesday, November 22, 2023 8:59 AM
To: David Dutton <[REDACTED]>
Cc: Anthony Moore <[REDACTED]>
Subject: Re: Scoping Opinion 33 - 41 Cheetham Hill Road

Ant

Please can you assist with this.

Thanks Jen

Jennifer Atkinson
Principal Planning Manager

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

Tel: 0161 234 4517

Email: [REDACTED]

www.manchester.gov.uk

Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.

Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: David Dutton <[REDACTED]>
Sent: 15 November 2023 09:52
To: Jennifer Atkinson <[REDACTED]>
Subject: Scoping Opinion 33 - 41 Cheetham Hill Road

Hi Jen

Could you resend the link. It has expired and we hadn't downloaded the files

David Dutton
Ecologist
Planning
Planning and Transportation
Place

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Historic England advice on case PL00794425

[REDACTED] <[REDACTED]>

Tue 28/11/2023 15:06

To: Jennifer Atkinson <[REDACTED]>

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Dear Jennifer

I am writing in relation to the following:

EIA: Environmental Impact Assessment
33-41 Cheetham Hill Road, Manchester, M4 4FT
[Case Ref. PL00794425; HE File Ref. ; Your Reference.]

I confirm that we do not have any comments regarding the Scoping Report.

Yours Sincerely

Pete Owen on behalf of Ross Brazier
Inspector of Ancient Monuments
E-mail: [REDACTED]
Direct Dial: [REDACTED]

Work with us to champion heritage and improve lives. Read our Future Strategy and get involved at historicengland.org.uk/strategy.

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Proposed Mixed-Use Development, 33-41 Cheetham Hill Road, Manchester.

EIA Scoping Report – MCC Highways Response – 20th November, 2023

Context:

The proposals comprise the development of up to 240 dwellings (Class C3), ancillary residents' amenity facilities and a c. 100sqm ground floor commercial unit (Use Class E) within a part 18 / part 23-storey building at land at 33-41 Cheetham Hill Road, Manchester.

The site is located adjacent to 30mph adopted highways A665 Cheetham Hill Road, Carnarvon Street and Gibson Place. A 'No Waiting' Traffic Regulation Order (Mon-Sat 8am-9.30am and Mon-Fri 4pm-6.30pm) is present along the site frontage with Cheetham Hill Road, with 'No Waiting' (Mon-Fri 8am-6pm and Sat 8am-12.30pm) along a portion of Carnarvon Street and along Gibson Street. Limited waiting bays (2no. - 2 Hours, No Return Within 1 Hour Mon-Fri 8am-6pm and Sat 8am-12.30pm) are also provided along Carnarvon Street.

The submitted Scoping Opinion proposes to scope out Transport. Appendix 11 of the Scoping Opinion details the proposed Transport Statement (TS) scope. Highways therefore provide comments on both the EIA and Transport Statement scope. Due to the scale of the proposed development and proximity to the Key Route Network, Transport for Greater Manchester (TfGM) has also been consulted on the proposed EIA and TS and such comments will be provided upon receipt.

EIA Transport Chapter - Highways Scoping Response:

The Scoping Report states that the effects of construction and operational traffic have been assessed in consideration of the predicted net change in traffic flows by comparing the likely trip generation of construction and operational traffic against future baseline traffic conditions based on the following IEMA Guideline rules:

- Rule 1 - Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Rule 2 - Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

Any road links that meet these criteria indicate the potential for significant effects.

The preliminary assessment suggests that the proposed development will not result in a change in site traffic that exceeds IEMA significance / screening thresholds and therefore, Transport has been scoped out.

Whilst Highways agree that EIA assessment of the operational phase are not necessary due to the car-free nature of the site and accessible location, no evidence has been provided with regard to baseline surrounding traffic flows and daily construction vehicle movements in order to support scoping out of the construction phase. Further evidence is therefore requested by Highways, or should such data not be available at this stage, highways suggest that assessment of the construction phase is scoped in to the EIA assessments, once further detail can be obtained on baseline traffic flows and construction vehicle numbers/routeing.

Assessment should not only 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 pedestrians during the construction phase.

Whilst MCC Highways accept that a number of the IEMA environmental effects would be considered within other technical assessments of the ES (including noise, vibration, visual impacts, air pollution, dust and dirt, ecological impact and heritage and conservation), appropriate traffic data should be provided to inform the associated assessments.

Transport Statement - Highways Scoping Response:

No on-site carparking is proposed as part of the scheme, which is considered acceptable by Highways given the sustainable location of the site and edge of city centre location. Highways also note that there are limited opportunities around the site for any resident parking due to existing (and proposed) TROs although this will be assessed/detailed further within the TS.

100% secure and sheltered cycle parking provision will also be provided for residents which is welcomed by Highways. It is however unclear where staff/customer cycle parking associated with the ground-floor retail uses will be provided. This should be detailed/identified within the TS.

Highways note that the proposals will include the following:

- TRO modification in the vicinity of the site with the implementation of disabled bays, car club bay and loading bay (for delivery and refuse vehicles) along Carnarvon Street;
- Footway resurfacing along all footways surrounding the site with reinstatement at redundant access points; and
- Tactile paving provision at the Carnarvon Street junctions with Cheetham Hill Road and Gibson Place.

Highways has concerns on the proposed TROs as illustrated within the preliminary site layout provided within Appendix A of the TS Scoping Note due to:

- Impacts on visibility for vehicles emerging from Gibson Place; and
- Remaining carriageway width along Carnarvon Road in consideration of the proposed and existing on-street parking/loading bays.

Highways therefore request that the proposed disabled parking bays, loading bay and car club bay locations are amended. To assist with the revisions, the applicant may wish to consider the removal of some/all of the existing demarcated limited waiting bays located to the opposite side of the carriageway.

A preliminary vehicle trip generation assessment has been provided. Highways request that a full multi-modal trip generation assessment is provided within the submitted TS to inform the Accessibility Assessment.

The proposed development will be supported by a Travel Plan. An Interim Travel Plan will be appended to the submitted TS which is considered acceptable by Highways.

The proposals are likely to attract a number of vehicle and 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 submitted TS and Interim Travel Plan with details on how/where short-term parking for such

vehicles can be safely accommodated. Further guidance can be obtained from highways prior to submission.

Highways will also request that a Construction Management Plan is conditioned with any approval, however, outline details on any utility connections and traffic/pedestrian management measures should be identified within the TS.

The submitted TS scope is considered acceptable to Highways, subject to the above.

Date: 24 November 2023
Our ref: 457711



Manchester City Council
BY EMAIL ONLY

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

T 0300 060 900

Dear Sir or Madam,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017): EIA Scoping Opinion for development of up to 240 dwellings, ancillary residents' amenity facilities & 100sqm ground floor commercial unit
Location: Land at 33-41 Cheetham Hill Road, Manchester

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 01 November 2023, received on 01 November 2023.

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

[REDACTED]

Yours faithfully

Loz BurrIDGE
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 174-175 and 179-182) 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 have regard to conserving 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 174 and 175). 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 174 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.

The ES should use an appropriate biodiversity metric such as [Biodiversity Metric 3.0](#) together with ecological advice 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 100. 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 174 and

175 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 211 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.

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

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 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.

Your ref:
Our ref: MAN/23/426

Manchester City Council
PO Box 532
Town Hall Manchester
Manchester
M60 2LA

22nd November 2023

Location: 33 - 41 Cheetham Hill Road

Proposal: A development of up to 240 dwellings (Class C3), ancillary residents' amenity facilities and a c. 100sqm ground floor commercial unit (Use Class E) within a part 18 / part 23-storey building

Dear Sir / Madam

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

TfGM scoping advice has been requested from Manchester City Council in respect of a residential development comprising 240 dwellings, with ancillary amenities. The application site is located at the junction of Cheetham Hill Road / Carnarvon Street.

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



1. Site Specific Comments

- Any areas of unrestricted on street parking should be addressed and suitable TROs identified, as well as implementing additional TROs as necessary.
- London sites should be excluded from the TRICS trip analysis.

2. General Comments

- I. An analysis of injury accidents during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- II. A description of current baseline traffic conditions in the area. Up-to-date traffic counts should be used in any assessments - 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.
- III. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.
- IV. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.
- V. 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).
- VI. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.



Every journey. Every day.

- VII. 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
- VIII. 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.
- IX. 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.
- X. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- XI. A swept path analysis should be provided for any vehicular access.
- XII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.
- XIII. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

3. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and



Every journey. Every day.

cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

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

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

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

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

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

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

It should be highlighted that LTN/120 has been introduced by the DfT and this has changed the requirements for the design of cycling provision.



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

4. Mitigation Measures

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

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

5. Travel Plan

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

6. Other

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

7. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing [REDACTED] In particular, connections



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to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

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

I hope you find these comments useful in the pre-application process. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: [REDACTED]



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FW: EIA Scoping Opinion Request - 33-41 Cheetham Hill Road

Westley Robinson <[REDACTED]>

Wed 01/11/2023 10:14

To: Jennifer Atkinson <[REDACTED]>

Hiya 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). "

Regards

Westley Robinson
Work and Skills Specialist
Work and Skills Team
Growth and Development Directorate
Manchester City Council
Manchester Town Hall Extension
Manchester
M60 2LA (postal)
M2 5DB (Sat nav)

Mobile: [REDACTED]

Email: [REDACTED]

 [Sign up for the Work and Skills Bulletin](#) manchester.gov.uk/work Follow the Work & Skills team on Twitter [@mccworkskills](#)

From: Work Skills Admin <[REDACTED]>
Sent: Wednesday, November 1, 2023 9:50 AM
To: Westley Robinson <[REDACTED]>
Subject: Fw: EIA Scoping Opinion Request - 33-41 Cheetham Hill Road

Kind Regards

Work and Skills Team
Growth and Development Directorate
Manchester City Council
Town Hall Extension, Albert Square,
Manchester, PO Box 532,
M60 2LA

Sign up for The Work and Skills Bulletin here <https://public.govdelivery.com/accounts/UKMANCHESTER/signup/19569>

For the latest support and information about the coronavirus visit

<https://secure.manchester.gov.uk/info/500361/coronavirus>

Direct Number - [REDACTED]

Follow us on Twitter- @MCCWorkSkills

Email: [REDACTED]

Web: <http://www.manchester.gov.uk>

From: Planning <[REDACTED]>
Sent: 01 November 2023 09:18
To: Jennifer Atkinson <[REDACTED]>
Cc: EnvH Licensing <[REDACTED]> Flood Risk Management
[REDACTED]; Leanne Chapman <[REDACTED]>
Work Skills Admin <[REDACTED]>
Subject: EIA Scoping Opinion Request - 33-41 Cheetham Hill Road

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

33 - 41 Cheetham Hill Road

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

 [Cheetham Hill Road - EIA Scoping Report 20 Oct 2023_FINAL.pdf](#)

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

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

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to Jennifer Atkinson via email to [REDACTED] no later than 22 November 2023.

Regards
Anthony Moore
Team Lead

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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