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Via email only

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Planning

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Date: 21st October 2022

Our Ref: SOUTH/EIA/SCOPING/Ev0

Dear Mr Britton,

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

RE: REQUEST FOR A FORMAL OPINION ON THE SCOPE OF AN ENVIRONMENTAL STATEMENT (ES) UNDER REGULATION 15 OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS 2017:

DEVELOPMENT OF: A six storey, c.10,000 sqm GIA commercial office building (Class E), a car parking deck, surface parking, landscaping and highways works

I write in response to your formal request for a scoping opinion from the City Council as local planning authority in relation to a proposed development by Bruntwood (Didsbury TP) Ltd on land at Didsbury Technology Park adjacent Princess Road.

Following an assessment of the submitted EIA Scoping Report 'Building D1, Didsbury Technology Park, Manchester' prepared by Deloitte and received on the 22nd June 2022. I can confirm that the scope of the proposed Environmental Impact Assessment (EIA) is satisfactory to the City Council as local planning authority. A number of statutory consultees have provided further advice and comments in response to the Scoping Opinion request. Copies of the responses received are appended to this letter.

The scope and structure of the ES

Chapter 3 of the Scoping Report sets out the intended scope and structure of any Environmental Statement (ES) to assess any likely significant effects on the environment by the proposed development. It also considers those matters to be scoped 'out' of the ES providing commentary and details that have informed this position. Paragraph 3.3 confirms that the ES will present information in accordance with schedule 4 of the EIA 2017 regulations.

The following matters have been identified to be scoped into the ES for the development within the submitted scoping report:

Traffic and Transport

Air Quality

Human Health, and,

Climate Change

It is confirmed that the scope and matters identified for inclusion within chapters of the ES is agreed by the City Council.

Traffic and Transport

This element of the ES has been reviewed by both the City Council's Highway Services and Transport for Greater Manchester. The detailed advice which had been previously provided to you is also appended to this formal opinion.

It is confirmed in the Scoping Opinion that the application would be accompanied by both a Transport Assessment (TA) and Travel Plan that will be presented within the ES. TfGM indicate that the TA will need to demonstrate that the traffic flows used are typical of the post Covid situation, should new traffic surveys not be undertaken. If changes are proposed to any traffic signals, then dialogue with UTC is recommended before formal submission of the TA.

In addition, general comments are made for matters to be included within the TA.

- A description of current baseline traffic conditions in the area.
- An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- Traffic surveys and queue surveys (weekdays).
- 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.
- A clearly defined methodology for determining the distribution / assignment of development trips onto the network
- An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- 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.
- The scope of the junctions to be assessed by detailed modelling should be agreed.
- Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- A swept path analysis should be provided for any vehicular access.

- A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.
- An assessment of the likely environmental/traffic impacts of HGVs during the construction process.
- The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities.
- A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken.
- 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.
- Measures to encourage access by sustainable modes should be considered.
- Impacts of the development should be identified through the assessment work and appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements should be considered.
- 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.

Subject to the consideration of these matters within the ES, the approach to Traffic and Transportation is considered to be generally reasonable.

Air Quality

The scope of the proposed air quality chapter of the ES is considered to be acceptable.

The application site is close to the Greater Manchester Air Quality Management Area (map available at: <https://uk-air.defra.gov.uk/aqma/maps> and future occupants of the development may be exposed to air pollution; consideration of this will be required within the Air Quality chapter.

Human Health

The scope of the proposed Human Health chapter of the ES and approach detailed in paragraph 8.4 is considered to be acceptable.

Climate Change

The scope of the proposed Climate Change chapter of the ES is considered to be acceptable.

The following matters have been identified to be scoped out of the EIA for the development within the submitted scoping report:

- Agricultural Circumstances
- Archaeology
- Electronic Interference
- Socio-economics
- Solar Glare

- Aviation
- Major Accidents and Disasters
- Daylight, sunlight and overshadowing
- Townscape and Visual Impact
- Flood Risk and drainage
- Wind
- Ecology
- Noise

Table 3.2 of the Scoping report identifies that all of the above matters except agricultural circumstances, solar glare, aviation, major accidents, daylight, sunlight and overshadowing, and wind would be subject to supplementary technical reports submitted as standalone documents in support of the application.

In response to the scoping request a number of statutory consultees have provided responses to the consultation, these have previously been forwarded to you but are also appended to this letter.

This scoping opinion relates to the requirements for inclusion within an Environmental Statement to accompany a planning application for the proposed development only.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact **Robert Griffin**.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D J Jones', written on a light grey background.

Derek Jones

Section Planning Manager

APPENDIX 1 Consultee Responses

