MANCHESTER CITY COUNCIL

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23 August 2019

Our reference:
Your reference:

Dear Mr Nolan Tucker

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND) REGULATIONS 2017 (as amended)

FORMAL SCREENING REQUEST FOR ENVIRONMENTAL IMPACT ASSESSMENT 'SCREENING' UNDER PART 2 REGULATION 6

PROPOSED DEVELOPMENT AT MEDLOCK STREET / PRINCESS ROAD JUNCTION

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Thank you for your letter dated 11 July 2019 and submitted information in respect to your request for a screening opinion at the above site.

In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) is required to support the proposed development, Manchester City Council, as Local Planning Authority, has taken into account the supporting information contained within your letter, the site location plan and the supporting appendices.

The proposal type is listed in category 10 (f) Construction of Roads of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 The proposal would include works covering an area that exceeds 1 hectare, which is the threshold set out in Schedule 2 Category 10 (f) of the EIA Regulations, and, as such, the development is likely

to have significant effects on the environment by virtue of factors such as its nature, size or location.

Within the Planning Practice Guidance (PPG), general considerations relating to the need for an EIA for Schedule 2 developments is identified within paragraph 18 of the guidance. This references the selection criteria in relation to Schedule 3 of the Regulations. This criteria must be taken into account in determining whether a development is likely to have significant effects on the environment. The criteria are as follows:

I. Characteristics of Development (e.g. its size, use of natural resources, quantities of pollution and waste generated);
II . Location of Development (e.g. environmental sensitivity of geographical areas);
III Characteristics of the potential impact (e.g its magnitude and duration)

Whilst the proposed development is one that may benefit from permitted development rights, it is Schedule 2 development and a consideration must be made as to whether the proposed development requires an EIA. The development would only benefit from permitted development rights if this screening opinion finds that an EIA is not required.

CONTEXT AND PROPOSED DEVELOPMENT

The site covers an area of approximately 3.3 hectares (ha) and forms a roundabout junction with Medlock Street to the north, slip roads from the Mancunian Way to the east and west, and Princess Road to the south The site is located on the south section of the Manchester Salford Inner Ring Road (MSIRR), and is a key strategic node on the Mancunian Way. It provides key links to the motorway network and the city centre. The site comprises the existing roundabout, a pedestrian subway network, and carriageway approaches. There are a number of existing trees located on the site, none of which are subject to Tree Preservation Orders. The junction is primarily used by motorised traffic, with pedestrians and cyclists having to use the subway routes to pass through the site.

The northern part of the site lies within the city centre of Manchester where the surrounding areas are characterised by a mixture of hotel and office uses, residential apartments and development sites. The southern part of the site lies within the area of Hulme, which has a number of residential properties lying to the east and west, as well as a school and landscaped areas.

The proposed development comprises the removal of the existing subways and back-filling to provide at-grade pedestrian and cycle routes, together with a reconfiguration of the carriageway to allow a direct highway connection straight through from Princess Road to Medlock Street and improvements to the existing carriageway. The scheme includes road widening on the existing slip roads and the provision of two additional spurs enabling a straight ahead movement from Princess Road into the city centre via Medlock Street and also

providing direct movement from Princess Road eastbound onto the Mancunian Way.

Segregated pedestrian and cycling facilities across all arms would be provided, including signal controlled crossing points. New soft landscaping is proposed, including tree planting and wildflower planting. A number of existing trees would need to be removed (or relocated where feasible) to accommodate the road widening and the construction of the new slip roads proposed through the scheme Remaining trees would be protected during the works, with method statements and tree protection plans proposed, which set out root protection areas Should the relocation of the existing trees that need to be moved not be possible then the applicant would replace those trees at a ratio of 3.1 under existing local planning guidance The grass verges around the subways formed part of the Tale of Two Cities wildflower planting project in 2014, and won the national Kew Gardens Grow Wild Flagship Award These areas would be retained where possible, with any bare areas following the works re-seeded using a similar seed mix and methodology

Assessment of Whether the Project Would Have Significant Environmental Effects

It is considered that the potential impacts from a development of this nature are as follows:

- Natural Resources
- Waste
- Pollution and Nuisances
- Water Resources
- Biodiversity (Species and Habitat)
- Landscape and Visual
- Cultural Heritage/Archaeology
- Transport and Access
- Land Use
- Cumulative Effects
- Transboundary Effects

Using the indicative screening thresholds table below, this assessment will determine whether any of the above impacts are significant in nature and warrant consideration by an EIA

NATURAL RESOURCES	
Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	The proposal would involve the infilling of the subways, which are man-made features. The overall topography of the area would remain at-grade
Will construction or operation of the project use natural resources above or below ground such as land, soil, water,	The construction phase would involve the use of building materials some of which will be derived from natural

materials/minerals or energy which are non-renewable or in short supply?	resources. The extent of that impact will be mitigated through a sustainable design and construction approach to the development that accords with current legislative requirements and best practice advice.
Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	No
WASTE	
Will the project produce solid wastes during construction or operation or decommissioning?	It is inevitable that the demolition, construction and proposed use of the site would generate waste. A method statement for site waste management would be in place prior to commencement of development to explain how waste would be managed, including appropriate provision for recycling, during the demolition and construction phase of the development, and would detail how operational waste would be stored and transported off site.
POLLUTION AND NUISANCES	
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	During the construction phase, activities may produce minor amounts of dust from the handling of building materials, and the production of particulate matter and emissions through the use of construction plant and equipment. Releases of emissions to the air during construction would be managed and controlled through the implementation of a method statement The proposals are expected to generate additional traffic during the construction phase Construction traffic would consist of typically heavy goods vehicles movements and there is potential for emissions from the construction traffic, including on-site activities and deliveries However, any effects would occur on a temporary basis and are not considered to be of a significant nature. Appropriate mitigation measures can be put in

	place to ensure the suitable management of the construction phase including provisions to deal with site logistics and traffic management. Operationally, in the context of central Manchester, the associated vehicle movements are expected to have a minimal impact compared to current baseline conditions
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	The construction phase of the proposed development would generate increased levels of noise and vibration from plant operation and construction methods, such as breakout and piling activities. This would be temporary in nature and would be controlled in line with requirements set out in the Construction Management Plan. Best practice construction methods would be employed to reduce these impacts to an acceptable level. No significant increase in heat energy or electromagnetic radiation is anticipated from the proposed development. The proposed development may result in some light spillage associated with the lighting of the area at night. However, it is not anticipated that this would be significantly out of character with the existing urban environment.
Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	The construction phase of development poses the highest risk of contamination to land or water from the release of pollutants This can occur by accidental spillages where a pollutant linkage exists. Best practice construction management techniques would be employed on site to prevent accidental spillage that may cause contamination Should any contamination be discovered that is not previously identified then that will need to be treated or appropriately disposed of off-site It is not considered that these issues are significant, unusual, complex, or of any more than local importance. Once constructed and operational, the

	proposed development would not produce waste and would improve air quality through reducing congestion. Therefore the intended quantum and nature of the proposed uses is not anticipated to pose a risk of significant pollution
Are there any areas on or around the location which are already subject to pollution or environmental damage, e g where existing legal environmental standards are exceeded, which could be affected by the project?	Based on surveys completed on and around the site, the site is deemed to be low risk to human health as a result of contamination.
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	The construction phase of the proposed development would give rise to increased risk of accidental spillage of hydrocarbon based fuels and lubricants stored on site and would pose the highest risk of contamination to land or water This can occur by accidental spillages where a pollutant linkage exists. Best practice construction management techniques should be employed on site to prevent accidental spillage that may cause contamination. Operational use of the site is not anticipated to pose a risk of significant pollution, or any of the above as listed It is expected that the proposed development would not produce waste
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example due to water contamination or air pollution)	It is not considered that the proposed uses are likely to give rise to any potential risk. Based on a ground investigation report undertaken on the site, the historic use of the site for housing prior to the construction of the Mancunian Way in the mid-1960s, and surveys completed in respect of nearby development, the site is deemed to have a low risk of contamination. It is anticipated that the risk to human health as a result of contamination is low and the ground investigation report has recommendations that would be followed during construction Further intrusive ground investigations would take place prior to development

	commencing and any ground contamination not previously identified would be remediated. It is anticipated that the proposed development would have a significant positive impact on air quality due to the introduction of signal-controlled junctions, which would include the use of Split Cycle Offset Optimisation Technique (SCOOT) and Microprocessor Optimised Vehicle Actuation (MOVA) signals Research by the University of Surrey has found that stationary traffic at junctions contributes an estimated 40% extra pollutants when compared to free-flowing traffic conditions However, the introduction of SCOOT and MOVA signals would provide the capacity to redistribute NO2, allowing for increased dispersion of particulates and improving air quality.
WATER RESOURCES	
Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	The site lies within Flood Zone 1 and is therefore at low risk of fluvial flooding. It is identified as a Critical Drainage Area. Presently, the subways are vulnerable to surface water flooding. The site is previously developed and it is not expected that the proposed development would significantly alter the surface water drainage regime with regard to the site, indeed, through the removal of the existing subways, it is anticipated that surface water drainage would improve across the site.
BIODIVERSITY (SPECIES AND HABITATS)	
Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other water-bodies, the coastal zone, mountains,	The site is not within or near to a protected area, nor is it within or near to a non-designated area.

forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local)	
Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	An Ecological Survey and Assessment, and Bat Survey have been undertaken to assess vegetation, amphibians, bats, birds and invertebrate habitats The existing trees on site are not protected by tree preservation orders (TPOs). No protected species have been found to be using the site However, mitigation measures are recommended and would be implemented in seeking to avoid a significant impact as a result of the development on the flora currently found on site.
LANDSCAPE AND VISUAL	
Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	There are no designated or non-designated areas in or around the location. The site is not within or adjacent to a conservation area and there are no listed buildings on the site or within the vicinity that could be affected by the proposals.
Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	The proposed development would be visible to users of the junction, and to nearby residents and hotel users around the site. However, the visual impact of the proposed development would be minimal considering its location and the surrounding context, which is dominated by the mass and bulk of the Mancunian Way
CULTURAL HERITAGE/ARCHAEOLOGY	
Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views	There is one listed building within a 250m radius of the site (the Former Cotton Mill on West Side of junction with Cambridge Street, Grade II), which would not be affected by the proposed development given its distance from the site and the built urban form surrounding the site. It is unlikely that archaeological

to, from and within)? Where designated indicate level of designation (international, national, regional or local).	features remain on the site given the extent of previous development of the site when the existing road system and Mancunian Way were being built.
TRANSPORT AND ACCESS	
Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	The site is a major highway junction with pedestrian routes allowing access for people into and out of the city centre Whilst the construction phase of the development would clearly affect these linkages, the operational development would improve the routes for pedestrians, cyclists and cars.
Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	The transport routes that are the subject of this proposal are susceptible to congestion and the proposals are designed to relieve that congestion. As the proposed development seeks to remodel and improve the existing highway in this area, it is anticipated that some congestion could arise during the construction phase as a result of the junction improvement works However, there is already currently considerable queuing and delay at this junction, particularly during peak times so the impact would local and not unusually significant. In its operational phase, the improvement scheme would increase flow rates at the junction for all traffic, particularly during the weekday peak periods, providing journey time and reliability benefits for business users and transport providers.
LAND USE	
Are there existing land uses or community facilities on or around the location which could be affected by the project? E g housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	The site is previously developed and is currently occupied by the existing roundabout and subways, with areas of tree planting and green space. The area around the site has been developed for commercial uses, with residential, commercial, leisure and community uses beyond in the wider area. The intended use of the site is to continue as a highway and it is therefore entirely compatible with the surrounding area. No sensitive land uses have been identified as being

	affected as a result of the proposals.
Are there any plans for future land uses on or around the location which could be affected by the project?	Within 250m of the site there are three sites currently under construction for large-scale residential / student accommodation / commercial ground floor uses, with a further site benefitting from planning permission for a mixed use office and retail scheme. The proposed development is unlikely to have a significant impact on these land uses.
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, flooding, which could cause the project to present environmental problems?	The site lies within Flood Zone 1 and is therefore at low risk of fluvial flooding It is identified as a Critical Drainage Area. The existing subways are vulnerable to surface water flooding, but as the scheme proposes to remove the subways and back-fill them to provide at grade routes through the site, the proposed development would have a positive impact on surface water flooding within the site The site is not vulnerable to any other geophysical instabilities, or extreme or adverse climatic conditions.
CUMULATIVE EFFECTS	
Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	There are three other developments under construction and one site benefitting from planning permission within 250m of the site Therefore, at construction stage, cumulative impacts from construction traffic, noise and air quality could become apparent. Although this would result in some impacts, these would be short term, largely confined to the construction phase of the development and are not considered to be significant In terms of the operational phases of the development, it is considered that the impacts would not be significant and would be similar in nature to the surrounding area
TRANSBOUNDARY EFFECTS	
Is the project likely to lead to transboundary effects?	The project would not lead to transboundary effects

Paragraph 58 of Appendix 2 of the NPPG (Screening Checklist)

Paragraph 58, contained within appendix 2 of the NPPG, provides a screening checklist for the types of cases in which an EIA is more likely to be required for particular types of developments. It identifies that the construction of roads of more than 2km in length are more likely to have significant effects The proposed development would involve the construction of roads of less than 2km in length, would take place in a highly urbanised area and would be in keeping with the existing and adjacent uses and surroundings. The site has also previously been intensely developed. It is considered therefore that any impacts would be low.

Mitigation if development is not EIA development 'General Provisions relating to Screenings' Under Part 2 Regulation 5

Regulation 5 (5) (b) and paragraph 18 of the NPPG states "if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment".

As detailed above it is considered that the potential impacts from a development of this nature are as follows.

- Natural Resources
- Waste
- Pollution and Nuisances
- Water Resources
- Biodiversity (Species and Habitat)
- Landscape and Visual
- Cultural Heritage/Archaeology
- Transport and Access
- Land Use
- Cumulative Effects

It is considered that whilst there will be some environmental impacts associated with this development, these are unlikely to be significant and can be suitably mitigated against This is detailed below:

Natural Resources – The impacts from the construction phase would be mitigated through a sustainable design and construction approach to the development that accords with current legislative requirements and best practice advice.

Waste – A method statement for site waste management would be in place prior to commencement of development to explain how waste would be managed, including appropriate provision for recycling, during the demolition and construction phase of the development, and would detail how operational waste would be stored and transported off site.

Pollution and Nuisances – Releases of emissions to the air during construction would be managed and controlled through the implementation of a method statement. Appropriate mitigation measures can be put in place to ensure the suitable management of the construction phase including provisions to deal with site logistics and traffic management to mitigate against increased air pollution during construction. Noise during the construction phase would be controlled by using best practice construction methods to reduce these impacts to an acceptable level. Risks of contamination to land or water would be controlled by employing best practice construction management techniques on site to prevent accidental spillage that may cause contamination Should any contamination be discovered that is not previously identified then it would be treated or appropriately disposed of off-site The ground investigation report has recommendations that would be followed during construction and further intrusive ground investigations would take place prior to development commencing with any ground contamination not previously identified being remediated.

Water Resources – With the removal of the existing subways it is anticipated that surface water drainage would improve across the site

Biodiversity (Species and Habitat) – Mitigation measures are recommended and would be implemented in seeking to avoid a significant impact as a result of the development on the flora currently found on site, including any areas of lost grassland being replaced and a landscape management strategy In the unlikely event that bats are found or suspected at any time during the works, work would cease immediately and advice would be sought from a suitably qualified bat worker.

Landscape and Visual – The landscape and visual impact of the proposal would not be significantly different to the existing and it is considered that no specific mitigation measures would be required.

Cultural Heritage/Archaeology – It is considered that there would be no significant implications for cultural heritage or archaeology and mitigation measures are therefore not required.

Transport and Access – The proposed works would improve transport and access issues at this congested junction during the operational phase, and any issues during the construction phase would be mitigated through the implementation of a construction management plan.

Land Use – The use of the land would continue as a highway and no sensitive land uses have been identified as being affected as a result of the proposals There would therefore be no significant impacts and specific mitigation measures are not required.

Cumulative Effects – At the construction stage there could be impacts from other developments taking place in the vicinity of the site. These impacts could be mitigated against through the construction management plan. In terms of

the operational phases of the development, it is considered that the impacts would not be significant and would be similar in nature to the surrounding area

Transboundary Effects – There would be no transboundary effects

CONCLUSION

This response is based on the letter of the 11 July 2019 from Nolan Tucker of Deloitte LLP.

It is concluded that this development would have some impacts on the surrounding area. However, it has been judged that these would not be significant and would therefore not warrant a formal Environmental Impact Assessment Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is not required in this instance

This screening opinion relates to the requirements of an Environmental Impact Assessment only and does not imply or confer any approval of such a proposal

I trust this information is of assistance to you. Should you require anything further please do not hesitate to contact Anthony Mitchell

Yours sincerely,

PP Julie Roscoe
Head of Planning, Building Control and Licensing