AtkinsRéalis

Government Property Agency

Environmental Statement - Cumulative Scenario Supplemental Note

Government Property Agency

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MANCHESTER DIGITAL CAMPUS

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1. Background

1.1.1. This note has been prepared in respect of two separate planning applications submitted to Manchester City Council ('MCC') on adjacent sites located within the Former Central Retail Park Strategic Regeneration Framework Area of Manchester City Centre. This note supplements, and should be read in conjunction with, the two Environmental Statements (the ES's) prepared by AtkinsRealis (both dated November 2024) submitted with the following planning applications: Application Ref. 141607/FO/2024 (Manchester Digital Campus) and Application Ref. 141625/VO/2024 (New Public Park). Whilst the MDC EIA team has taken the lead in preparing this document, there has been full liaison with the Park's EIA team, who have reviewed and fully support the conclusions of this note.

1.1.2. Both Environmental Impact Assessment's (EIA) were carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) ('the EIA Regulations') and best practice guidance. Given the sequential nature of the two developments coming forward on site and the respective construction programmes set out within both ES's, in line with best practice guidance the cumulative construction phase effects of both schemes being under construction at the same time was scoped out as it was not considered "reasonably foreseeable". However, following feedback from the Local Planning Authority during the consultation period, this note considers the likely anticipated construction phase effects in the unlikely event that both schemes are built out concurrently, based on a qualitative assessment using professional judgement.

1.1.3. As stated in the Manchester Digital Campus (MDC) Environmental Statement (ES), it is proposed that the MDC Proposed Development will be constructed prior to the Park Proposed Development and will use the Park site as a construction compound (see Drawing MDCX-ATR-XX-XX-DR-A-021004 submitted as part of the MDC application).

1.1.4. The MDC development is anticipated to be constructed between 2025 and 2029 (MDC ES Volume 2 Chapter 6 Section 6), with construction of the Park planned to start in 2030 once MDC has been completed.

1.1.5. This proposed programme is set out in the following locations in Volume 2 of the Former Central Retail Park – The Park Environmental Statement:

Chapter 2: Description of the Site and Proposed Development - Section 2.2

2.2 Future anticipated baseline

It is known that the Phase 1 development will be constructed prior to the Proposed Development which will also use the Site to locate a construction compound. Phase 1 is anticipated to be constructed between 2025 and 2029, thus construction of the Proposed Development is not anticipated to commence until 2030 (see Volume 2, Chapter 3). Therefore, the future baseline of the Site that will be assessed will comprise partial vegetation clearance and groundworks completed within the central corridor of the Site, finished with bare earth.

ES Chapter 3 – Section 3.1 Introduction and 3.2 Programme

3.1 Introduction

Only partial groundworks are within the scope of the assessment of the Proposed Development. The vegetation clearance and earthworks of the central corridor of the Site are within the scope of

works for the Phase 1 development. This is because the Site will be used as a site compound during the construction of the Phase 1 development which is proposed to take place between 2025 and 2029, and excess cut material from the Phase 1 development will be used to create the finished levels of the Proposed Development. Only the vegetation clearance and earthworks within the 'dogleg' of the Site parallel to Great Ancoats Street and within the connection to Cotton Field Park are within the scope of the Proposed Development. The existing concrete will be retained and built on-top of, instead of removing the need to 'break' ground and minimising the amount of waste produced.

3.2 Programme

The total construction programme is expected to span a period of approximately 12 months from 2030 at the earliest, within which there will be elements of ground works, hard and soft works such as tree and vegetation planting and installation of street furniture. The Proposed Development is anticipated to be delivered in three continuous phases.

1.1.6. See Figure 2.6 from Volume 2 of the Former Central Retail Park – The Park Environmental Statement below.



Figure 2-6 Illustrative masterplan of the design

2. Consideration of Additional Cumulative Effects

2.1.1. This note has been prepared to consider any potential additional cumulative effects that might arise in the unlikely situation that MDC is constructed at the same time as the proposed Park. These issues have been considered by the environmental teams for both projects (MDC and the Park) and are presented below. For the purposes of this assessment, it has been assumed that in this scenario the construction compound for the joint project would be reduced in area, but remain within the Phase 2 area to the east of the site.

2.1.2. From a technical perspective it should be noted that significant cumulative effects are those that are not significant individually, but become significant if two adjacent projects are constructed at the same. The likely significant environmental effects associated with each of the individual projects (i.e. MDC and the Park) have already been considered and assessed in the respective ES documents for the individual projects.

2.1.3. Potential adverse effects associated with the Park development are set out within Section 4.4.1 of the Non-Technical Summary of the Park ES.

2.1.4. These include:

- Risk of pollution from construction machinery and activities affecting environments such as New Islington Marina, Rochdale Canal, Ashton Canal and Cotton Field Park. These were all deemed not significant;
- Release of carbon emissions from construction activities. This was deemed not significant and to not affect the UK Governments abilities to meet relevant carbon budgets;
- The presence of the construction site increasing visual disturbances and wider nuisances such as noise, dust and mobilisation of contaminants. These were all deemed not significant, apart from 3 viewpoint locations;
- Use of materials and generation of waste for construction processes. This was deemed not significant in relation to regional supplies and waste capacities;
- Presence of works within Cotton Field Park and along Hugh Oldham Way. This was deemed not significant; and
- Minor removal of habitat during construction (this was deemed not significant due to the overall gain in biodiversity).

2.1.5. As there are no predicted impacts on other topic areas these do not need to be considered in relation to potential additional cumulative effects. Potential additional cumulative impacts that might result if the two projects were to go ahead at the same time are therefore limited to the following:

- Greater risk of pollution/contamination of nearby waterbodies
- Potential for significant cumulative carbon emissions
- Increased visual disturbance – leading to additional visual impacts
- Use of materials that are significant cumulatively
- Greater general disturbance to the community – at Cotton Field Park and along Hugh Oldham Way.
- Cumulatively significant loss of habitat
- Greater noise and air quality impacts (from combined construction activity and traffic movements/deliveries)

2.1.6. These issues have been considered qualitatively below:

2.1.7. The impacts of groundworks for the Park have already been assessed as part of the MDC EIA. The additional noise and air quality impacts linked to construction of the Park are minimal. Works for the Park would include hard and soft landscaping works (such as path construction and planting), deliveries of associated materials and movement of construction worker vehicles. The additional impact of traffic associated with delivery of materials and construction staff is expected to be minimal as impacts associated with the groundworks for the Park have already been considered in the MDC ES.

2.1.8. Given the scale of construction work and activity on the MDC development, the additional impacts associated with hard and soft landscaping activities on the Park site would not be significant. Noise and air quality emissions/dust associated with construction of the MDC would be dominant due to the scale of the MDC project and this would set the background levels locally. It is therefore unlikely that there would be any additional significant cumulative noise or air quality impacts as a result of constructing both MDC and the Park in parallel.

2.1.9. As the Park area was to be the construction compound for the MDC development, impacts on landscape character and views and heritage assets in this area has already been considered as part of the individual MDC ES. Similarly impacts on biodiversity and water have already been considered under the MDC ES. There would therefore be no additional significant cumulative effects in relation to these topics.

Construction Mitigation

2.1.10. General construction mitigation is already proposed within the respective ES documents for the two projects. If the two projects were to go ahead at the same time the Construction Management Plan/Code of Construction Practice for the development would include appropriate mitigation measures to ensure construction traffic and construction noise and dust were managed.

Additional Cumulative Effects Summary Table

Topic/Issue	Consideration re additional cumulative effects	Outcome
Pollution - Greater risk of pollution/contamination of nearby waterbodies	Potential impacts of groundworks for the Park on local waterbodies such as New Islington Marina, Rochdale Canal, Ashton Canal has already been considered under the MDC EIA	No additional significant cumulative impacts identified.
Carbon Emissions - Potential for significant cumulative carbon emissions	Carbon emission associated with the Park are minimal in the regional and national context and therefore not significant.	No additional significant cumulative impacts identified.
Visual Impact - Increased visual disturbance – leading to additional visual impacts	The area occupied by the Park has already been considered as a construction compound within the MDC EIA and therefore no additional impacts are anticipated from construction of the Park itself.	No additional significant cumulative impacts identified.
Materials - Use of materials that are significant cumulatively	Material requirements for the Park are minimal – hard and soft landscaping supplies – and are therefore not expected to be significant at a local, regional or national scale.	No additional significant cumulative impacts identified.

Topic/Issue	Consideration re additional cumulative effects	Outcome
Community disturbance - general disturbance to the community – at Cotton Field Park and along Hugh Oldham Way.	As the MDC will not use Hugh Oldham Way to access the site there would be no additional cumulative traffic impacts on adjacent receptors if the programme for MDC and the Park were to overlap. There would be no additional impacts on the Co-Op Academy New Islington or the adjacent Medical Practice. Volumes of traffic predicted for the Park development are very low (so low that transport assessment was scoped out for the Park EIA).	No additional significant cumulative impacts identified.
Biodiversity - Cumulatively significant loss of habitat	Habitat lost within the Park area has already been considered as part of the MDC EIA – additional losses are minimal and not significant (overall there will be a biodiversity gain from construction of the Park)	No additional significant cumulative impacts identified.
Noise and Air - Greater noise and air quality impacts (from combined construction activity and traffic movements/deliveries) - Additional impacts from deliveries and construction staff working on the Park at the same time MDC is under construction.	The additional vehicle movements associated with deliveries to the Park and in relation to workforce are anticipated to be minimal (less than 50 staff – with use of public transport encouraged). Parking assumed to still be limited to the compound within the Phase 2 development. In the context of deliveries and construction workers required for tMDC the increase is considered incremental and would not change the order of magnitude of expected vehicles. Therefore, impacts of traffic or the local noise/air quality environment and human health would remain as predicted for MDC alone.	No additional significant cumulative impacts identified.

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