Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Environmental Statement

Volume 1

Non Technical Summary

NOVEMBER 2024

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1. Introduction

1.1.1. The Government Property Agency (GPA) is seeking planning permission for the creation of a new civil service office campus on land within the Former Central Retail Park (FCRP) located in the New Islington area of Manchester City Centre. The location and boundary of the Site is shown on Figure 1-1 below.



Figure 1-1 - Proposed Development Environmental Impact Assessment (EIA) boundary and location

1.1.2. Regeneration of the wider former retail park is a long-standing strategic priority for MCC. A Strategic Regeneration Framework (SRF) was prepared and endorsed by MCC's Executive Committee in March 2023 to articulate the Council's vision and strategic objectives for the area, together with development principles to guide its future development. The vision set out within the SRF is to create a high-quality, sustainable office district with an attractive public realm at its centre, including a new green space, building upon the strategic location and its strong connections to the local neighbourhoods, city centre, and transport networks.

1.1.3. Following discussion with Manchester City Council as the Local Planning Authority, it was confirmed that an EIA is required to support the planning application in line with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. An EIA assesses the potential significant environmental effects (both negative and positive) of a proposed development and identifies measures to minimise any negative effects (known as 'mitigation measures').

1.1.4. An EIA Scoping Opinion Request was submitted to MCC on 4 October 2024 in order to identify which environmental issues should be studied in detail for Proposed Development. The EIA Scoping Opinion Request concluded that all topics should be scoped into the EIA except for aviation and electronic

interference. A formal Scoping Opinion confirming the scope to be included in the EIA was received in November 2024.

1.1.5. An Environmental Statement (ES) reports the findings of the EIA and includes a Non-Technical Summary (NTS). The purpose of the NTS is to provide a summary of the ES to the public in non-technical language. The summary includes a description of the project, the alternative designs considered, potential significant environmental effects and mitigation measures that are proposed.

1.1.6. This NTS is available for public viewing at MCC during normal office hours, Manchester City Council, Town Hall Extension Albert Square Manchester M60 2LA. This NTS is also available for public viewing on the MCC planning portal at the following address: http://pa.manchester.gov.uk/online-applications/ .

1.1.7. Copies of this NTS and other associated documents are available to purchase either as hard or digital copies from AtkinsRéalis Limited, The Exchange, 3 New York Street. Manchester M1 4HN. Further details, such as pricing, are available on request.

2. Site description

2.1.1. The Site forms the western portion of the Former Central Retail Park with Great Ancoats Street to the south, Old Mill Street to the east, Hugh Oldham Way to the north and the Rochdale Canal to the west. The area occupied by the proposed development is approximately 2.98ha and is centred on National Grid Reference (NGR) SJ 85031 98455. The Site was formerly a retail park, which has since been demolished and is currently disused with a vacant hardstanding carpark with other hardstanding areas. Existing trees line the edge and patches of vegetation are scattered across the Site.

Surrounding area and environmental constraints

2.1.2. The Site is bound by the Co-op Academy New Islington Primary School and playground and Cotton Field Park to the north, and the Rochdale Canal to the west. There are a number of commercial and residential buildings (including listed mill buildings in the Ancoats Conservation Area) along Redhill Street. Opposite the Site, to the south of Great Ancoats Street, there are a number of businesses located at the Urban Exchange. Residential buildings nearby include those in the Brownsfield Grade II* Listed Mill and serviced apartments on Laystall Street. There is high-density residential accommodation within the surrounding area including to the west of the Site along Old Mill Street.

2.1.3. To the east, a number of residential apartments line Old Mill Street and rise up to 16 storeys in height. The New Islington Medical Practice occupies a plot outside of the northeastern extent of the SRF site adjacent to New Islington Marina and Cotton Field Park. Beyond Old Mill Street to the east, residential uses separate the SRF site from the Ashton Canal and the New Islington Metrolink stop.

2.1.4. Although the Site is not located within the Ancoats Conservation Area, the boundary of the Conservation Area runs adjacent to the Site along the banks of the Rochdale Canal. There are six other conservation areas within 1 km of the Proposed Development Site. There are no statutory Listed Buildings within the Site, however there are 247 Listed Buildings within 1 km, the closest being the Grade II Rochdale Canal Lock Number 82 (ID: 1247485) to the west. These and other environmental constraints within the vicinity of the Site are shown on Figure 2.1 below.

2.1.5. The Site is located within the Manchester Air Quality Management Area (AQMA), which covers Manchester City Centre, the area around Manchester Airport and the main traffic routes in the city. The pollutant declared for the AQMA is annual mean nitrogen dioxide (NO_2) from road traffic.

2.1.6. The Rochdale Canal is the closest waterbody to the Proposed Development Site, located adjacent to the western boundary of the Site. The Proposed Development Site is within Flood Zone 1 (low probability of flooding).

2.1.7. The Site lies within a Noise Important Area (NIA) (ID: 10962) which extends along Great Ancoats Street and is a 'hotspot' location where the highest 1% of noise levels at residential locations can be found.

2.1.8. There are two non-statutory designated ecological sites within 1 km of the Proposed Development Site:

- Rochdale Canal Stott's Lane – Ducie Street Basin Site of Biological Importance (SBI) adjacent to the western boundary of the Proposed Development Site; and
- Ashton Canal (West) SBI located 175 m east of the Proposed Development Site.

2.1.9. There are no statutory designated sites for their ecological value within 2 km of the Proposed Development Site. The closest is Rochdale Canal Special Area of Conservation (SAC) located 4.7 km north-east of the Proposed Development Site.

2.1.10. The location of the Proposed Development Site in its wider geographical context including environmental receptors is shown in Figure 2-1.

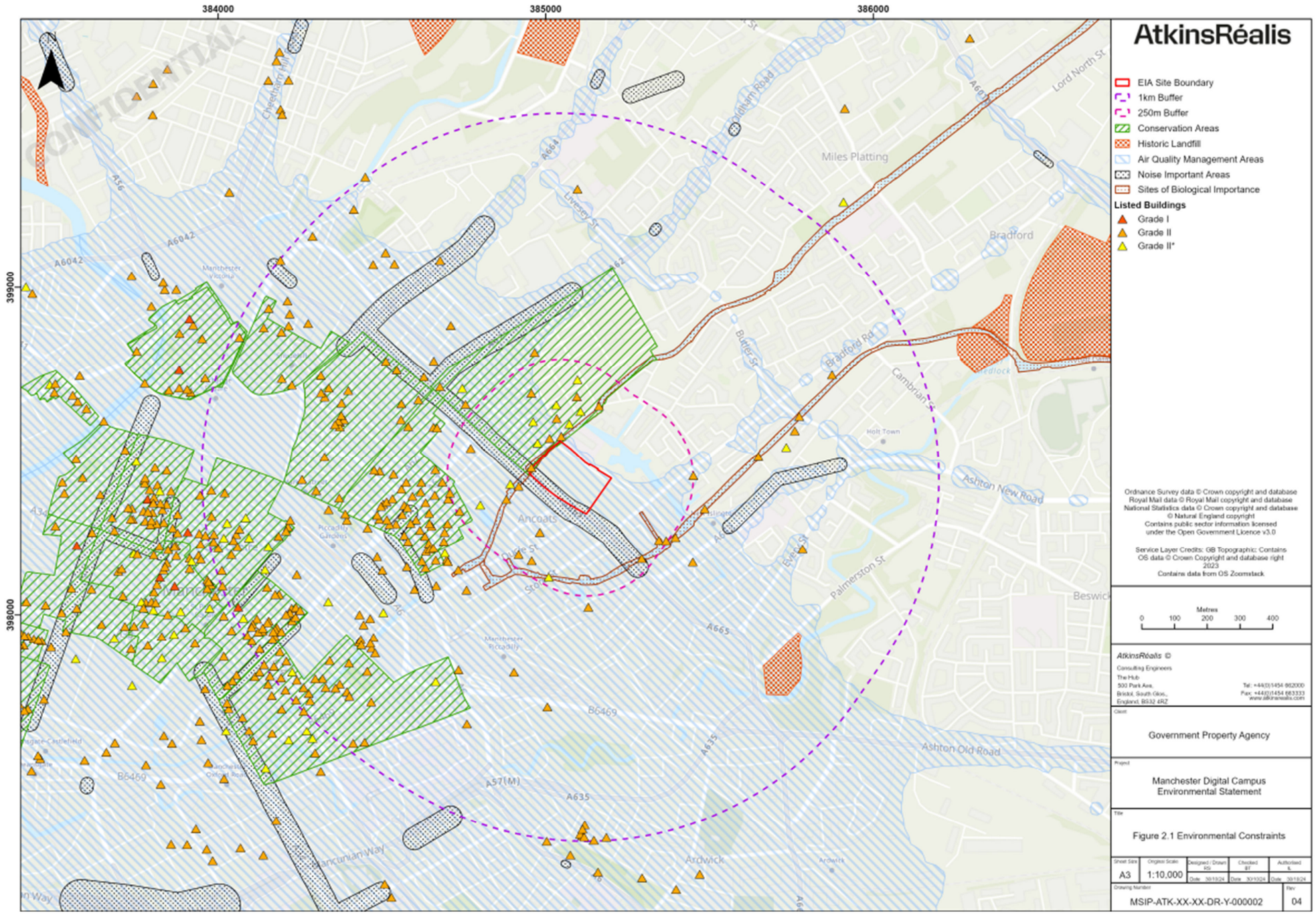


Figure 2-1 Environmental Constraints Map

3. Proposed Development

3.1.1. The Proposed Development comprises the development of a new city centre commercial office campus on the western portion of the Former Central Retail Park. MCC are concurrently submitting an application to the Local Planning Authority seeking full planning permission for the development of a new park within the centre of the former retail park ('the Park Application'). The two planning applications are separate; however, the redline boundaries for the two planning applications overlap in part. This is because the GPA proposes to deliver enabling earthworks over a wider area to create the new site levels for both the MDC and Park developments under this Application.

3.1.2. The Proposed Development for this application comprises:

- A package of enabling works including the establishment of new site levels (including for the future Park development being brought forward by MCC under the concurrent separate application) and permanent boundaries, removal of services, highways alterations and other associated works; and,
- The development of a new civil service office campus including:
    - North Building comprising basement, ground plus seven floors of offices, plus enclosed and exposed rooftop plant;
    - South Building comprising basement, ground floor commercial uses, cycle parking, and occupiable office floorspace, plus six floors of offices plus enclosed and exposed rooftop plant;
    - Total floorspace of 84,000 m^2 Gross internal area (GIA)/87,000 m^2 Gross external area (GEA);
    - Basement level accessible car parking of 50 spaces, (including 15 electrical vehicles (EV) charging points) with access via Great Ancoats Street plus 5 additional spaces associated with facilities management and operations and 320 cycle parking spaces;
    - The creation of new areas of public realm, including improved frontage to Great Ancoats Street, a Canal Plaza adjacent to the Rochdale Canal, and a new boulevard between the two buildings.
    - An area of private landscaping adjacent to the North Building enclosed by a boundary wall and a private garden adjacent to the east elevation of the South Building; and
    - Associated servicing and access arrangements.

3.1.3. The proposed layout for development is shown below in Figure 3-1.

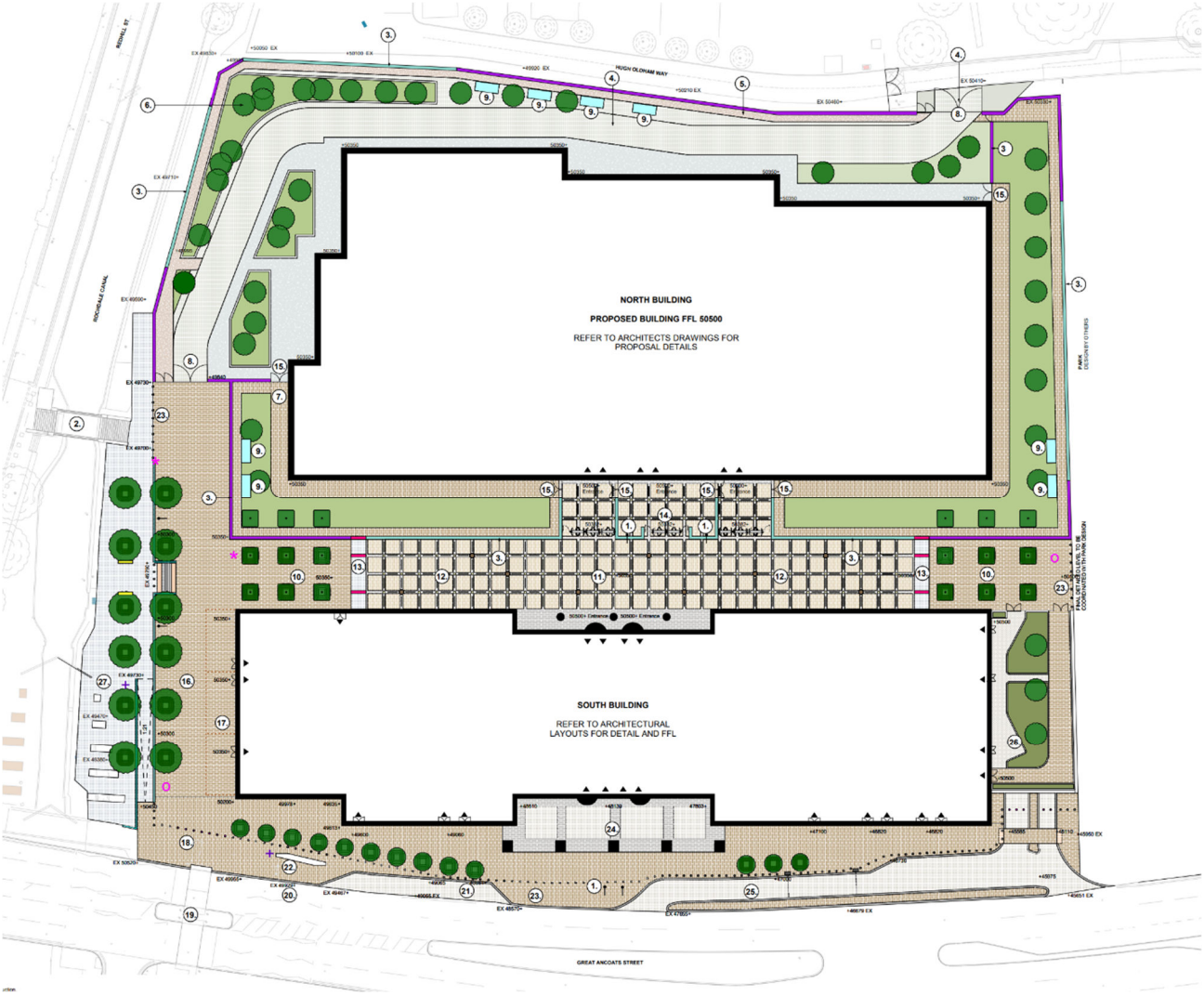


Figure 3-1 - Layout for Proposed Development

North Building

3.1.4. The North Building will occupy the northern part of the Site, see Figure 3-1. The building will be accessed via three main entrances on the pedestrian Boulevard on the southwest side of the building. The massing of the North Building has been developed to be as sensitive as possible to neighbouring buildings including the Co-op Academy New Islington Primary School to the north and historic mill buildings to the west. Design features such as the fins also minimise the direct views over the Co-op Academy New Islington Primary School and historic mill buildings.

3.1.5. The prominent silhouette of the building sits at nine storeys which is in unison with the South Building. Proposed materials will be consistent with the South Building, using concrete or reconstituted stone elements with vertical proportions, however the architectural expression has been designed to be distinctive from the South Building.

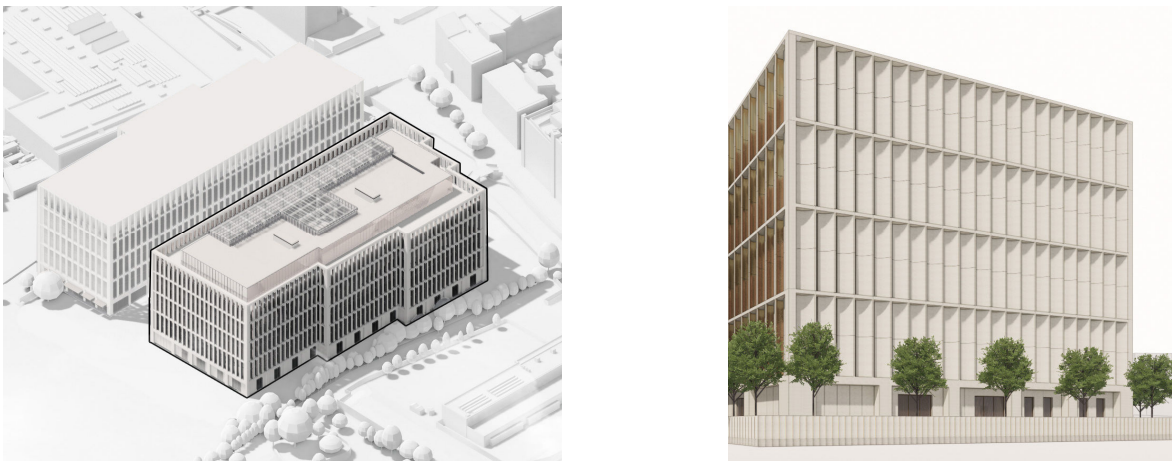


Figure 3-2 - North Building viewed form the north (left) and proposed materials viewed from the east (right).

South Building

3.1.6. The South Building will be located on the southern part of the Site (see Figure 3-3). The building will provide an active frontage to Great Ancoats Street, with retail spaces available to staff and the public. It will be accessed via the main entrance located on the pedestrian Boulevard on the northern side leading into the central atrium space in the centre of the building. A second entrance is provided from Great Ancoats Street also leading into this central atrium space.

3.1.7. The size and shape of the building has been developed to be appropriate for the site and help to repair the streetscape of Great Ancoats Street. The overall silhouette of the building sits in unison with the North Building. Proposed materials will be consistent with the North Building, using concrete or reconstituted stone elements with vertical proportions.



Figure 3-3 - South Building from Great Ancoats Street (left) and from the Park boundary to the east (right).

Landscaping strategy

3.1.8. The Proposed Development will connect to the surrounding area and land uses building upon the existing amenities of Cotton Field Park, New Islington Marina and the Rochdale Canal.

3.1.9. The external spaces around the buildings will include the following high-quality public and landscape areas:

- The Boulevard: A pedestrian area at the centre of the Site which includes entrances to both buildings.
- Canal Plaza: A canal-side plaza at the north-west corner of the Site, providing a space for pedestrians and office staff to use. This space will provide a new publicly accessible amenity space that benefits from the adjacency of the Rochdale Canal and the new retail offering and enables a new outlook of the historic mills on Redhill Street opposite.
- Great Ancoats Street Frontage: A new street-scape along the edge of Great Ancoats Street with hard landscape and trees.
- North Building Island Site: A private landscaped area surrounding the North Building predominantly featuring planting and trees.
- The Terrace: A small private terrace area adjacent to the South Building giving access to the campus cycle parking provision.

3.1.10. The proposed landscaping will provide key functions including:

- Access for pedestrians, cyclists and vehicles including emergencies and deliveries;
- An attractive setting and boundary for its neighbours which include the Co-op Academy New Islington Primary School and Ancoats Conservation Area as well as a number of surrounding residential buildings; and
- Drainage solutions, aiding climate resilience.

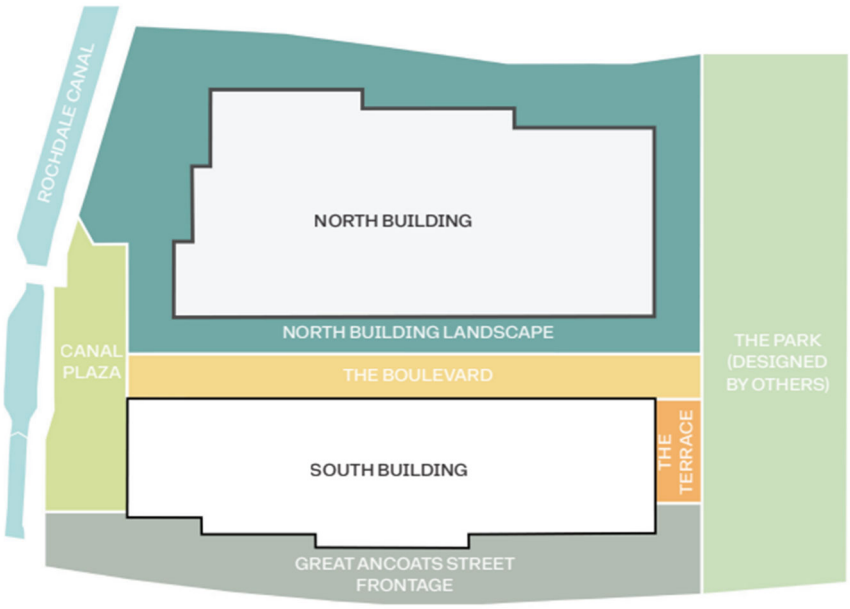


Figure 3-4 - Public realm spaces associated with the Proposed Development

4. Construction information

4.1.1. The overall duration of the construction is anticipated to be circa 48 months, as outlined in Table 4-1. Enabling works would commence soon after planning approval is granted, subject to any pre-commencement planning conditions being met.

Table 4-1 - Key construction phases for Proposed Development

Construction phase	Stage of works	Duration
Enabling works	Enabling works, including creating the new Site levels for The Park	6 months
Main build	Main construction phases: ▪ Sub-structure/ ground works ▪ Superstructure ▪ Façade and roof ▪ Fit out including Furniture, Fixings & Equipment (FF&E)	42 months
Landscaping and public realm	Soft & hard landscaping	

4.1.2. During the enabling works stage, secure boundaries and temporary facilities will be set up. A permanent boundary to the Co-op Academy New Islington will be built to mitigate construction impacts. Utilities will be relocated, the existing landscape will be cleared, and materials recycled where possible. Excavations will establish new ground levels for The Park after a sufficient Archaeological Mitigation Strategy has been undertaken, and some materials stored for reuse. A temporary power supply will be established to support construction activities.

4.1.3. During the main construction phase, activities will include:

- Piling works
- Installation of drainage systems
- Forming of retaining walls
- Use of cranes to construct the main building framework
- Use of concrete for the main structure; both precast and onsite cast
- Façade combining precast concrete panels and curtain walling systems, while roofs will feature inverted designs with waterproofing and photovoltaic panels.

Construction traffic

4.1.4. The main vehicle route to Site will be via the A665 Great Ancoats Street that fronts the Site. The three main arterial roads linking the Site to the M60 are Oldham Road (A62 to the north/west of the Site) to M60 Junction 22; A662 Pollard Street/Ashton New Road (east of the Site); and the A635 Ashton Old Road to the east of the Site to M60 Junction 23.

4.1.5. The primary access and egress to/from the Site will be via the existing Site entrance on Great Ancoats Street with a secondary entrance off Old Mill Street.

5. Alternatives considered and design evolution

5.1.1. The EIA process requires the applicant to provide an outline of the main alternatives considered and an explanation for the main reasons for the design choice made, considering the environmental effects.

5.1.2. The Proposed Development has been informed by Applicant's requirements for a civil service office campus, the specific needs of the building's occupiers, the location, public transport connectivity, regional digital skills, MCC's strategy, relevant planning policy and feedback from consultees. The latest SRF from March 2023 concluded that an office-led development is the most suitable and feasible option, supported by the local planning policy framework. Consequently, no alternative uses are considered further.

5.1.3. The Site was considered suitable as it is strategically located within the City Centre, well-served by multiple sustainable transportation methods, and close to key services and amenities. The proposed development aligns with the key principles of the SRF. Therefore, alternative locations have been discounted.

5.1.4. The design of the Proposed Development has evolved through extensive stakeholder consultation and technical due diligence, including environmental studies. The design of the buildings has gone through a number of iterations involving review of building heights and footprint configurations to ensure the scheme was sympathetic to the canal and Conservation Area to the west and the Co-op Academy New Islington Primary School to the north.

5.1.5. The scale and massing of the proposed buildings are considered on a city scale, with the regeneration of the Ancoats Conservation Area and the development of New Islington as successful examples. The proposed development fills the gap left by the former retail park's demolition. The variety of heights around the site allows flexibility in determining appropriate building heights, with historic mills in the Ancoats Conservation Area as key drivers.

5.1.6. Engagement with MCC and Historic England informed the final heights and stepped-back facades from the historic mills. The following measures have been embedded within the design of the Proposed Development to avoid or reduce the potential for impact on heritage assets:

- Positioning the North and South buildings further away from the Rochdale Canal to maximise the distance between the Proposed Development, the historic listed mills to the north of Redhill Street and the canal
- The simple single-massed blocks of the North and South buildings, responding to the simple block form of the mills
- The use of stepped frontages to break up the buildings' massing and to respond to the orientation of the canal and Great Ancoats Street
- The repetitive articulation of the buildings' elevations, reflective of the rhythmic repetitive elevations of the historic mills

5.1.7. The northern façade of the North building was also stepped back from the Co-op Academy New Islington Primary School to reduce overshadowing and daylight/sunlight impacts.

5.1.8. The building materials selected were chosen to ensure that the buildings reflect other recent developments and blend in with the historic mills that are located nearby.

6. EIA approach and methodology

6.1.1. The EIA identifies the potential environmental effects, the affected receptors and significance of the effects resulting from the construction and operation of the Proposed Development.

6.1.2. The significance of the effects depends on the sensitivity of the receptors and the magnitude of the impacts. The more sensitive a receptor is to an impact, the more significant the effect is likely to be. The more severe the impact, the more significant the effect is likely to be.

6.1.3. Significance can be adverse or beneficial and both types of effects have been considered within the assessments. The levels of the relevance of the effects are categorised as follows:

- Major (adverse / beneficial)
- Moderate (adverse / beneficial)
- Minor (adverse / beneficial)
- Negligible / no effect

6.1.4. Major and moderate effects are generally regarded as being significant whereas minor and negligible effects are not significant.

6.1.5. Mitigation measures are implemented in order to reduce the significance of effects and follow the hierarchy set out below:

- Avoid
- Minimise
- Restore
- Compensate/offset

6.1.6. The following topics were included in the EIA:

- Air Quality
- Biodiversity
- Climate Vulnerability
- Effects on Climate
- Daylight, Sunlight, Overshadowing and Solar Glare
- Ground Conditions and Contamination
- Historic Environment
- Human Health
- Materials and Waste
- Noise and Vibration
- Socio-economics
- Townscape and Visual
- Transport
- Water Resources and Flood Risk
- Wind Microclimate
- Cumulative Effects
- Major Accidents and Disasters

6.1.7. Aviation' and 'Electronic Interference' were not included in the EIA due to the location and nature of the Proposed Development, they were considered unlikely to give rise to significant effects on the environment and were therefore not included in the EIA.

7. Summary of Topic Chapters

7.1. Introduction

7.1.1. The sections below provide a summary of the potential environmental effects during construction and operation (i.e. once construction is complete and the development is in use) for each of the topics considered within the EIA. These include likely significant effects and any mitigation proposed to address these.

7.1.2. Mitigation measures included in the project design (known as embedded mitigation) are also summarised for each topic, along with any enhancement measures proposed.

7.2. Air Quality

7.2.1. Air Quality is the assessment of potential air quality impacts of a development and what measures can be undertaken to mitigate anticipated impacts to promote improvements in air quality and a reduction in pollutants. Assessments include qualitative and, if required, quantitative assessment of impacts associated with construction phase and operational phase emissions, including road traffic.

7.2.2. The main local sources of air pollution include Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10} and $PM_{2.5}$) from vehicle exhausts, and dust from demolition and construction activities. The Proposed Development is located within a designated Air Quality Management Area, indicating air quality is already poor locally.

7.2.3. Background air quality 2022 and 2030 obtained from DEFRA indicates concentrations are below the NO_2 and PM_{10} and $PM_{2.5}$ Air Quality Standard (AQS) objective levels and targets. The annual mean NO_2 concentrations found in the study area show that there is no risk of exceeding the air quality limit value.

7.2.4. During construction any works which have the potential to generate dust emissions, will be controlled through a Construction Environmental Management Plan (CEMP) which will detail appropriate best practice mitigation measures to be followed. This will include mitigation measures identified within Institute of Air Quality Management guidance.

7.2.5. During construction there could be increased dust generation which could potentially affect nearby properties, such as residential buildings, the Co-op Academy New Islington Primary School and Ancoats Primary Care Centre. However, with appropriate management and mitigation measures in place, **no significant** residual effects on air quality are anticipated.

7.2.6. Air quality during construction could also be affected by changes in traffic flows as a result of vehicles travelling to and from the Site transporting materials, plant and labour. Any effects on air quality as a result of construction traffic would be temporary and are likely to be **not significant**.

7.2.7. Once operational, there is potential for adverse effects on air quality at sensitive human health receptors within the study area due to changes in traffic flows associated with the Proposed Development. Likely changes in air pollutant concentrations because of traffic changes during operation of the Proposed Development were modelled. The changes in road traffic emissions during operation were assessed as **not significant**.

7.3. Biodiversity

7.3.1. Biodiversity involves the assessment of potential impacts to both on-site and adjacent and more distant ecological features. Assessment may involve both desktop and field surveys to understand the presence of these features that include terrestrial and water-based species and habitats.

7.3.2. The baseline ecological value of the Site is relatively low, with the area predominantly consisting of hardstanding and scattered vegetation of limited ecological significance. Key features include introduced shrub, a mix of native and non-native trees, and the adjacent Rochdale Canal, which is likely of county importance. Additionally, urban managed greenspaces associated with Cotton Field Park are also of county importance. While the Site itself holds limited ecological value, the surrounding areas contribute to local biodiversity.

7.3.3. No statutory designated sites for nature conservation are located within 2 km of the Site. The Rochdale Canal Stott's Lane – Ducie Street Basin Site of Biological Importance (SBI) (which is adjacent to the Site) and Ashton Canal (West) SBI (175 m from the Site). The latter is not impacted as it is more than 50 m from the Site.

7.3.4. Due to the nature of the Site and the surrounding areas there are no suitable habitats for the following species:

- Otter
- Water vole
- Priority plants/fungi
- Badger
- Amphibians
- Reptiles
- Other priority mammal species (such as hedgehog)
- Priority invertebrates (including white-clawed crayfish and freshwater pearl mussel)

7.3.5. The following species are not considered to be significantly impacted by the Proposed Development. However, due to legal considerations, mitigation is required. Mitigation has therefore been developed for:

- Breeding birds
- Bats

7.3.6. General standard mitigation relating to pollution prevention (dust, water, and ground) will be followed during construction to ensure there will be no adverse impacts upon the adjacent SBI and canal habitat. Additional measures will include tree planting and soft landscaping, installation of bird and bat boxes. An ecologist will be appointed to oversee the works (known as an Ecological Clerk of Works (ECoW). Responsibilities will include covering excavations to prevent animals becoming trapped, removal of Invasive Non-Native Plant Species (INNPS) prior to works starting and removal of vegetation outside of the nesting bird season to prevent nests from accidentally being destroyed.

7.3.7. A Biodiversity Net Gain (BNG) assessment in relation to the Proposed Development has been undertaken to ensure that at least a 10% uplift in biodiversity units from a pre-development baseline scenario to a post-development scenario is achieved, this will require off-site compensation which will be agreed prior to the commencement of works.

7.3.8. Rochdale Canal Stott's Lane – Ducie Street Basin SBI and Rochdale Canal and Urban managed greenspaces could be affected as a result of dust and/or water pollution during construction. This could be caused by accidental pollution (such as from machinery during construction) or from surface water

run-off. With appropriate mitigation measures, these would be a minor adverse effect and considered **not significant**. No adverse effects are anticipated on biodiversity during operation.

7.4. Climate vulnerability

7.4.1. Climate Vulnerability evaluates how a development and associated receptors may be impacted by climate change and its associated risks, including extreme weather events such as heatwaves, droughts or storms

7.4.2. The project will incorporate various design modifications to mitigate potential impacts from climate change and extreme weather during operation.

7.4.3. Construction impacts associated with the current climate are not expected to occur unless construction coincides with extreme weather event(s) such as heatwaves, droughts or storms, the frequency, duration, and intensity of which can be linked to climate change. These have been assessed under other topic chapters in the ES.

7.4.4. After consideration of embedded mitigation, climate change effects have been assessed as negligible to minor adverse and are considered **not significant.** No additional mitigation measures are required.

7.5. Effects on climate

7.5.1. Climate Change is a global environmental issue caused by greenhouse gases emitted because of human activities. As greenhouse gases vary in terms of their impact on climate change, we use a measure known as carbon dioxide equivalent to standardise the climate impact of different greenhouse gases. The UK Government has committed the UK to an 80% reduction in carbon dioxide equivalent emissions relative to the levels in 1990, to be achieved by 2050.

7.5.2. The UK's provisional GHG emissions in 2023 were 384.2 million tonnes (Mt) carbon dioxide equivalent (CO2e). The total GHG emissions for Manchester for 2021 (the last reported year) were 2,095.6 ktCO2e a 48% decrease in emissions since 2005.

7.5.3. Ways to reduce GHG emissions during construction were considered and implemented (where applicable and feasible) as part of the design of the Proposed Development and the consideration of low carbon options. Once operational, the project will meet targets to reduce the use of energy and water, namely NABERS UK 5* rating and BREAAM Excellent. The Proposed Development has been designed in a way that it will achieve these targets as a minimum.

7.5.4. Construction of the Proposed Development will cause GHG emissions, an estimated 67,249 tCO_2e. The largest category of emissions is the production of construction materials, but their transportation to Site, and onsite construction activities also contribute to the emissions. The GHG emissions from the construction of the Proposed Development do not contribute more than 0.0019% to any of the UK Government Carbon Budgets. Therefore, the construction phase of the Proposed Development is considered to have a minor, **not significant** effect on the climate

7.5.5. Once operational, the use of electricity and water would result in the release of in GHG emissions, namely 57,586 tCO_2e over the 60-year operation period. The GHG emissions from the operation of the Proposed Development do not contribute more than 0.0005% to any of the UK Government Carbon Budgets. Therefore, the operation phase of the project is considered to have a minor, **not significant** effect on the climate.

7.5.6. Although no potential significant effects are predicted on climate as a result of the Proposed Development, recommendations have been made to reduce GHG emissions as much as possible, by:

- Minimising energy demand
- Maximising energy efficiency
- Using renewable or low carbon energy

7.6. Daylight, sunlight, overshadowing and solar glare

7.6.1. Daylight is the amount of natural light from the sky from which a surrounding property can benefit, sunlight is the amount of direct sunlight from which a surrounding property can benefit and overshadowing is the amount of shadow which is cast by surrounding structures upon areas of amenity space such as gardens and parks. Solar glare assessments are considered necessary when a proposed development has sections of glazed façade or reflective cladding that may reflect sunlight and obstruct the vision of road users.

7.6.2. As the Site is currently vacant, with no buildings or other obstructions to the passage of light, the surrounding buildings and open spaces presently enjoy unusually high levels of daylight and sunlight. The design of the Proposed Development took into consideration likely daylight and sunlight effects and, considered potential primary mitigation measures to ameliorate the potential effects.

7.6.3. During construction, daylight, sunlight, overshadowing, and solar glare effects will be temporary and are unlikely to exceed those of the completed Proposed Development.

7.6.4. During operation the majority of effects on nearby properties would be negligible or minor adverse (**not significant**) with the following exceptions:

- Minor to moderate adverse effects on daylight for the Co-op Academy New Islington Primary School following mitigation. This includes additional mitigation in the form of replacement of the school's existing rain canopies with new glass canopies funded by the applicant.
- Minor to moderate adverse overshadowing effects on amenity spaces including playgrounds and other amenity areas at the Co-op Academy New Islington Primary School, Cotton Field Park and New Islington Marina

7.7. Ground conditions and contamination

7.7.1. Ground conditions and contamination focus on evaluating the existing geological and soil conditions surrounding a development, as well as identifying potential contamination issues by understanding geology, hydrogeology, and historical land use.

7.7.2. Hardstanding currently covers the majority of the Site following demolition of the former retail park in 2019.

7.7.3. A number of embedded mitigation measures are assumed to be incorporated into the design of the Proposed Development. These include the following:

- The design will be completed in accordance with current authoritative legislation, statutory guidance and best practice,
- Design of drainage to consider risks from contamination,
- Additional assessment of unexploded ordnance risk,
- Mitigation to reduce impacts from soil erosion,

- Derivation of suitable soils re-use criteria and appropriate chemical testing on soils re-used on-site including in areas of soft landscaping,
- Implementation of a Materials Management Plan,
- Maximising re-use of site-won soils and minimising importation of soils.

7.7.4. During construction potential physical effects resulting from the development include increased temporary soil erosion and runoff. These are considered to be negligible and **not significant**. The potential introduction of new sources of contamination and disturbance and mobilisation of existing sources of contamination underground following mitigation measures is considered negligible and **not significant**. No significant effects are expected during operation.

7.8. Historic environment

7.8.1. The Historic Environment is defined as: *'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora'* (NPPF 2023). In relation to the Proposed Development, this comprises listed buildings, conservation areas and non-designated heritage assets including buried archaeological remains.

7.8.2. There are 28 designated heritage assets and 139 non-designated heritage assets within a 250 m study area around the Proposed Development Site. Notably, the historic listed mills along the Rochdale Canal, including Royal Mill, Sedgwick Mill, Old Mill and Decker Mill, Waulk Mill, Brownsfield Mill, and the Ancoats Conservation Area, are particularly significant. The setting of these assets contributes to their value due to their group value and position on the Rochdale Canal. The Proposed Development Site, however, currently detracts from this following the clearance of the densely developed townscape which characterised the area through the 19th and 20th centuries. Six non-designated heritage assets, which are former sites of 19th-century workers' housing and industrial sites, are documented within the Proposed Development Area. There is also a moderate to high potential for archaeological remains from the industrial and modern periods to be present on the site.

7.8.3. The historic environment has been considered throughout development of proposals for the Proposed Development at all stages in its development. A range of measures have been incorporated into the proposals to avoid or reduce the potential for impact on heritage assets including careful siting and massing of the proposed buildings, choice of materiality to reduce visual prominence, hard landscaping sympathetic to the industrial character of Ancoats, the establishment of new public realm adjacent to the Rochdale Canal and integration of artwork reflecting the history of Ancoats into the public realm.

7.8.4. Construction would result in temporary **significant adverse** effects on the setting of surrounding designated heritage assets including listed buildings and the Ancoats Conservation Area. These effects would cease at the end of the construction phase. Construction would also result in the permanent removal of surviving archaeological remains within the Proposed Development Site. The value of potential unknown archaeological remains within the Proposed Development Site is likely to be low to medium. Based on currently available information, the impact of construction upon any such remains is unlikely to be significant. A phased programme of archaeological mitigation would provide a permanent record of any such archaeological remains, however would not reduce the permanent **significant (moderate) adverse** effect predicted on non-designated archaeological remains.

7.8.5. Operation of the Proposed Development would have both negative and positive impacts on the settings of listed buildings surrounding the Site, including Royal Mill, Sedgwick Mill, Old Mill and Decker Mill, and Doubling Mill and Fireproof Mill. The introduction of new large buildings would diminish, to a limited extent, the understanding of the mills' imposing scale, leading to a **minor adverse effect** which is **not significant**. Additionally, the development will bring **slight permanent benefits** to four other listed buildings and the Ancoats Conservation Area.

7.8.6. Additional mitigation measures proposed during construction are listed below:

- The utilisation of construction Site hoardings to deliver heritage interpretation alongside the Rochdale Canal.
- A phased programme of archaeological mitigation which will be agreed with Greater Manchester Archaeological Advisory Service (GMAAS) and delivered prior to commencement of the main construction phase.
- Opportunities to engage with the community about the history of Ancoats and the Proposed Development Site through measures such as public interpretation would be provided by the Applicant in consultation with MCC and GMAAS.

7.9. Human health

7.9.1. Human health and well-being are affected by a complex interaction of multiple factors, such as access to health and social care, healthy food, exposure to air/land/water pollution, access to open and green space, reducing crime and fear of crime, and availability of housing, employment, and other services. Health is not just absence of disease but rather a combination of a person's physical, mental, and social well-being.

7.9.2. Impacts on human heath can be influenced (both negatively and positively) individually or cumulatively by a range of wider health determinants and are further modified by local community circumstance such as living conditions and existing health profiles. The Piccadilly ward performs much better than Ancoats and Beswick ward, Manchester, and England across most health indicators, although emergency hospital admissions for chronic obstructive pulmonary disease are higher than the national average.

7.9.1. The main assessment identifies a range of impacts to determinants of human health and sensitive receptors that result in effects that range from minor adverse to minor beneficial during the construction and operation phase.

7.9.2. A CEMP will be prepared to effectively control/minimise adverse impacts on human health for the duration of the Proposed Developments construction. Including the appointment of a Community Liaison Officer (CLO), a Community Engagement Plan (CEP), a Dust Management Plan (DMP), a Noise Monitoring and Management Plan, a Pollution Prevention and Control Management Plan. Additionally, a Construction Traffic Management Plan (CTMP) will be implemented to define measures to reduce impacts from construction traffic, particularly on the Inner Relief Road (Great Ancoats Street), Old Mill Street and Redhill Street: signage, Site access and egress, coordination of road closures/diversions and timing/ volume restrictions.

7.9.3. Additional mitigation measures proposed during construction are included below:

- Reactive process to instigate additional mitigation measures for individual receptors should specific unforeseen issues arise during construction, to be managed by the contractor through the work of the Community Liaison Officer.
- Opportunities for recruitment of construction jobs and procurement of goods and services would start at the local and regional level to ensure that the employment and economic benefits for the construction are realised here.
- The approach to managing the construction workforce would be underpinned by several key objectives: reducing the number of workers on site by increasing off site manufacturing and pre-fabrication and efficient on-site execution; achieving optimum staff productivity by providing high quality staff and site-wide workforce facilities and services; provide a healthy and safe working environment, whilst ensuring that people can move to where they need to be in the right numbers and at the right time; and avoid or mitigate potential impacts on the local community.

7.9.4. **No significant adverse** effects on health and wellbeing are expected.

7.10. Materials and waste

7.10.1. Materials and waste can impact resource consumption, waste generation, and the environmental footprint of a development. Proper management of these materials and waste ensures regulatory compliance, minimizes pollution, and reduces community impact. Additionally, efficient use of materials and waste can lead to cost savings and promote sustainability, making a development more environmentally beneficial and socially responsible.

7.10.2. The baseline conditions were determined from the regional and national annual sales for materials, levels of landfill void capacity in North West England, and local allocated Mineral Safeguarding Areas (MSAs) and peat resources.

7.10.3. Mitigation measures would follow the waste hierarchy: Prevention, Preparing for Reuse, Recycling, Other Recovery and Disposal.

7.10.4. Due to the scale of the project it is considered unlikely that it would have any significant effects during construction or operation on the availability of materials or minerals or the availability of landfill void capacity. Any effects are considered **not significant**.

7.11. Noise and vibration

7.11.1. Noise and Vibration associated with a development can affect human health and well-being, disrupt wildlife and ecosystems. It can include short-term impacts, such as construction noise, and long-term effects, like increased operational traffic noise.

7.11.2. Construction activities on the Site have the potential to affect nearby receptors, either due to noise and vibration from demolition and construction activities, or from additional Heavy Duty Vehicles (HDVs) associated with construction activities on the local road network. These effects would be temporary and mitigated through the implementation of a Construction Environmental Management Plan (CEMP), Noise and Vibration Management Plan and Construction Traffic Management Plan. Therefore, these effects are considered **not significant**.

7.11.3. During the enabling works, a permanent wall will be built along the boundary with the Co-Op Academy New Islington to screen the construction activities.

7.11.4. Good stakeholder relations are often the most effective way to manage potential construction noise and vibration impacts on site. Implementation of a Community Engagement Plan will ensure that local residents and other affected parties are kept informed of the progress of the works, including when and where the noisiest activities would be taking place and how long they are expected to last. The Contractor will provide all local residents with a point of contact to discuss any queries relating to the construction works or to raise complaints. All noise complaints shall be effectively recorded, investigated, and addressed.

7.11.5. A number of mitigation measures have been embedded in design to minimise noise and vibration impacts during the operation of the buildings. These include the location and position of the proposed plant on the roof of the proposed buildings and the orientation of the buildings on site, which will provide an element of shielding from road noise along Great Ancoats Street, in particular for Co-op Academy New Islington Primary School.

7.11.6. Once the Site is operational there is potential for the local noise levels to be affected due to the introduction of new mechanical plant and potential increase in traffic for day time and night time periods.

7.11.7. Day time noise effects are **not significant** for all sensitive receptors apart from Residents Inn, 40 Laystall Street and a new hotel adjacent to it (application reference 135662_FO_2022), where effects will be **moderate**.

7.11.8. Night time noise effects are **not significant** for all sensitive receptors apart from Residents Inn, 40 Laystall Street and the new hotel, where effects will be **major** without the implementation of mitigation measures.

7.11.9. It should be noted that although moderate impacts have been identified at the Co-op Academy New Islington Primary School it is considered unlikely that it shall be occupied during the night-time period.

7.11.10. Suitable acoustic screening will be provided to rooftop plant equipment to minimise noise, especially for nighttime operations. During the detailed design process, consideration will be given to plant selection ensuring that, where possible, low noise options are installed. Consideration will be given to the installation of manufacture specified silencer/mufflers to ensure that noise levels are minimised as far as practical.

7.11.11. With appropriate acoustic screening effects are considered to be negligible at all receptors apart from the night-time period at Residence Inn, 40 Laystall Street, where impacts are considered to be minor adverse or less.

7.11.12. There will be **no significant** vibration impacts during operation.

7.12. Socio-economics

7.12.1. Socio-Economics refers to the way social and economic factors influence one another across residents, communities and labour markets.

7.12.2. The study area has been defined as the area which will be impacted by the Proposed Development; Piccadilly and Ancoats and Beswick wards in terms of employment, housing and economic climate. Where data was not available at ward level, data of the Manchester Local Authority District (LAD) has been used.

7.12.3. Approximately 2000 FTEs will be supported across the local labour market receptor during construction which are net additional to the local economy. Whilst the labour market is considered to have low sensitivity due to Manchester's low unemployment rates, the Proposed Development will have a **major significant beneficial** effect on the local labour market during construction. It is not expected that there will be significant effects on the availability of local housing or the demand for healthcare and education facilities within the local area.

7.12.4. Construction is anticipated to generate relatively few construction vehicle trips over the construction programme. The magnitude of the temporary disruption on local businesses and residents in the area surrounding the Proposed Development will be moderate and therefore **not significant**.

7.12.5. Upon completion, approximately 3,500 FTEs will be supported across the local labour market by the provision of office floorspace which are net additional to the local economy. Another 3,500 FTEs moving from other Government Estate buildings. This results in a **major significant beneficial** effect on the labour market.

7.12.6. There will also be approximately 50 FTEs supported across the local labour market by the provision of commercial (retail) floorspace which are net additional to the local economy. However, this will have a relatively **minor beneficial** effect given the high level of retail jobs within the Piccadilly ward.

7.12.7. The injection of employment into the local housing market could see further strain on the already limited housing supply across the Greater Manchester Combined Authority (GMCA). Therefore, there will be a **minor adverse** effect. The increase in residents in the local area will cause an increase in demand for the healthcare and education facility receptors. These will have a **minor adverse** effect on demand.

7.13. Traffic and Transport

7.13.1. Traffic and Transport surrounds the movement of vehicles, pedestrians, and cyclists on roadways and pathways and the systems and services used to move people and goods from one place to another. Assessments include how a development may transportation network and traffic conditions, considering both construction and operational phases

7.13.2. The Site is bounded to the southwest by A665 Great Ancoats Street which is a main arterial route to the north of Manchester city centre.

7.13.3. Disruption caused by construction traffic on the local highway will be kept to a minimum by the implementation of a CEMP, this will ensure that construction traffic travels on the strategic road network whenever possible, and also travels outside of peak traffic hours, in addition to general construction practices.

7.13.4. A Construction Traffic Management Plan (CTMP) has been prepared in addition the Outline CEMP which sets out a framework to be taken forward by the appointed construction contractor to mitigate any potential impacts. This CTMP will consider construction traffic volumes, movements and timing, and their management.

7.13.5. The Proposed Development will be supported by a Framework Travel Plan (FTP) which will seek to reduce the number of trips by single occupant private cars by encouraging and promoting travel by sustainable travel modes (walking, cycling and public transport). As part of the Proposed Development there is to be 320 cycle spaces provided on site, with 50 accessible parking spaces (plus 5 spaces associated with facilities management and operations) provided in addition to 15 Electric Vehicle (EV) charging points. Sustainable travel models and measures to increase the Site connectivity are included within the FTP.

7.13.6. The effect from construction traffic on traffic flows, journey times and pedestrians will be temporary / adverse and the significance of effect is considered to be negligible and therefore **not significant**.

7.13.7. Potential impacts associated with the operational phase include:

- Driver Delay
- Pedestrian and Cycling Delay
- Pedestrian and Cyclist Amenity
- Fear and Intimidation
- Accidents and Safety
- Severance

7.13.8. The effect of the project on the above potential impacts would be permanent/adverse, however the overall significance is negligible and therefore **not significant**.

7.14. Water resources and flood risk

7.14.1. Water resources and Flood risk refer to the potential impacts of a development on sources of water that are available for use, including rivers, lakes, groundwater, and reservoir and the likelihood of flooding occurring in a specific area. Assessment can include examining changes in water quality, availability, and flow patterns, and flood risk assessments.

7.14.2. The baseline assessment identified surface water bodies, groundwater bodies and flood risk within the study area. Within the study area there are two canal waterbodies (Rochdale Canal and the Ashton Canal) and the River Medlock designated as a Statutory Main River.

7.14.3. The Proposed Development is not at risk of flooding from the Rochdale Canal, Ashton Canal, and New Islington Marina despite proximity.

7.14.4. Potential impacts from construction can be mitigated through best practice measures. Mitigation measures which will be implemented to mitigate any potential impacts to the water environment during construction include adherence to guidance such as Guidance on Pollution Prevention (GPPs) and CIRIA C715 Environmental good practice.

7.14.5. Embedded mitigation for the potential impacts to groundwater from construction activities include the implementation of a piling risk and deep foundation risk assessment and a dewatering risk assessment. Sustainable Drainage Systems (SuDS) will also be installed to control surface water runoff.

Surface water quality

7.14.6. Risks to water quality as a result of construction activities has been identified as having a minor magnitude adverse impact to Rochdale Canal (western section) and Ashton Canal and Peak Forest Canal (lower section). With mitigation in place, this would be a **slight adverse** effect. During operation risks to surface water are expected to be minimal as water will be captured within a Sustainable Drainage System. The significance of effect has been identified as **neutral/ slight adverse**.

Groundwater

7.14.7. Changes to groundwater quality as a result of piling activities potentially creating contaminated runoff has been identified as a minor magnitude of adverse impact. With mitigation in place, this would be a **slight adverse** effect. Changes to groundwater quality in local aquifers has been identified as a minor/moderate magnitude adverse impact. With mitigation in place, this would result in a **moderate adverse** effect.

7.14.8. The impact of construction on groundwater quantity has been identified as a minor magnitude of adverse impact and the significance of effect is **slight adverse**.

7.14.9. During operation deep foundations and piles may represent rapid vertical flow pathways into the groundwater body for potentially contaminated runoff. However, this impact has been identified as having a negligible magnitude of adverse impact (when considering embedded mitigation) on groundwater and the significance of effect has been identified as **slight adverse**.

7.14.10. Overall, the residual effects surrounding groundwater are considered **not significant.**

Flood risk

7.14.11. The scheme is unlikely to have any significant effects on flood risk or be at risk of flooding during either construction or operation.

7.15. Wind microclimate

7.15.1. Wind and microclimate examine how local wind patterns and conditions interact with and may be altered by a development. The assessment includes an examination of baseline wind conditions and potential areas where a development could create undesirable effects and impact pedestrian comfort and safety, providing relevant measures to mitigate this.

7.15.2. The wind microclimate for the Site has been considered throughout the design of the Proposed Development and the landscape design model. Wind mitigation measures include the introduction of soft landscaping within the Site, including the planting of approximately 84 trees.

7.15.3. While construction activities are underway, there is a possibility of wind flowing through and across any open spaces within the Site, potentially causing minor inconvenience to pedestrians. However, considering the dusty nature commonly associated with construction sites, individuals traversing the area would anticipate a reduced level of comfort. No significant effects on wind microclimate are expected.

7.15.4. Areas of the Proposed Development where potential uncomfortable wind conditions may be present for pedestrians include building entrances, recreational spaces and roof maintenance areas. Following construction of the Proposed Development, wind conditions (speed and duration) within the study area are predicted to meet the necessary safety criteria. All intended areas are expected to be suitable for their intended uses. The project is therefore considered to have a **minor adverse** impact on local wind conditions and microclimate, which is considered **not significant**.

7.16. Major accidents and disasters

7.16.1. Considering major accidents and disasters surrounding a development is crucial for identifying and mitigating risks, thereby protecting both human health and the environment. Appropriate risk and environmental mitigation measures have been considered, developed and adopted through compliance with design standards, applicable legislation and best practice measures.

7.16.2. Flooding and measures to address the risk of encountering Unexploded Ordnance (UXO) have been considered in the relevant topic chapters in the ES. The risk of engineering failure or terrorism has been considered as part of the building design and has therefore been addressed by embedded mitigation measures.

7.16.3. With appropriate embedded mitigation in the design of the buildings these effects are considered to be **not significant**.

7.17. Townscape and Visual Impact Assessment

7.17.1. Townscape and Visual Impact Assessment focuses on evaluating how a Proposed Development will influence the visual character and aesthetic quality of the surrounding area and corresponding visual receptors and Townscape.

7.17.2. A visual impact assessment was undertaken using thirteen representative views to consider how these will change as a result of the Proposed Development and how this will affect people and visual amenity at different places. A Townscape Character Appraisal was undertaken, quantifying impacts on twelve identified Townscape Character Areas (TCA) surrounding the Site.

7.17.3. The temporary impact to four of the local views and TCA 1 (Great Ancoats Street) during construction is considered to be **moderate adverse** based upon residual cumulative impacts from construction activities.

7.17.4. Appropriate measures to reduce impacts on TCA and viewpoints will be included within the CEMP, including a contractor CLO and complaints procedure, CEP, a DMP, a Noise Monitoring and Management Plan, a Pollution Prevention and Control Management Plan.

7.17.5. The activation of the Site during operation through the injection of new uses and permeable frontages, including the introduction of new retail accommodation and new public realm is considered to be **moderate to major** beneficial with regard to TCA 1.

7.18. Cumulative effects

7.18.1. The assessment of cumulative effects recognises that impacts associated with a project may not be significant individually, but have a significant effect when different impacts are combined. Impacts that are not significant on their own may be considered significant when they occur at the same time as impacts from other projects being taken forward in the same area.

7.18.2. These two types of cumulative effects have been considered in the EIA. The combined effects of individual topic impacts are known as 'intra-project' effects. The combined effects of the proposed development along with other nearby development projects are termed 'inter-project' effects. Only other projects nearby that are likely to go ahead are considered. These are referred to as Reasonably Foreseeable Future Projects (RFFPs) and shown within Figure 7.1.

7.18.3. Only intra-project and inter-project cumulative effects that are considered likely to be significant have been described below.

7.18.4. Three locations have been identified as experiencing potentially significant residual intra-project cumulative adverse effects in the construction phase. At the Co-op Academy in New Islington, there are **moderate adverse** impacts mainly due to noise and disruption. Red Hills at Royal Mills and the Ancoats Conservation Area also face **moderate adverse** effects, primarily related to townscape and heritage considerations. These impacts are effects are temporary, for the duration of the construction activities and additional mitigation measures will be included within the OCEMP to manage these.

7.18.5. **Moderate beneficial** and significant residual intra-project cumulative effects have been identified for the Ancoats Conservation Area once the Proposed Development becomes operational. This is due to direct beneficial impacts on the townscape, leading indirectly to human health amenity benefits coupled with increased vitality and dwell time, likely to enhance socio-economic conditions.

7.18.6. Four RFFPs have been identified as contributing to potentially significant residual inter-project cumulative beneficial effects in the construction phase:

- 128191/FO/2020 (Land Bounded by Ashton Canal, Great Ancoats Street, Munday Street and Pollard Street Manchester M4 7DS) – commercial led development acting in combination with the Proposed Development to result in **moderate beneficial** effects in the construction phase, typically associated with opportunities for the labour market
- 135662/FO/2022 (Laystall Street / Great Ancoats Street Manchester M4 6DE) – mixed use development acting in combination with the Proposed Development to result in **moderate beneficial** effects in the construction phase, typically associated with opportunities for the labour market

- 135675/FO/2022 (Tariff Street Manchester) – mixed use development acting in combination with the Proposed Development to result in **moderate beneficial** effects in the construction phase, typically associated with opportunities for the labour market
- 137346/FO/2023 (Land Bounded by Naval Street to The North, Poland Street To The East, Jersey Street To The South And Radium Street To The West Manchester) – mixed use development acting in combination with the Proposed Development to result in **moderate beneficial** effects in the construction phase, typically associated with opportunities for the labour market

7.18.7. Three RFFPs have been identified as contributing to potentially significant residual inter-project cumulative adverse effects in the construction phase:

- 138191/FO/2020 (Land Bounded by Ashton Canal, Great Ancoats Street, Munday Street and Pollard Street Manchester M4 7DS) – commercial led development acting in combination with the Proposed Development to result in **moderate adverse** effects in the construction phase, typically associated with additive noise and disturbance impacts
- 135675/FO/2022 (Tariff Street Manchester) - mixed use development acting in combination with the Proposed Development to result in **moderate adverse** effects in the construction phase, typically associated with intrusion and disturbance in the townscape and affecting heritage assets
- 122598/FO/2019 (Land Between Coppersmith Road, Lockyard Lane and New Islington Marina Manchester) – mixed use development acting in combination with the Proposed Development to result in **moderate adverse** effects in the construction phase, typically associated with additive noise and disturbance impacts

7.18.8. **Moderate beneficial** and significant residual inter-project cumulative effects have been identified for the labour market and local housing market overall in the operational phase. This is due to the volume and nature of the totality of the development that is anticipated to be delivered by the combination of the Proposed Development and the shortlisted RFFPs within the study area.

7.18.9. The Outline Construction Environmental Management Plan (OCEMP) includes a commitment to the preparation and implementation of a Noise Monitoring and Management Plan, together with an expectation that the Community Liaison Officer (CLO) will manage responses to any complaints, which may trigger noise monitoring. Additional mitigation measures will be set out in the Noise Monitoring and Management Plan and linked to pre-agreed noise thresholds in a Section 61 consent.

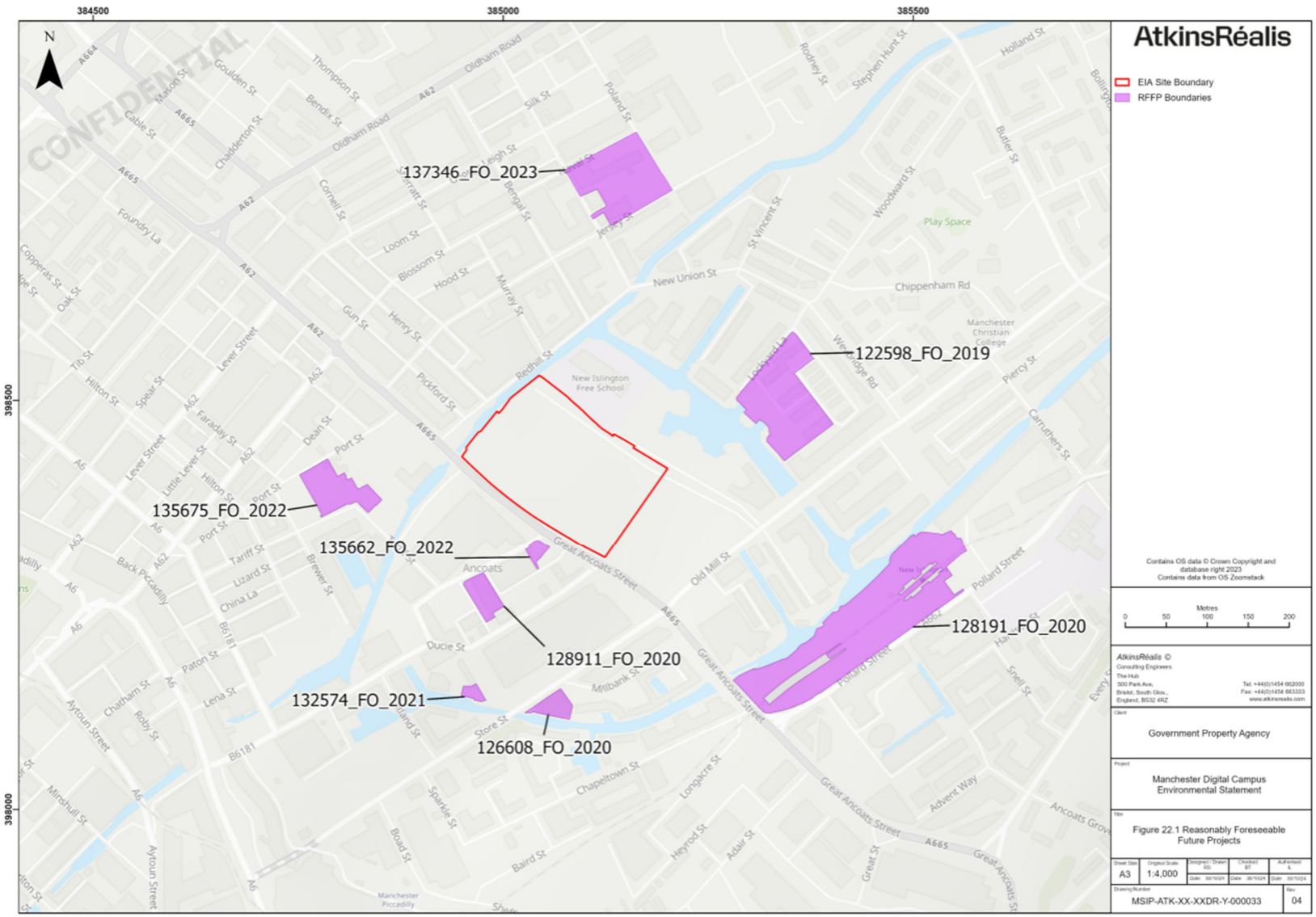


Figure 7-1 – RFFP Developments

8. Glossary and acronyms

Term	Definition
AMS	Archaeological Mitigation Strategy
AQMA	Air Quality Management Area
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
dB	Decibel
ECoW	Ecological Clerk of Works
EIA	Environmental Impact Assessment
ES	Environmental Statement
EV	Electric Vehicle
FCRP	Former Central Retail Park
FF&E	Furniture, Fixtures and Equipment
FTP	Framework Travel Plan
GMAAS	Greater Manchester Archaeological Advisory Service
GMCA	Greater Manchester Combined Authority
HDV	Heavy Duty Vehicle
HVM	Hostile Vehicle Mitigation
GPA	Government Property Agency
GPP	Guidance Pollution Prevention
INNPS	Invasive Non-Native Plant Species
LAD	Local Authority District
MCC	Manchester City Council
MDC	Manchester Digital Campus
MSA	Mineral Safeguarding Area
NGR	National Grid Reference
NIA	Noise Important Area
NTS	Non-Technical Summary
OCEMP	Outline Construction Environmental Management Plan
SAC	Special Area of Conservation
SBI	Site of Biological Importance
SRF	Strategic Regeneration Framework
UXO	Unexploded Ordnance

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