Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Environmental Statement

Volume 4 - Appendix 4.2: EIA Scoping Report Opinion

NOVEMBER 2024

MANCHESTER
CITY COUNCIL

Julie Roscoe
Director of Planning, Building Control and Licensing

PO Box 532
Town Hall
Manchester M60 2LA

Ms Eve Grant
Director
Deloitte LLP
100 Embankment
Cathedral Approach
Manchester
M3 7FB

Contact: Miss Jennifer Atkinson
Tel: 0161 234 4517
Fax: 0161 274 0014
Email: jennifer.atkinson@manchester.gov.uk

20 November 2024

Our reference: JA/DMN

Dear Ms Grant

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 ("THE EIA REGULATIONS")

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

'MANCHESTER DIGITAL CAMPUS' ("THE PROPOSED DEVELOPMENT")

SCOPING OPINION OF MANCHESTER CITY COUNCIL PURSUANT TO REGULATION 15

Thank you for your request dated 1 October 2024 for a Scoping Opinion at the above site.

In coming to a formal opinion on the scope of the Environmental Statement ("ES"), Manchester City Council, as Local Planning Authority, has considered the supporting information contained within your *'EIA Scoping Report'* prepared by yourselves, on behalf of the Applicant, the Government Property Agency (GPA), and the comments from statutory consultees.

I have now had a chance to consider your scoping request and I outline my response below.

The Proposed Development is considered an EIA development as it falls within the description and thresholds in Schedule 2 10(b) of the EIA Regulations as an 'Infrastructure Project - Urban Development Project' which has the potential to have significant effects on the environment. In accordance with Schedule 2, Categories 10(b) (urban development projects) of the EIA Regulations and owing to the location, scale and nature and of the Proposed Development, I

note that you recognise the need for an EIA and have therefore submitted the Scoping Report for consideration to the City Council, as Local Planning Authority.

Before adopting a Scoping Opinion the City Council, as Local Planning Authority, must take into account the information specified in Regulation 15(6) of the EIA Regulations.

(a) any information provided by the applicant about the proposed development;

(b) the specific characteristics of the particular development;

(c) the specific characteristics of development of the type concerned; and

(d) the environmental features likely to be significantly affected by the development.

This Scoping Opinion sets out the information that the City Council, as Local Planning Authority, considers should be included in the ES that will be submitted with the subsequent planning application made in respect of the Proposed Development.

In formulating this Scoping Opinion the City Council, as Local Planning Authority, has taken account of, the requirements of the EIA Regulations, the nature and scale of the Proposed Development, the nature of the receiving environment, current best practice in the preparation of environmental statements, and the views expressed by the organisations and bodies that responded to the consultation.

This Scoping Opinion should not be construed as implying that the City Council, as Local Planning Authority, agrees with the conclusions set out in the Scoping Request regrading impacts of the proposal. This Scoping Opinion is without prejudice to any decisions subsequently taken in respect of any planning application submitted in respect of the Proposed Development.

Your report of the 1 October 2024 sets out the proposed chapters that the ES will cover, and the disciplines which you believe should be scoped in and out of the EIA.

These are as follows:

Scoped In

- 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;
- Major Accidents and Disasters; and
- Cumulative Effects.

Scoped out

- Aviation; and
- Electronic Interface.

Below is a consideration of the Scoping Report for the Proposed Development and comments on the approach which you have outlined.

CONSULTATIONS

Regulation 15 (4) of the EIA Regulations require the City Council, as Local Planning Authority, to consult consultation bodies prior to adopting a Scoping Opinion.

Having regard to Regulation 2 of the EIA Regulations, the following consultees were consulted who have specific environmental responsibilities and which the City Council, as Local Planning Authority, considers are likely to have an interest in the development proposal.

- Natural England;
- Environment Agency;
- Greater Manchester Ecology Unit (GMEU);
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- Active Travel England (ATE);
- United Utilities;
- City Council Highway Services;
- City Council Environmental Health;
- City Council Flood Risk Management;
- City Council Arborist;
- City Council works and skills;
- Aerodrome Safeguarding;
- Design for Security at Greater Manchester Police.

All responses of the consultees contacted by the City Council, as Local Planning Authority, during the EIA scoping process are appended to this letter.

You are strongly recommended to consult further with consultees as appropriate throughout the EIA process as the development proposal evolves. It is thereby recommended all consultee responses are reviewed by you and the applicant in full.

Any subsequent ES submitted with a planning application should reflect the points raised by the consultation bodies where this reflects the requirements of the Regulations. It is recommended that the ES summarises the scoping responses from the consultation bodies and how they are, or are not, addressed in this regard. Any consultation responses received after the date of this letter, that have not been taken into account within this Scoping Opinion, will be forwarded to you and should be given due consideration in the planning application and EIA process.

CONTEXT

The former Central Retail Park is approximately 4 hectares. The proposed development site, which is subject to this Scoping Opinion, is 2.87 hectares and is Phase 1 of the redevelopment of the former Central Retail Park.

The retail park was demolished a number of years ago and the site is currently vacant and covered in hardstanding which once former the car parking area of the site. There is also gras and vegetation at the site.

There is a significant ground level change across the former Central Retail Park between its northwest corner, descending towards its southeast corner where Great Ancoats Street and Old Mill Street intersect.

The main vehicular access point located off Great Ancoats Street, and a secondary access point off Old Mill Street, formerly used for deliveries and waste collections.

The development site is located in New Islington, Greater Manchester. The surrounding area contains a mixture of uses including commercial and residential uses. The Co-op Academy New Islington Primary School, Cotton Field Park, New Islington Marina, New Islington Medical Practice and Urban Village Medical Practice are located along the northern boundary of the site.

Opposite the Site, to the south of Great Ancoats Street, a number of businesses are located at the Urban Exchange, a retail outlet as well as residential buildings. There is also high-density residential accommodation within the surrounding area including to the west of the Site in Ancoats and southeast of the Site along Old Mill Street.

SENSITIVE RECEPTORS

The development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA) along Great Ancoats Street.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA).

The site is located in Flood Zones 1. The site is also situated within the Manchester, Salford and Trafford Critical Drainage Area (CDA). The Rochdale Canal is the closest waterbody to the development site.

The development site is not within a conservation area; however the boundary of the Ancoats Conservation Area runs adjacent to the northwest of the site, along the bank of the Rochdale Canal on the Former Central Retail Park side. There are six other conservation areas within 1km of the development site.

There are no statutory Listed Buildings within the development site, however there are 240 Listed Buildings within 1km, the closest being Grade II Rochdale Canal Lock Number 82 located 11m west. Additional listed assets relevant to the Rochdale Canal are close to the site, and Sedgwick Mill and Royal Mill lining the west of Redhill Street.

PROPOSED DEVELOPMENT

I note from your Scoping Report that the Proposed Development is based on a number of parameters which are evolving as part of the design process. Should these parameters change, then a further scoping assessment should be undertaken if the scope of the ES needs to reflect this.

The Proposed Development would consist of the following works:

- Erection of two new buildings ranging in height up to 10 storeys (including basement and plant accommodation) which will include workspaces, supporting retail on the ground floor fronting Great Ancoats Street and provides cycle storage and changing facilities for staff for the whole Site.

- The Manchester Digital Campus will also include The Boulevard and Canal Plaza as public realm.

- The development would include a basement for accessible parking of 50 cars (plus 5 spaces associated with facilities management and operations), as well as deliveries, servicing and maintenance access. Access to the basement will be from the existing access point on Great Ancoats Street.

- A package of enabling works including the establishment of new site levels (including for the future Park development being brought forward by the City Council under a concurrent separate application) and permanent boundaries, removal of services, highways alterations and other associated works.

ASSESSMENT OF THE SCOPING REPORT

I can confirm that the approach outlined within the Scoping Report is considered to be generally acceptable, appropriate and proportionate. This is also reflected in the nature of the consultation responses.

You should note the specific points I have made below within the specific discipline areas which reflect the comments of the consultees and those of the City Council, as Local Planning Authority. These matters should also be included and addressed within the relevant chapters of ES.

Discussion of alternatives

Paragraph (3)(d) of Regulation 18, and paragraph 2 of Schedule 4 of the EIA Regulations, require that environmental statements include discussion description of the reasonable alternatives to the Proposed Development and an indication of the main reasons for the option chosen, that have been considered by the applicant.

I note within section 3 of your Scoping Request that you intend to provide a discussion on alternatives within the ES. This will focus on alternatives considered and project design evolution.

Presentation and content of the Environmental Statement

The purpose of an ES is to enable significant environmental impacts of a proposed development to be fully considered before an application for planning consent is determined.

The ES provides environmental information to aid the decision making process. The ES should be laid out clearly, with minimum use of technical terms (where appropriate) and should provide an objective and realistic description of the likely significant impacts of the proposed development.

The information should be presented so as to be comprehensible to the specialist and non-specialist alike. The ES should be concise with supporting technical information placed in appendices

Mitigation

Paragraph 7 of Schedule 4 of the EIA Regulations states that mitigation measures may fall into a range of categories namely:

- avoidance of impacts;
- reduction in the magnitude of impacts; or
- compensation for losses incurred through unavoidable impacts;

These should be identified as such in the technical chapters of the ES.

Mitigation measures should not be developed in isolation, as they may relate to more than one aspect of the environment (e.g. mitigation to address issues of landscaping, surface water management, air quality and biodiversity).

The ES should set out the mitigation measures required to prevent, reduce and where possible offset any significant adverse effects. The ES should also identify any residual effects that could be expected to persist even with mitigation in place.

The anticipated effectiveness of any mitigation measures proposed should be addressed within the ES. Only mitigation measures that can be shown to be deliverable (i.e. technically and financially viable), and for which the applicant can deliver and implement as part of any planning permission granted, should be taken into account as part of the assessment.

It is further recommended that a section is included in the ES in which the mitigation measures proposed across all the technical chapters are collated and presented as an integrated package.

It is considered best practice to outline in the ES, the structure of the environmental management and monitoring plan.

Cumulative effects

The committed developments summarised in part 22 of your Scoping Report appears to be acceptable.

Cross references and summarising of the findings

All specialist chapters should be cross-referenced to other relevant disciplines (for example traffic impacts on air quality). Consideration of the potential for interactions between the different aspects of the environment is essential to the production of a robust assessment.

The ES should not be a collection of separate specialist chapters, but a comprehensive assessment of the environmental impacts of the proposed components of the wider scheme, and should account for how the identified impacts could be mitigated or avoided, or how suitable compensation could be provided to offset those effects.

In accordance with the requirements of paragraph 6 of Schedule 4 of the EIA Regulations, each technical chapter should include a description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of any difficulties (e.g. technical deficiencies, lack of know-how, etc.) encountered by the applicant during the preparation of the ES and the main uncertainties involved.

ENVIRONMENTAL MATTERS TO BE SCOPED OUT OF THE ES

The City Council comments as follows, based on the information provided, on the matters proposed to be scoped out of the ES.

- Aviation; and
- Electronic Interface.

Aviation

Aviation can be scoped out of the EIA. The contents of Chapter 23 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Electronic Interface

Electronic Interface can be scoped out of the EIA. The contents of Chapter 24 of the Scoping Report are noted and it is agreed that there would be no significant environmental impacts which require consideration in this regard as a result of the development.

Summary

I agree that the matters you have identified to be scoped out of the ES are appropriate with the exception of heritage and wind.

The planning application must be supported by appropriate documentation, including any mitigation, to minimise any effects as a result of the Proposed Development from the matters capable of being scoped out. The City Council reserves the right to re-consider this position following a more detailed consideration of the reports which will accompany the planning application.

ENVIRONMENTAL STATEMENT CHAPTERS - SPECIFIC COMMENTS ON THE TECHNICAL CONTENTS

The ES should be proportionate in its consideration of the aspects of the environment listed under Paragraph 2 of Regulation 4 of the EIA Regulations. Those aspects of the environment that are subject to the most significant impacts from the Proposed Development should be the primary focus of the ES.

Your Scoping Report advises that the ES will cover the following topic areas.

- 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;
- Major Accidents and Disasters; and
- Cumulative Effects.

As highlighted above, you should also include Human Health within relevant chapters within the ES.

General Comments

For planning purposes, the development site is located in the expanded City Centre boundary as well as located in the Regional Centre. The site is also the focus of its own Strategic Regeneration Framework.

The significance of the site should be reflected throughout the ES. The Environmental Chapters must therefore consider the impacts of the Proposed Development on this context in order to determine any wider significant environmental impacts.

Air Quality

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

You will note the comments by the Environmental Health in respect of mitigation relating to the number of electric vehicle charging points.

Biodiversity

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Climate Vulnerability

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Effects on Climate

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Daylight, Sunlight, Overshadowing and Solar Glare

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Ground Conditions and Contamination

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

You will note the comments by the Environmental Health in respect of ensuring that the City Council guidance in respect of ground conditions is referred in the EIA.

Historic Environment

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

You will note the comments by Historic England and Greater Manchester Archaeology Advisory Service when preparing the EIA.

Human Health

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Materials and Waste

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Noise and Vibration

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Socio-economics

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

This chapter should also recognise the socio benefits of improvements to public realm around the application buildings and contribution of the commercial offer to the viability and vitality of the area and the impact on wellbeing and health of visitors and workers at the buildings and residents in the local area. These are positive contributions as a direct consequence of the development.

Townscape and Visual

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Transport

To follow

Water Resources and Flood Risk

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

You will note the comments by the Flood Risk Management Team and the Environment Agency when preparing the EIA.

Wind Microclimate

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Major Accidents and Disasters

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Cumulative Effects

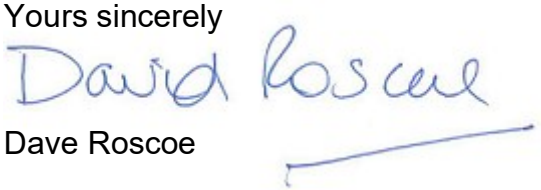
The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

FURTHER INFORMATION

The City Council, as Local Planning Authority, has undertaken a thorough consideration of the information contained within your Scoping Report together with providing comments from relevant statutory consultees. The issuing of this Scoping Opinion does not preclude the City Council, as Local Planning Authority, from requesting further information at a later stage as the development proposals evolve or whilst a future planning application is being formally considered.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact myself or Jennifer Atkinson.

Yours sincerely



Dave Roscoe

Deputy Director of Planning, Building Control and Licensing

Outlook

CONSULTATION RESPONSE: EIASCO/24/001

From Safeguarding MAN <[redacted]
Date Fri 04/10/2024 15:23
To Jennifer Atkinson <[redacted]

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations)
Reference: EIASCO/24/001 - Request for Scoping Opinion
Our Ref.: 2024/326

Dear Jennifer,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport on the Manchester Digital Campus EIA Scoping Report.

We agree with the report findings at Chapter 23, that aviation can be scoped out of the EIA.

Sincerely,
MAG Aerodrome Safeguarding Team
Stansted Airport | East Midlands Airport | Manchester Airport

MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX
e: [redacted]
www.magairports.com

MAG

Disclaimer

The information contained in this email and accompanying data are intended only for the person or entity to which it is addressed and may contain confidential and / or privileged material. If you are not the intended recipient of this email, the use of this information or any disclosure, copying or distribution is prohibited and may be unlawful. If you received this in error, please contact the sender and delete all copies of this message and attachments.

Any statements or email signatures contained in this email shall not bind MAG contractually unless specifically stated.

Please note that MAG monitors incoming and outgoing mail for compliance with its Information Security policy. This includes scanning emails for computer viruses.

For more information about the MAG Group please visit; http://www.magworld.co.uk

Our main operating entities are MAG Airport Limited, a private limited company, registered in England under Company Number 11748654, with the Registered Office at 6th Floor, Olympic House, Manchester Airport, Manchester, United Kingdom, M90 1QX; Manchester Airport PLC, a public limited company, registered in England under Company Number 01960988, with the Registered Office at Manchester, Professional Services Limited, PO BOX 532, Town Hall, Manchester, M60 2LA; Stansted Airport Limited, is a private limited company, registered in England under Company Number 01990920, with the Registered Office at Enterprise House, Stansted Airport, Bassingbourn Road, Essex CM24 1QW; East Midlands International Airport Limited, a private limited company, registered in England under Company Number 02078271, with the Registered Office at East Midlands Airport, Pathfinder House, Castle Donington, Derby, East Midlands, DE74 2SA; Manchester Airport Group US Holdings Inc, 101 N Wacker Dr STE 101A, Chicago, IL 60606.

creating a better place

Environment Agency

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

Our ref: SO/2024/124482/01
Your ref: EIASCO/24/001

Date: 24 October 2024

Dear Jennifer,

Request for scoping opinion under part 4, regulation 15 of the town and country planning (environmental impact assessment) regulations 2017 (as amended)

Manchester Digital Campus Great Ancoats Street Manchester

Thank you for consulting us on the above EIA scoping opinion request, which we received on 4th October 2024. We have no objection in principle to the proposed development, but we would wish to make the following comments.

Environment Agency position

We expect the Environmental Impact Assessment to consider the impacts the development may have in relation to contamination at the site and detail any required mitigation measures to prevent an adverse impact on the water environment.

In addition, where historic uses have led to contamination of the soils and/or groundwater beneath the site, the developer should address risks posed to controlled waters by referring to the published Environment Agency land contamination technical guidance available on the direct.gov website.

Please forward a copy of this letter to the applicant.

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

Yours sincerely,

[redacted]
Planning Advisor
[redacted]

End

INVESTOR IN PEOPLE

Outlook

Scoping Opinion EIASCO/24/001 Manchester Digital Campus Phase 1

From [redacted]
Date Mon 21/10/2024 18:04
To Jennifer Atkinson <[redacted]

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Hi Jenifer

Thank you for consulting the GMEU

I note that biodiversity has been scoped in to the Environment Assessment. Whilst I have no objection to this, the only ecological receptor we are aware of is the Rochdale Canal SBI which whilst hydrologically linked to the Rochdale Canal SAC is downstream of the SAC and separated by a number of locks, making the likelihood of any significant effects from pollution nugatory.

I therefore do not see ecology/biodiversity being an issue for this site and would have accepted biodiversity being scoped out of the ES.

[redacted]
Ecologist
Planning and Transportation
Planning and Transportation
Place

Tameside MBC | Twitter | Facebook | Instagram | LinkedIn
Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

Tel. [redacted]
Mobile. [redacted]

This email was sent at a time & date convenient to the sender; please do not feel under any pressure to respond immediately if this is outside your normal working hours.

Email Disclaimer https://www.tameside.gov.uk/disclaimer



Outlook

EIASCO/24/001 - Manchester Digital Campus

From [redacted]
Date Tue 22/10/2024 11:29
To Jennifer Atkinson <[redacted]

Hi Jennifer,

We have read through the scoping report and our comments are below for our topic areas

Air Quality
The proposed number of EVCPs are not in line with our current guidance (see below), there will be more than 11 parking spaces in this development.

- Non-residential:
  - 10 or less parking spaces: minimum 1 EV chargepoint, and cable routes for all staff spaces.
  - 11 or more parking spaces: minimum 20% EV chargepoints, and cable routes for all staff spaces.
  - Charging units dependent on end-use as follows:
    - Minimum 7kW*: offices, hotels, nursing homes, sheltered accommodation, industrial units, retail units.
    - Minimum 22kW*: supermarkets etc.
    - Minimum 50kW*: service stations etc.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. See British Standard BS EN 61851-1:2019[16].

Land contamination and ground conditions
They have not referred to our planning guidance for dealing with contaminated land.

Noise and Vibration
No comments

We agree with these three subject areas being scoped into the EIA.

Table 25-1 - would we expect an Air Quality Assessment and Noise Impact Assessment to be submitted with the planning application to support the ES chapters as these tend to include more detail/data.

Kind Regards

[redacted] (MRes, MA, BSc(Hons))

Environmental Protection
Environmental Health
Neighbourhoods Directorate
Manchester City Council

email: [redacted]
website: www.manchester.gov.uk
Telephone: [redacted]
Internal: [redacted]

Please note that due to working compressed hours Wednesdays are a non-working day for me, I will respond to your email when I return to the office

We are on X, for news and updates follow us @EnvHealthMcr

Please consider the environment before printing an e-mail

****
This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the sender, or [redacted] and then permanently delete the email, attachments and all copies.
The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.
Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.
****

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion: Manchester Digital Campus Great Ancoats Street Manchester (phase 1)

(Lead Local Flood Authority (LLFA) response – 28th October 2024)

The proposed development (site boundary) is situated within Flood Zone 1. There are some areas of Flood Zone 2 and Flood Zone 3 within the wider study area, the Flood Map for Rivers and Sea can be viewed at: http://maps.environment-agency.gov.uk/. The developer will need to submit a Flood Risk Assessment (FRA) with all planning applications.

Proposed finished floor levels and flood mitigation measures should be in accordance with the government standing advice.

The site is generally at a low risk of surface water flooding. The Flood Map for Surface Water can be viewed at: http://maps.environment-agency.gov.uk/.

The proposed development is within an area at low susceptibility to groundwater flooding.

MCC does not hold any recorded incidents of flooding within the boundary.

. Surface water management for the site needs to follow the drainage hierarchy:

- Infiltration into ground
- Connection to the watercourse
- Connection to discharge water sewer and as a last resort;
- Connection to the combined sewer.

Presence of Made Ground on site could be suspected. However, site investigation and percolation tests in line with BRE 365 Digest should be undertaken to assess feasibility of infiltration into ground as a method for surface water disposal.

The culverted watercourse Shooters Brook runs within the site boundary, if infiltration on site is not possible, the next discharging point for surface water should be this watercourse, where feasible.

If surface water is to discharge to the Shooters Brook, then outfall details and proposed discharge rates should be agreed in principle with MCC LLFA.

The use of pollution control measures for surface water discharge should be assessed and considered where appropriate.

If surface water is to be discharged into a United Utilities sewer this should be agreed in principle with them.

The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications which was introduced on 6 April 2015 (Paragraph 103 of National Planning Policy Framework and Ministerial Statement on SuDS). As per the guidance issued by the Department of Communities and Local Government (DCLG), all 'major' planning applications being determined from 6 April 2015, must consider sustainable drainage systems.

SuDS should be designed to control surface water as close to its source as possible. Well-designed sustainable drainage systems also provide opportunities to:

- reduce the causes and impacts of flooding,
- remove pollutants from urban run-off at source,
- combine water management with green space with benefits for amenity, recreation and wildlife.

The Council is encouraging use of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaptation to climate change in heavily urbanised area. New Green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management. Greater Manchester is the first city-region in the UK to develop a Natural Capital Investment Plan designed to encourage investments in natural capital that deliver financial as well as social returns.

The use of SuDS should also help achieve the sustainability objectives of the National Planning Policy Framework (NPPF).

The suitability of sustainable drainage systems should be assessed in accordance with paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance for Flood Risk and Coastal Change (http://planningguidance.planningportal.gov.uk/blog/guidance/flood-risk-and-coastal-change/).

Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for SuDS (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf) and local policies EN08, EN09, EN14, EN15 and EN17 of the Core Strategy.

The area is situated within a Critical Drainage Area and in accordance with the Manchester City Council SFRA at least a 50% reduction in surface water runoff should be provided through SUDS as part of any brownfield development with the aim of reducing to the Greenfield runoff rates. For any new connections, the development must be limited to greenfield run-off rates.

Surface water should be managed to ensure there is no increased surface water from the proposed development and runoff from extreme events should be retained within the site such that the adjacent third-party land is not affected.

Hydraulic calculations and drawings to support the design need to be provided along with proposed standards of operation and maintenance in accordance with paragraph 081 of NPPF Planning Practice Guidance.

Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime shall be submitted.

Our records indicate a culverted ordinary watercourse (Shooters Brook) to potentially be located within the site boundary. MCC LLFA would currently question point 19.2.12, as this refers to the culvert as a 'lost watercourse'. EIA refers to CCTV undertaken within the site boundary and culvert routing; CCTV must be submitted to accompany any planning application.

The developer will need to ensure the appropriate treatment of the culverted watercourse, and submit a plan demonstrating culvert route, depth, maintenance easements and

condition. It is worth noting that Policy EN 17, where feasible and appropriate, development seeks to daylight any culverted watercourses.

Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:
https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage.

MCC also provide a data screen service via the following link:
https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=llfa

GMAAS
Greater Manchester Archaeological Advisory Service

Greater Manchester Archaeological Advisory Service
School of Science, Engineering & Environment
Room LG 20, Peel Building
University of Salford
Salford M5 4WX

Jennifer Atkinson
Principal Planning Manager
Manchester City Council
PO Box 532
Town Hall
Manchester M60 2LA

Date: 22nd October 2024

Dear Jen

Archaeological Consultation: Application EIASCO/24/001 - Manchester Digital Campus, Great Ancoats Street, Manchester – Scoping Opinion (Archaeology)

Thank you for consulting GMAAS on the above request for a Scoping Opinion.

The request is supported by a Scoping Report prepared by Atkins that is dated September 2024, which identifies that the proposed development falls within Schedule 2 (10b) of the EIA Regulations. The report includes a section on the historic environment (Section 12) that covers the historic built environment and the below-ground archaeological resource, setting out the relevant planning policy, legislation and guidance, followed by a summary of the baseline conditions.

The summary of the historic environment contains several minor errors and omissions, not least a contention that Murrays' Old Mill of 1798 was superseded by Decker Mill of 1802, whereas the latter was actually an extension to the late 18th-century mill, which survives largely intact as Manchester's oldest extant steam-powered textile mill. Some of the key components of the Murrays' Mills complex are not mentioned, including the New Mill that forms the northern side of the mill complex, which is a Grade II* listed building, and the Grade II listed former office block on Murray Street. Similarly, the Grade II* listed Paragon Mill that formed an early 20th-century addition to McConnell & Kennedy's mill complex is not mentioned. There is also a misconception about 'fireproof construction', a technology that was first introduced in the 1790s (not during the late 19th century as stated in a footnote). However, the Conservation & Design team at Manchester City Council is better placed to comment on the historic built environment and whether the topic should be 'scoped in' to the Environmental Statement.

The proposed development area contains some sites of potential below-ground archaeological interest deriving from the development of Ancoats during the late 18th and early 19th centuries as an industrialised area of international repute. These sites of potential archaeological interest include the former Allum Street Foundry, an oil cloth manufactory, a small iron foundry and machine works and several blocks of back-to-back workers' housing that likely incorporated cellar dwellings, all of which are of local or, at best, regional significance. and will ultimately warrant further (intrusive) investigation in advance of development. However, as the potential archaeological remains are likely to be of local importance and the impact of development will not therefore be significant, archaeology as a topic does not warrant inclusion in the Environmental Statement. Instead, any harm to the archaeological resource can be offset through recording in advance of or during development groundworks.

Paragraph 12.5.3 of the Scoping Report states that 'a scheme of archaeological evaluation through trial trenching will be undertaken across the site in autumn 2023'. This evaluation has not yet been implemented, although Paragraph 12.6.4 of the Scoping Report proposes that a programme of archaeological fieldwork will be carried out following determination of the planning application. It is proposed that this will comprise archaeological monitoring during the removal of services across the site in the first instance, followed by the excavation of a series of evaluation trenches to enable the requirement and scope for a mitigation strategy to be determined. The detail of the initial evaluation works will be agreed with GMAAS and will be informed by a site-specific archaeological assessment and desk-based research that will need to be prepared and submitted in support of any future planning application. GMAAS considers this to represent an entirely appropriate approach.

In summary, and contrary to the conclusions drawn in the Scoping Report, GMAAS is satisfied that archaeology can be scoped out of the EIA providing that a site-specific desk-based archaeological assessment is submitted in support of the future planning application. This should aim to establish the significance of the individual sites of potential archaeological interest mentioned above. Pending the results obtained from the desk-based research, it is most likely that a programme of intrusive archaeological investigation will be warranted in advance of or during the proposed development works. GMAAS will be content to see any such work secured through a negative planning condition attached to consent and carried out in accordance with an agreed Project Design prepared by an appropriately qualified archaeological contractor.

Yours sincerely

[redacted]

[redacted]
Heritage Management Director (Archaeology)
Tel: [redacted]

Historic England

Ms Jennifer Atkinson
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Direct Dial: [redacted]

Our ref: PL00797098

21 October 2024

Dear Ms Atkinson

Re: EIA Regulation Request for Scoping Opinion - Manchester Digital Campus

Thank you for consulting us about the above EIA Scoping Report.

This development could, potentially, have an impact upon a number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

We would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.
We would strongly recommend that you involve your Conservation Officer and the archaeological staff at GMAAS in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

Historic England

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to *in situ* decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,

[redacted]
Inspector of Historic Buildings and Areas
[redacted]

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk

Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

Telephone: [redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Jennifer Atkinson
From	[redacted]
Date	29 October 2024
Subject	**EIASCO/24/001** **Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)**

We have reviewed the above application in relation to highways and our comments are as follows:

EIASCO/24/001

Request for Scoping Opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) at Manchester Digital Campus, Great Ancoats Street, Ancoats & Beswick, M4 6JD.

CONTEXT

The Manchester Digital Campus will comprise the redevelopment of the former Central Retail Park site into two new office-led buildings ranging in height up to 10 storeys to include workspaces, ground-floor retail with 'The Boulevard' and 'Canal Plaza' public realm areas. The site will include a basement for accessible parking of 50 cars (plus 5 spaces associated with facilities management and operations), as well as deliveries, servicing and maintenance access provided from Great Ancoats Street. The site is located adjacent to a proposed Park which is currently subject to Scoping Opinion (Ref. EIASCO/24/02.

The site is located adjacent to adopted highways A665 Great Ancoats Street (30mph) and Old Mill Street (20mph). Rochdale Canal Towpath is located adjacent to the site with the former Central Retail Park service access road located to the rear, accessed from Old Mill Street. The proposed Ancoats Residents Parking Scheme covers streets immediately to the north and east of the site.

An EIA Scoping Report has been submitted for the proposed development. The Scoping Report notes that the proposals are likely to give rise to a range of transport issues and associated effects during the construction and operational phases. As such, transport has

been scoped into the EIA, with the proposed assessment methodology detailed in Chapter 18.
The Scoping Report also makes reference to a Transport Assessment (TA), Travel Plan, and Construction Management Plan which will also be submitted as part of the forthcoming planning application. Highways will also require submission of a Stage 1 Road Safety Audit (RSA) at planning application stage, for any S278 highways works required as part of the proposals.

TfGM have also been consulted on the proposals - comments of which are provided under separate cover.

HIGHWAYS RESPONSE

EIA - TRANSPORT

In relation to Transport, the Scoping Report identifies the following as key traffic and transport related issues:
- Local transport network conditions pre- and post-development;
- Construction and operational vehicular trip generation;
- Construction and operational vehicles access and routeings; and
- Safety.

The Scoping Report then states that assessment will focus on fear and intimidation, severance, accidents and safety, dust and dirt, pedestrian and cycle facilities, disruption to all road users, heavy-goods vehicles and access impacts.

Whilst Highways note that information can be drawn from associated submission documents including the TA, Travel Plan and Construction Management Plan, the assessments undertaken as part of the EIA Transport Chapter should align with methodologies and assessment criteria outlined within IEMA Guidelines 'Environmental Assessment of Traffic and Movement' (2023).

Highways also note that the site located directly to the east is currently subject to EIA Scoping Opinion for a Park. Cumulative assessments must be taken into consideration, particularly with regard to the additional/changes in pedestrian/cycle movement and vehicular traffic associated with both the construction and operational phases.

Any appropriate mitigation should be identified in conjunction with MCC Highways and TfGM who will be happy to work with the developer to agree an approach.

TRANSPORT ASSESSMENT

Ongoing scoping discussions are taking place in relation to the TA scope. At this stage, peak-period trip generation has been agreed and traffic impacts have been modelled by TfGM HFAS on the assumption that staff/visitors accessing the site by car would choose to park in local car-parks.

Traffic analysis and locality review should be undertaken and suitable mitigation should be identified to accommodate additional multi-modal trips. Such improvements would work to encourage and incentivise modal-shift away from the car for staff and visitors and will provide a safe environment for those accessing the site. This will need to be informed by a full assessment of existing pedestrian/cycle routes and facilities.

The TA will also need to include/assess the following:

- Provide a multi-modal trip generation assessment with further detail on anticipated public transport, pedestrian and cycle distribution/routes/capacities;
- Include analysis of collision data during the most recent five-year period, with identification of any underlying patterns that might be affected by the development;
- Provide justification for the proposed level of cycle parking. It should be noted that some short-stay cycle parking provision would also be beneficial for visitors. Sheltered and secure cycle parking will be required for staff;
- Provide justification for the proposed level of car parking (including disabled/pool car provision). Parking bays and aisle widths will need to align with MCC standards. Swept-path assessments may also be required;
- Include proposed S278 highways engineering drawings, which should demonstrate appropriate swept-path assessment, visibility and retention of safe pedestrian movement around the site access including both primary vehicular access points and emergency access/routes.
- Include S278 engineering drawings showing proposed amendments to the existing Great Ancoats Street/Central Retail Park/ Laystall Street junction arrangement.
- Provide a summary of the RSA1 findings with Designers Response;
- Demonstration that the proposed access lay-by and servicing vehicles would not result in queuing-back on to Great Ancoats Street;
- Undertake a review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development and identification of modifications;
- Provide details on impacts/management of the existing service access route from Old Mill Street;
- Include information on emergency access routes and how these would integrate with the adjacent highway network and developments;
- Provide details on how the proposals will connect to/interact with the adjacent Park development;
- Provide details on how the proposals will connect to/interact with the future development of 'Phase 2' at the Central Retal Park site, with full demonstration that the proposals would not adversely affect future development of that phase;
- Provide details on/management of taxis (including engineering drawings); and
- Provide details on/management of site deliveries and servicing (including engineering drawings).

Highways would welcome any further TA scoping discussions prior to submission.

STAGE 1 RSA

All proposed S278 highways works will need to be subject to a Stage 1 RSA prior to determination, with additional Stage 2, 3 and potentially 4 audits during the detailed design, opening and post-operational phases. The Stage 1 RSA should be undertaken in alignment with GG 119 - Road Safety Audit - DMRB with the Designers Response and proposed modifications outlined prior to determination.
Highways request that the RSA1 brief is agreed in advance.

TRAVEL PLAN

A Framework Travel Plan should be submitted as part of the forthcoming planning application.
For a Travel Plan to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of Travel Plan measures will depend on their effective delivery and commitment from the occupier and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan from the outset. These include:

o A travel plan budget and resources for the implementation and day to day management of travel plan measures;
o Appropriate management structures;
o Detailed time frames for the delivery;
o Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
o Targets and monitoring arrangements.

The full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

The development, submission, implementation and monitoring of a Full Travel Plan will be conditioned with any planning consent.

CONSTRUCTION MANAGEMENT PLAN

The construction of the site could result in the closure of roads and footways, physical works within the highway to form new site access points, layout improvements, service upgrades and the need to accommodate regular deliveries of materials and construction equipment. It is acknowledged that the precise nature of the construction related highway effects are difficult to identify in detail until a final construction programme and delivery phasing plan has been undertaken.

It is recommended that the applicant has early engagement with MCC Highways Network Management Team and work closely to safely manage safety for all road use during the construction phase.

The EIA and following CMP should identify any mitigation measures necessary to address any significant effects during the construction phase of the proposed development.

MCC Highways would also request that a Construction Management Plan (CMP) is conditioned with any planning approval. It is therefore recommended that the CEMP is updated to incorporate the following which are usually required within a CMP which would work to further reduce environmental impacts:

o The duration/phasing of construction works and associated vehicle trips;
o Routing of construction traffic and associated swept-path assessment;
o Details of the location and arrangements for contractor parking;
o The identification of the vehicular access points into the site;
o Traffic Management measures for vehicles, pedestrians and cyclists;
o Manage and coordinate construction activities with reference to ongoing/imminent construction works in the locality;
o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location; and
o Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The Applicant should also note that MCC Highways also require information on proposed outline electricity/utility connection works and associated traffic management proposals prior to determination. This should be summarised within the submitted TA and also assessed as part of the EIA process.

Date: 17 October 2024
Our ref: 490466
Your ref: EIASCO/24/001

Jennifer Atkinson
Manchester City Council
[redacted]
BY EMAIL ONLY

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

T 0300 060 900

Dear Jennifer

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017): Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) Phase 1 development
Location: Manchester Digital Campus Great Ancoats Street Manchester

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 04 October 2024 ,received on 04 October 2024.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

Further guidance is set out in Planning Practice Guidance on environmental assessment, natural environment and climate change.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Please note that Natural England must be consulted on Environmental Statements.

Please send any new consultations or further information on this consultation to
[redacted]

Yours sincerely

[redacted]
Consultations Team

Annex A – Natural England Advice on EIA Scoping

General Principles

Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the information that should be included in an Environmental Statement (ES) to assess impacts on the natural environment. This includes:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation, cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium, and long term, permanent and temporary, positive, and negative effects. Effects should relate to the existence of the development, the use of natural resources (in particular land, soil, water and biodiversity) and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- A non-technical summary of the information
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information

Further guidance is set out in Planning Practice Guidance on environmental assessment and natural environment.

Cumulative and in-combination effects

The ES should fully consider the implications of the whole development proposal. This should include an assessment of all supporting infrastructure.

An impact assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

a. existing completed projects;
b. approved but uncompleted projects;
c. ongoing activities;
d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

Environmental data

Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at http://www.naturalengland.org.uk/publications/data/default.aspx.

Detailed information on the natural environment is available at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local wildlife trust, local geo-conservation group or other recording society.

Biodiversity and Geodiversity

General principles

The National Planning Policy Framework (paragraphs180-181 and 185-188) sets out how to take account of biodiversity and geodiversity interests in planning decisions. Further guidance is set out in Planning Practice Guidance on the natural environment.

The potential impact of the proposal upon sites and features of nature conservation interest and opportunities for nature recovery and biodiversity net gain should be included in the assessment.

Ecological Impact Assessment (EcIA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EcIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. Guidelines have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

Local planning authorities have a duty to conserve and enhance biodiversity as part of their decision making. Conserving biodiversity can include habitat restoration or enhancement. Further information is available here.

Designated nature conservation sites

Designated nature conservation sites

The proposal is unlikely to adversely impact any European or internationally designated nature conservation sites (including 'habitats sites' under the NPPF) or nationally designated sites (Sites of Special Scientific Interest, National Nature Reserves or Marine Conservation Zones).

Regionally and Locally Important Sites

The ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local Sites are identified by the local wildlife trust, geoconservation group or other local group and protected under the NPPF (paragraph 180 and 181). The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. Contact the relevant local body for further information.

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017
is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures . A separate protected species licence from Natural England or Defra may also be required.

District Level Licensing for Great Crested Newts

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A DLL scheme for GCN may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment in the Environmental Statement.

Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species

- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

Ancient Woodland, ancient and veteran trees

The ES should assess the impacts of the proposal on any ancient woodland, ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. The wood pasture and parkland inventory sets out information on wood pasture and parkland.

The ancient tree inventory provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared standing advice on ancient woodland, ancient and veteran trees.

Biodiversity net gain

Paragraph 180 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species.

Proposals for mandatory biodiversity net gain should be in line with the Environment Act 2021 and supporting regulations. Further information on biodiversity net gain, including draft Planning Practice Guidance, can be found here

The statutory biodiversity metric, together with ecological advice, should be used to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.
The metric should be used to:
• assess or audit the biodiversity unit value of land within the application area
• calculate the losses and gains in biodiversity unit value resulting from proposed development
• demonstrate that the required percentage biodiversity net gain will be achieved

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies.

Opportunities for wider environmental gains should also be considered.

Landscape

Landscape and visual impacts

The environmental assessment should refer to the relevant National Character Areas. Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

The ES should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of

Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in *Guidelines for Landscape and Visual Impact Assessment 2013 (*(3rd edition) produced by the Landscape Institute and the Institute of Environmental Assessment and Management. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Heritage Landscapes

The ES should include an assessment of the impacts on any land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific, or historic interest. An up-to-date list is available at www.hmrc.gov.uk/heritage/lbsearch.htm.

Connecting People with nature

The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 104. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Soils and Agricultural Land Quality

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon

store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered in line with paragraphs 180 and 181 of the NPPF. Further guidance is set out in the Natural England Guide to assessing development proposals on agricultural land.

As set out in paragraph 217 of the NPPF, new sites or extensions to sites for peat extraction should not be granted planning permission.

The following issues should be considered and, where appropriate, included as part of the Environmental Statement (ES):

- The degree to which soils would be disturbed or damaged as part of the development
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any best and most versatile (BMV) agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).
- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

Further information is available in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites and
The British Society of Soil Science Guidance Note Benefitting from Soil Management in Development and Construction.

Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) [1].A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by

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

2030 and to reduce emissions of NOx and SO_2 against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts on air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

Information on air pollution modelling, screening and assessment can be found on the following websites:

- SCAIL Combustion and SCAIL Agriculture - http://www.scail.ceh.ac.uk/
- Ammonia assessment for agricultural development https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit
- Environment Agency Screening Tool for industrial emissions https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) – England http://www.airqualityengland.co.uk/laqm

Water Quality

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. The ES needs to take account of any strategic solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels. Further information can be obtained from the Local Planning Authority.

Climate Change

The ES should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

Further information is available from the Committee on Climate Change's (CCC) Independent Assessment of UK Climate Risk, the National Adaptation Programme (NAP), the Climate Change Impacts Report Cards (biodiversity, infrastructure, water etc.) and the UKCP18 climate projections.

The Natural England and RSPB Climate Change Adaptation Manual (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment

features and identify adaptation actions. Natural England's Nature Networks Evidence Handbook (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's Carbon Storage and Sequestration by Habitat report (2021) and the British Ecological Society's nature-based solutions report (2021) provide further information.

Contribution to local environmental initiatives and priorities

The ES should consider the contribution the development could make to relevant local environmental initiatives and priorities to enhance the environmental quality of the development and deliver wider environmental gains. This should include considering proposals set out in relevant local strategies or supplementary planning documents including landscape strategies, green infrastructure strategies, tree and woodland strategies, biodiversity strategies or biodiversity opportunity areas.

Transport for
Greater Manchester

Transport for Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

Phone: [redacted]
beenetwork.com

Your ref: EIASCO/24/001
Our ref: MAN/24/355

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

24th October 2024

Location: **Manchester Digital Campus Great Ancoats Street Manchester**

Proposal: **Development comprising office buildings with ground floor commercial units along Great Ancoats Street, a basement level accessible car park, cycle parking, landscaping and public realm, alongside forming the new ground levels for the proposed new park**

Dear Sir / Madam

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.[1]

TfGM scoping advice has been requested from Manchester City Council in respect of a proposal for an Office development with ground floor commercial use, located on the former Central Retail Park site, off Great Ancoats Street.

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

1. Site Specific Comments

Colleagues within TfGM HFAS and UTC have reviewed the scoping proposals and have provided the following comments:

I. There should be adequate servicing arrangements in place which do not affect the free flow of traffic on the surrounding highway network.

II. Suitable TROs should be in place in the vicinity of the development.

III. It should be ensured that the infrastructure changes include suitable mitigation to LTN 1/20 standard. Suitable pedestrian facilities for crossing Great Ancoats Street and surrounding areas should be covered (including the whole walking trip to Piccadilly railway station (see 18.2.22)). This should include an assessment of streetlighting levels and appropriate CCTV monitoring for personal security. The poor pedestrian route is acknowledged in section 18.2.23. It should be highlighted that appropriate mitigation is required to improve the route for pedestrians, for personal safety as well as comfort and amenity.

IV. With reference to Paragraph 18.5.2 of the Scoping Report, the term 'accidents' for Road Traffic Collisions should not be used.

V. In respect of Paragraph 18.5.9 of the Scoping Report, for the Travel Plan, a yearly survey showing the different modes of transport for visitors and employees should be provided. This should be conditioned. If the proportion of journeys in private transport (including taxis/private hire) are above those in the TA then an appropriate action plan is required.

VI. Cycle parking provision should be designed to standards contained within LTN 1/20.

VII. With reference to Paragraph 18.6.2 of the Scoping Report, it would not be expected that any junctions are amended to provide increased traffic capacity but that they are amended to provide improved cycling and walking facilities.

VIII. Achieving safety and security of the site should not be at the expense of existing users of the road network and of any pedestrians/cyclists in the area.

2. General Comments

TfGM would suggest that eventually a full Transport Assessment (TA) should be provided as part of the application. The TA should contain the information specified within the following sections of this letter.

I. A description of current baseline traffic conditions in the area.

II. An analysis of injury accidents during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.

III. Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.

IV. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.

V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.

VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).

VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.

VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:

- Base Flows
- Committed Development Flows
- Proposed Flows
- Proposed Distribution
- Base plus Committed plus proposed development
- Future plus Committed plus proposed development

IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.

X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.

XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

XII. A swept path analysis should be provided for any vehicular access.

XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.

XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

3. <u>Site Accessibility by Sustainable Modes</u>

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

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

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

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

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

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

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

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

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

4. Mitigation Measures

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

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

5. Travel Plan

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

6. Other

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

7. Suggested Useful Guidance

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

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A

general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

TfGM would encourage the applicant to review the Bee Network map online via https://www.tfgm.com to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

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

Yours faithfully

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

Outlook

EIA Scoping Opinion Request - Reference: EIASCO/24/001

From [redacted]
Date Fri 18/10/2024 15:48
To Jennifer Atkinson <[redacted]

You don't often get email from [redacted] Learn why this is important

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion – Manchester Digital Campus, Great Ancoats Street, Manchester

Your Reference: EIASCO/24/001

Dear Jennifer

United Utilities wish to make the following comments regarding the proposal detailed above.

Whilst we have no specific comments to make on the scoping report, we would be grateful if you could advise the applicant of the following comments:

According to our records there are several large sewers crossing the site boundary. The precise location of these assets (and the associated easement strips) will need to be confirmed by the applicant and any future development must NOT encroach on these assets or the associated maintenance strips.

We wish to highlight our free pre-application service for developers to discuss and agree drainage strategies and water supply requirements. We cannot stress highly enough the importance of developers contacting use as early as possible. If the applicant hasn't already done so, they can take advantage of our free pre-development service by visiting our website https://www.unitedutilities.com/builders-developers/your-development/planning/pre-development-guidance/

Please feel free to contact me should you have any further queries.

Kind regards

United Utilities
Water for the North West

[redacted]
Town Planner
Planning, Landscape and Ecology
Asset Management
unitedutilities.com

Please note I am not available on Mondays

Our Planning Team can be contacted by email at [redacted]

If you have received a great service today why not tell us?
Visit: unitedutilities.com/wow

The information contained in this e-mail is intended only for the individual to whom it is addressed. It may contain legally privileged or confidential information or otherwise be exempt from disclosure. If you have received this Message in error or there are any problems, please notify the sender immediately and delete the message from your computer. You must not use, disclose, copy or alter this message for any unauthorised purpose. Neither United Utilities Group PLC nor any of its subsidiaries will be liable for any direct, special, indirect or consequential damages as a result of any virus being passed on, or arising from the alteration of the contents of this message by a third party.

United Utilities Group PLC, Haweswater House, Lingley Mere Business Park, Lingley Green Avenue, Great Sankey, Warrington, WA5 3LP
Registered in England and Wales. Registered No 6559020

www.unitedutilities.com
www.unitedutilities.com/subsidiaries

Outlook

FW: EIA Regulation Request for Scoping Opinion - Manchester Digital Campus

From [redacted]
Date Tue 08/10/2024 13:49
To Jennifer Atkinson <[redacted]
Cc [redacted]

1 attachments (98 KB)
ufm10_Request_for_EIA_Scoping_Opinion.pdf;

Hey Jen,

"No comments from Work and Skills in relation to Local Labour, assuming we will be consulted on Local Labour conditional requirements as and when progressing to full planning applications(s)."

Regards

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

Mobile: [redacted]
Email: [redacted]

Sign up for the Work and Skills Bulletin
manchester.gov.uk/work
Follow the Work & Skills team on Twitter **@mccworkskills**

From: Work Skills Admin <[redacted]
Sent: Friday, October 4, 2024 12:06 PM
To: [redacted]
<[redacted]
Subject: Fw: EIA Regulation Request for Scoping Opinion - Manchester Digital Campus

Kind Regards

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

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

For the latest support and information about the coronavirus visit
https://secure.manchester.gov.uk/info/500361/coronavirus

Direct Number - 07939 165 819 / 07939 165 860
Follow us on Twitter- @MCCWorkSkills
Email: [redacted]
Web: http://www.manchester.gov.uk

From: [redacted] <[redacted]
Sent: 04 October 2024 10:16
To: Work Skills Admin <[redacted]
Subject: EIA Regulation Request for Scoping Opinion - Manchester Digital Campus

Please see attached request for scoping opinion under reference EIASCO/24/001.

Regards,
Information, Delivery & Support Team,
Planning, Building Control & Licensing,
Manchester City Council, P O Box 532, Manchester M60 2LA

****
This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the sender, or [redacted] and then permanently delete the email, attachments and all copies.
The full text of the Council's email disclaimer is available at:
https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Femaildisclaimer&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7C0289b0157f864bd9354608dce45da98b%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638636338130323604%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C%7C&sdata=vsXawJlJ415wR0y7nw%2BZ%2BOzCjyljhrElo4oWd5ygS0c%3D&reserved=0<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Femaildisclaimer&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7C0289b0157f864bd9354608dce45da98b%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638636338130341796%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C%7C&sdata=bs3wpeONqaqczEEj%2BBKPYyewcdFY7G4PfEvVP7AXNdc%3D&reserved=0>.
Your personal data is very important to us. Please refer to our privacy notice at:
https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Fprivacy&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7C0289b0157f864bd9354608dce45da98b%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638636338130354441%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLj

AwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=ks1O0CVvWb6OmP8OS1RJLAOw42HBofFsW65HYg9%2BWRw%3D&reserved=0<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.manchester.gov.uk%2Fprivacy&data=05%7C02%7CWork.Skills.Admin%40manchester.gov.uk%7C0289b0157f864bd9354608dce45da98b%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C638636338130366739%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=z9CNyNHY2Q4kCMQ6oeD5cMCTYPXdfoC8FNaUy12rF88%3D&reserved=0> for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.
****

****

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the sender, or [redacted] and then permanently delete the email, attachments and all copies.
The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.
Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.
****

****

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.
If you have received this email in error, please notify the sender, or [redacted] and then permanently delete the email, attachments and all copies.
The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.
Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.
****

AtkinsRéalis

AtkinsRéalis Manchester
3 Piccadilly Place,
M1 3BN,
Manchester,
United Kingdom

T: +44 1612 453400

www.atkinsrealis.com