

Mr Ollie Thomas
Turley
1 New York Street
Manchester
M1 4HD
Via email only

ollie.thomas@turley.co.uk

Planning

Julie Roscoe
Head of Planning, Licensing and
Building Control
Growth and Neighbourhoods Directorate

Contact officer: Rob Griffin
Telephone: 0161 234 4527
Email: r.griffin@manchester.gov.uk
Town Hall Extension
Manchester
M60 2LA

Date: 25th July 2023

Our Ref: SOUTH/EIA/SCOPING/UoMFallowfield

Dear Mr Thomas,

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

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

DEVELOPMENT PROPOSALS CONSISTING OF:

Demolition and redevelopment of part of the existing University of Manchester Fallowfield Campus to create a new student residence comprising a number of buildings of purpose built student accommodation totalling up to 3,300 beds and with potential for supporting amenity uses (such as a student hub and study spaces) and landscaping/open space provision

I write in response to your formal request for a scoping opinion from the City Council as local planning authority in relation to a proposed development by the University of Manchester (UoM) at their existing Fallowfield Campus located on Wilmslow Road, Fallowfield.

Following an assessment of the submitted EIA Scoping Report 'Fallowfield Campus Redevelopment Project' prepared by Buro Happold and received on the 6th June 2023, the Council can confirm that the scope of the proposed Environmental Statement (ES) is satisfactory to the City Council as local planning authority. A number of statutory consultees have provided further advice and comments in response to the Scoping Opinion request. Copies of the responses received are appended to this letter.

The scope and structure of the ES

The Scoping Report sets out the intended scope and structure of any Environmental Statement (ES) to assess any likely significant effects on the environment by the proposed development. It also considers those matters to be scoped 'out' of the ES providing commentary and details that have informed this position.

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

• Air Quality • Noise and Vibration • Ecology and Biodiversity • Climate Change and Greenhouse Gas Emissions • Heritage, Townscape and Visual

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

Air Quality

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

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

Noise and Vibration

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

In preparing the relevant reports and assessments you are directed to Guidance prepared by the City Council's Environmental Health department which can be found on the Council's webpages and via the weblink within this letter: [Environmental information for developers | Additional Planning Guidance | Manchester City Council](#)

Ecology and Biodiversity

The inclusion of ecology in the ES is welcomed due to the potential impact to bats.

Climate Change and Greenhouse Gas Emissions

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

Heritage, Townscape and Visual

The scope of the proposed Heritage, Townscape and Visual chapter of the ES is acceptable. The proposed viewpoints for inclusion in the assessment as set out at figures 6-2 and 6-3 are accepted.

Human Health

The proposals impact on human health are proposed to be considered across a number of technical chapters of the ES, whilst this is generally considered an acceptable approach, given the type of proposal and its location, it is recommended in this instance that a chapter covering and bringing together the respective impacts of Human Health is contained within the ES.

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

- Daylight, sunlight and overshadowing
- Wind Microclimate
- Ground Conditions
- Water resource and Flood Risk
- Traffic and Transport
- Archaeology
- Socio-economics
- Waste Management
- Artificial Lighting
- Electronic Interference
- Aviation
- Major Accidents and/or Natural Disasters

Paragraph 8.1.1 of the Scoping report identifies that all of the above matters, except major accidents and aviation, would be subject to supplementary technical reports submitted as standalone documents in support of the application.

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

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

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

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Connor', with a stylized, cursive script.

Jennifer Connor

Areas Planning Manager

APPENDIX 1 Consultee Responses

United Utilities Response

Scoping Opinion University of Manchester Fallowfield Campus - UU Response

Leamey, Helen <Helen.Leamey@uuplc.co.uk>

Mon 19/06/2023 09:58

To: Robert Griffin <robert.griffin@manchester.gov.uk>

You don't often get email from helen.leamey@uuplc.co.uk. [Learn why this is important](#)

**The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion
University of Manchester Fallowfield Campus**

Dear Planning team

Thank you for your email, United Utilities has no specific comments to make on the scoping report.

We would however be grateful if you could advise the applicant of the following comments:

According to our records there are water and wastewater assets within the site boundary. The precise location of these assets (and their 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.

Existing public sewers pass through this site which modelling data identifies as being at risk of sewer flooding. This will need careful consideration in the detailed design, masterplanning and drainage details for the site. We request that the applicant liaises with United Utilities to understand the nature of this flood risk and the impact upon the proposed development. The risk of sewer flooding needs to be assessed further as this could affect the developable area of the site and the detail of the design. The sequential approach should be applied in accordance with national planning policy. New development should be located so that it is safe and will not increase flood risk elsewhere.

The applicant should consider site topography and any exceedance flow paths from existing and proposed drainage systems. Resultant layouts and levels should take account of such existing circumstances to ensure the most flood resilient solution is achieved. Careful consideration will need to be given to the incorporation of mitigation measures subject to the detail of the development proposal. This should include the approach to drainage including the management of surface water; the point of connection; whether the proposal will be gravity or pumped; the proposed finished floor and ground levels; and any appropriate measures to manage any risk of sewer surcharge.

Given the existence of sewer flood risk, the applicant should not assume that changes in levels or any works to the sewer, including a proposed diversion, will be acceptable as such proposals could increase and/or displace flood risk. In the event that a diversion of the public sewerage system is proposed this will need to be modelled to determine the impact of flood risk both on and off site. This will need to be undertaken prior to the preparation of a site layout.

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 us as early as possible. If the applicant hasn't already done so, they can take advantage of our free pre-development service by emailing SewerAdoptions@uuplc.co.uk or 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

Helen Leamey MRTPI
Town Planner
Planning, Landscape and Ecology

Greater Manchester Ecology Unit Response

Scoping Opinion - University of Manchester, Fallowfield Campus

David Dutton <david.dutton@tameside.gov.uk>

Tue 27/06/2023 20:50

To: Robert Griffin <robert.griffin@manchester.gov.uk>

Hi Robert

Thank you for consulting the GMEU

I have no objection to ecology being scoped in to the environment assessment because of the potential impact to bats. I am not aware of any other reasons why biodiversity should be scoped in.

I would likely however have accepted that all ecological issues could have been dealt with through the planning process alone.

David Dutton

Ecologist

Planning

Planning and Transportation

Place



University of
Salford
MANCHESTER

Greater Manchester Archaeological Advisory Service
Environment & Life Sciences
Room LG20
Peel Building
University of Salford
Salford
M5 4WX

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

Date: 22nd June 2023

Archaeological Consultation – Request for scoping opinion for the University of Manchester's Fallowfield Campus Redevelopment Project

Robert,

Thank you for consulting GMAAS with this request for a Scoping Opinion.

The application is supported by an Environmental Impact Assessment (EIA) Scoping Report (Buro Happold, June 2023), which provides an overview of the location and description of proposed development, the proposed approach to EIA, and a list (Section 5) of environmental topics that would be scoped in or out of any forthcoming EIA. Archaeology is detailed within Section 5.8 of the report, which summarises the results of an archaeological Desk-Based Assessment (DBA) that is included in Appendix B of the report (compiled by Salford Archaeology in May 2023).

The DBA concludes that the potential for the site to contain buried archaeological remains is considered to be high. Remains may include post-medieval field boundaries, 18th-century farmsteads or cottages, a township or parish boundary of unknown date and orangeries/hot houses. Any such remains that do exist within the site are likely to be of low (local) significance, and without a programme of mitigation, the scheme could damage or destroy the remains. The site also has high potential to contain remains associated with Victorian garden features, Victorian villas, a tramway and 20th-century buildings, however, these would be of limited archaeological interest and may be considered negligible. It may be anticipated that a targeted intrusive archaeological evaluation will be required so that the presence/absence of features can be identified, with appropriate analysis undertaken to understand their extent of survival, character and date. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource.

GMAAS agree with these conclusions, and as such we are **happy for archaeology to be scoped out of any forthcoming EIA for the site, so long as the DBA is submitted alongside detailed development proposals at application stage**. Should such a scheme of archaeological work still be deemed necessary, archaeological interests can be secured through the addition of a planning condition on any application that gains permission.

Yours sincerely,



GMAAS, The University of Salford, Peel Building
0161 295 6917 www.salford.ac.uk email: b.dyson@salford.ac.uk



AGMA
ASSOCIATION OF
GREATER MANCHESTER
AUTHORITIES

Ben Dyson BA MLitt
Senior Planning Archaeologist
Tel: 0161 295 6917 / 07851265250

Manchester Airport Aerodrome Safeguarding Officer

From: Diane Jackson <Diane.Jackson@magairports.com>

Sent: 21 June 2023 09:01

To: Planning <Planning@manchester.gov.uk>

Subject: RE: EIA Scoping Opinion Request - University of Manchester Fallowfield Campus

Hi Robert,

Thank you for consulting Manchester Airport's Aerodrome Safeguarding authority on the Fallowfield Campus Redevelopment Project EIA Scoping Report.

This site lies within Manchester Airport's safeguarded area and consideration should therefore be made to whether development within the area causes: a physical obstacle to aircraft; an attraction to significant numbers of species of birds that would increase the risk of a birdstrike; lights or reflections that might present a visual hazard; interference with radar and other air navigation and communication systems and whether the construction process will present any hazard to aircraft safety e.g. demolition causing excess dust and smoke, or tall cranes.

When considering the type, scale and design of this proposed development, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria any potential impacts on aircraft safety are addressed. This will principally relate to the potential for the site to attract species of birds that are hazardous to aircraft, both during the construction stage and in perpetuity. We would recommend that the developer includes as much detail as possible on the proposed landscaping and drainage for the site with the planning application, and also if there are to be any off-site solutions for biodiversity net gain (within 13km of Manchester Airport). We do endorse the value of promoting early engagement with stakeholders and we're happy to liaise with the developers.

Kind Regards,

Diane

Diane Jackson

Group Aerodrome Safeguarding Officer

Stansted Airport | East Midlands Airport | Manchester Airport

Transport for Greater Manchester response



2 Piccadilly Place
Manchester M1 3BG
0161 244 1000
www.tfgm.com

Manchester City Council
P O Box 532
Town Hall
Manchester
M60 2LA

Our ref: MAN/23/219

Your ref:

4th July 2023

Dear Sir / Madam

Location: **University of Manchester Fallowfield Campus**

Proposal: The proposed development aims to demolish and redevelop part of the existing UoM Fallowfield Campus to create a new student residence comprising a number of buildings totalling up to 3,300 beds and with potential for supporting amenity uses (such as a student hub and study spaces) and landscaping/open space provision

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 the redevelopment of part of the University of Manchester Fallowfield Campus to provide new student accommodation comprising a total of 3,300 bedrooms, and amenity uses.

1. Site Specific Comments

- I. The existing pedestrian and cycling facilities in the vicinity of the site are sub-standard and not up to the current LTN1/20. TfGM recommend that

¹TfGM 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. ²TfGM 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.

the cycle lanes need to be improved along Wilmslow Road. Additionally, behind the site on Mosley Road there is a cycle/pedestrian lane along Whitworth Lane which runs across Mosley Road with no crossing facilities. To significantly improve the walking and cycling accessibility of the site, a signalised crossing should be provided as part of the development.

- II. In addition, the access junction to the Armitage Centre – Mosley Road – Chancellor Way is signalised with no pedestrian facilities. These should be added as part of the development.

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.

2. General Comments

- I. A description of current baseline traffic conditions in the area.
- II. An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- III. Traffic surveys and queue surveys to consider any suppressed demand (weekdays) - 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 as 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.

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.

The Bee Network will be the largest joined-up system of public transport, walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on <https://www.tfgm.com> and TfGM would encourage the applicant to review the map online 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 me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer
Email claire.smallman@tfgm.com

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

Our ref: SO/2023/123265/01-L01
Your ref: 0053454
Date: 25 July 2023

Dear Anthony Moore

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING OPINION FOR THE PROPOSED DEVELOPMENT TO DEMOLISH AND REDEVELOP PART OF THE EXISTING UOM FALLOWFIELD CAMPUS TO CREATE A NEW STUDENT RESIDENCE COMPRISING A NUMBER OF BUILDINGS TOTTALLING UP TO 3,300 BEDS AND WITH POTENTIAL FOR SUPPORTING AMENITY USES (SUCH AS A STUDENT HUB AND STUDY SPACES) AND LANDSCAPING/OPEN SPACE PROVISION.

UNIVERSITY OF MANCHESTER FALLOWFIELD CAMPUS.

Thank you for referring the above scoping opinion to us. We have reviewed the Environmental Impact Assessment Scoping Report (Reference: 0053454, dated: 6 June 2023, Revision P02) and would like to make the following comments.

Ground conditions

We have reviewed the report and considered the information to ascertain possible risks to controlled waters.

Records held by the Environment Agency report the site is located above drift deposits comprised of glacial till designated a Secondary Undifferentiated aquifer which are in turn underlain by sandstone bedrock designated a principle aquifer.

Whilst our records do not indicate any surface water features are mapped on site our records report Cringle Black Brook is located ~250m to the south of the site and Gore Brook is located ~400m to the north of the site.

As identified with the EIA report the site is located within a Source Protection Zone 3.

As documented within section 5.5 in the EIA report, Phase 1 and 2 reports have already been prepared for the site which have concluded that the site poses a low risk to controlled waters and therefore 'ground conditions' have been scoped out of the EIA report as documented within section 7.0.

Having reviewed the Phase 1 report included within the EIA scoping report, potential on site sources have been reported to be the deposition of made ground materials as fill during previous phases of development and potential off site sources reported to be associated with the former petrol station previously located to the south east of the site and former disused railway to the south site.

Whilst a copy of the Phase I report has been included within the EIA scoping report a copy of the Phase 2 report has not been included.

Environment Agency
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

Given we have not reviewed the Phase 2 report we do not consider that 'ground conditions' should be scoped out of the EIA report.

As part of any future planning applications these reports will need to be submitted for review to the Environment Agency to enable us to assess whether we agree with the conclusions drawn in relation to controlled waters and to assess whether any additional works are required in respect of controlled waters.

We also note the desk study reports in section 4.10 that the site is located above a section of the current proposed HS2 route which includes a proposed tunnel beneath the site. However, it is reported the exact HS2 route has not been confirmed. This will require further consideration as part of any development on site.

As part of any re-development of the site we offer the following advice in relation to waste management issues and any dewatering that may be required:

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- Excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution.
- Treated materials can be transferred between sites as part of a hub and cluster project.
- Some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- The [position statement](#) on the Definition of Waste: Development Industry Code of Practice
- The [waste management](#) page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016

- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the [hazardous waste](#) pages on GOV.UK for more information.

Dewatering

Abstraction Licence

Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) in order to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface. Any dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests. This activity was previously exempt from requiring an abstraction licence. Since 1 January 2018, most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site. More information is available on gov.uk:

<https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>

Discharging to Surface Water: Regulatory Position Statement (RPS 261): 'Temporary dewatering from excavations to surface water'

If during development discharge into surface water is required an assessment needs to be carried out to determine whether the criteria in the RPS can be complied with.

<https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water>

Where the relevant criteria cannot be complied with an environment permit will be required.

Discharging to Groundwater: Groundwater Activity Exclusion

If during development discharge into groundwater is required an assessment needs to be carried out to determine whether one of the groundwater exclusions exempting permit application applies.

<https://www.gov.uk/government/publications/groundwater-activity-exclusions-from-environmental-permits/groundwater-activity-exclusions-from-environmental-permits>

Should the assessment conclude a groundwater exclusion does not apply an environmental permit will be required.

Water Resources and Flood Risk

We confirm that the site is currently located in Flood Zone 1 and agree with the scoping out of flood risk from the Environmental Statement (ES). We welcome the submission of an accompanying Flood Risk Assessment (FRA) and Outline Drainage Strategy with the planning application to outline how the proposed development will include appropriate drainage.

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Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me

Yours sincerely,

Miss India Blythin
Planning Advisor

india.blythin@environment-agency.gov.uk