

Appendix A2: EIA Scoping Opinion



**MANCHESTER
CITY COUNCIL**

Julie Roscoe

Director of Planning, Building
Control and Licensing
PO Box 532
Town Hall
Manchester M60 2LA

Contact: Lucy Harrison

Tel: 0161 234 5795

Email:

lucy.harrison@manchester.gov.uk

2 November 2022

Our reference: 1 Medlock St

Temple Group Ltd
Express Building
4 George Leigh Street
Manchester
M4 5AD

FAO: Tsz Kan Woo

Dear Tsz Kan Woo

**Environmental Impact Assessment Regulations, the Town and Country
Planning (EIA) (England) Regulations 2017 (as amended) (the “EIA
Regulations”)**

**Opinion on Scope of an Environmental Statement under Regulation 15
1 Medlock Street, Manchester**

I write further to your request in respect of the above dated 8 September 2022.

It is noted that the site is approximately 1.1ha and is situated on the west side of Medlock Street. It is bounded by Medlock Street to the east, River Street to the north, the Mancunian Way to the south and the River Street student tower buildings to the west. The site comprises a 5-storey Premier Inn building fronting onto Medlock Street, with a surface level car park to the rear, the access to which is off River Street.

The site is included within the First Street Development Framework (2018) area, the majority of which lies to the east and north of the site. The framework identifies that the area shall be subject to significant regeneration and investment focused around large-floorplate Grade A office buildings. The 2015 update extended the First Street Central area to include the sites on the west side of Medlock Street in order to integrate the area more fully with the areas around Knott Mill, as well as to create a clearer connection between the First Street area and the Great Jackson Street area to the west. An addendum to the framework in July 2020 updates and expands on the development principles

for the sites located along the western side of Medlock Street, which includes One Medlock Street. The area around the site is characterised by a mixture of residential and commercial uses.

The proposal is for the redevelopment of the site, which would include the demolition of the Premier Inn hotel building and structures, followed by the construction of a mixed-use scheme. This would comprise two separate buildings: one block up to 37 storeys in height delivering approximately 1,014 student accommodation units; and one block up to 13 storeys in height delivering 36,500m² of office floorspace. Associated ancillary internal and external amenity space, hard and soft landscape and associated highways works would also be provided.

In coming to a formal opinion on the scope of the Environmental Impact Assessment (EIA), Manchester City Council, as Local Planning Authority, has taken into account the supporting information contained within your Scoping Report.

I have now had a chance to consider your scoping request and I outline my response below. The scoping report has been the subject of consultation in accordance with the EIA Regulations.

Overall, I can confirm that the content of the submitted 'Formal Scoping Opinion Request' is considered to be appropriate and will form a generally appropriate structure for the Environmental Statement (ES). This is also reflected in the nature of the consultation responses. You should note the specific points which have been made and particular regard should be given to these.

The following consultees were asked to comment on your request and full copies of the comments from those who responded have been provided to you:

- Manchester City Council (MCC), Head of Regulatory and Enforcement Services (Contaminated Land Section and Pollution Services)
- MCC, Head of Engineering Services (Highways)
- MCC, Flood Risk Management Team
- MCC, Refuse and Sustainability Team
- MCC, City Centre Regeneration
- Greater Manchester Ecology Unit
- Greater Manchester Archaeological Advisory Service
- Environment Agency
- Greater Manchester Police
- Transport for Greater Manchester (TfGM)
- Natural England
- Cadent Gas
- United Utilities
- Historic England
- Manchester Airport Safeguarding (MAGS)
- National Air Traffic Services (NATS)

Scoping Report

I have the following specific comments to make in respect of the scoping report:

Items Proposed to be Included as Technical Chapters and Scoped In

Socio-Economics and Health

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

Air Quality

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

Noise and Vibration

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

Wind

The comments within your scoping report are noted and are acceptable in terms of their consideration in the ES. However, I would ask that the impact of wind on high-sided vehicles using the adjacent elevated section of the Mancunian Way also be considered.

Daylight, Sunlight and Overshadowing

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

Built Heritage

The comments within your scoping report are noted and are acceptable in terms of their consideration in the ES. In addition, you should take note of the comments made by Historic England and include the matters they suggest within the ES.

Townscape and Visual Impact

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

Climate Change

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

Cumulative impacts

The cumulative effects assessment and the scope of developments listed within Table 6.2 of the Scoping Report are considered to be acceptable and there are no additional schemes that would need to be included at this time.

Items Proposed to be Scoped Out

Within your scoping opinion, you have identified Archaeology; Biodiversity; Ground Conditions and Contamination; Flood Risk, Drainage and Water Quality; Transport; Materials and Waste; and Major Accidents and/or Disasters as items to be scoped out of the EIA. Your comments on these matters are noted and the City Council is in agreement that these matters can be scoped out of the EIA. This is provided that the applications are supported by the appropriate documentation as detailed within your scoping report, including details of any mitigation to minimise any effects as a result of the development, and including any details raised by the statutory consultees in their responses.

Further Matters

As a result of consultation with statutory consultees at this time additional areas of work are not expected to form part of any EIA. However, the Local Planning Authority would also reserve the right to seek further information in connection with the Environmental Statement as matters arise.

Should you wish to discuss any of the above, please contact Lucy Harrison.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Julie Roscoe', enclosed within a thin black rectangular border.

Julie Roscoe
Director of Planning, Licensing and Building Control

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

Our ref: SO/2022/122538/01-L01
Your ref: One Medlock Street
Date: 05 October 2022

FAO: Lucy Harrison

Dear Lucy,

Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'), EIA Scoping Opinion Request For:

1 Medlock Street, Manchester – Detailed Development Proposal – Student Accommodation (ca. 1,014 units / 37 storeys) & Office Space (ca. 36,500m² / 13 storeys).

Medlock Street, Manchester , M15 5FJ

Thank for requesting a formal EIA scoping opinion from the Environment Agency (EA) for the above development proposal. This EIA scoping opinion request was received on the 3rd October 2022.

To inform our scoping opinion below, we have undertaken a review of the following reporting in conjunction with data and mapping held internally:

- EIA Scoping Report. One Medlock Street. Prepared by Temple Group Limited on the behalf of Premier Inn Hotels Limited and Dominvs Project Company 20 Limited. Version 1.0 Final. Dated 08.09.2022.

Environment Agency Scoping Opinion – 1 Medlock Street, Manchester

We do not seek to dispute the determination made within the scoping report submitted that the proposed development will exceed the threshold criteria of Schedule 10(b) of the EIA Regulations and acknowledge, in association with this, the voluntary intention of the applicant/developer to undertake the preparation of an Environmental Statement (ES).

For matters associated with the environmental remit and focus of the EA, we note the following from the wider contents of the scoping report:

1. The proposed development area will exceed 1ha.
2. The proposed development is situated wholly within Flood Zone 1.
3. The proposed development is >100 metres from the nearest surface watercourse (River Medlock).
4. Wider to the ES the development proposal/application will be supported by a Flood Risk Assessment (FRA) and Drainage Strategy (DS).
5. A Construction Management Plan (CEMP factoring protection of controlled waters.
6. Ground Investigation Reporting has been submitted as part of the scoping report (presented in associated appendices).

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

Cont/d..

7. The topics of 'Ground Conditions and Contamination', 'Flood Risk, Drainage and Water Quality' and 'Materials and Waste' have been scope out of the ES.

In association with listing [7] outline above, we can confirm that we would not seek to dispute the current proposed contents of the ES. However, we would like to take this opportunity to provide the following commentary associated with the above listing.

[5] Construction Management Plan (CEMP)

We welcome the confirmation provided within the ES that the proposed development application will be supported by a CEMP that will include details as to how the matters of flooding and risk contamination entrainment with construction surface water will be managed.

In relation to the disposal of any impacted construction waters, we advise reference to the following resources for further advice and guidance:

<https://www.gov.uk/environmental-permit-check-if-you-need-one>

[Discharges to surface water and groundwater: environmental permits - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits)

[Pollution prevention for businesses](https://www.gov.uk/guidance/pollution-prevention-for-businesses)

[4] Drainage Strategy

We welcome the confirmation provided within the ES that the proposed development will be managed through a site-specific strategy and design which will factor relevant good practice guidance. In relation to devising an appropriate drainage strategy for the proposed further we advise further reference to the following informative (see italics).

Approved Document Part H of the Building Regulations 2010 establishes a hierarchy for surface water disposal, and encourages a SuDS approach.

The first option for surface water disposal should be the use of SuDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

[6-7] Contaminated Land / Ground Investigation Reporting

We note from the contents of the scoping that investigations in the potential presence of contamination within the footprint of the proposed development have been undertaken. However, no confirmation appears to be provided within the scoping that these shall form separate evidence submissions for the purpose of the proposed development application.

We advise that it is confirmed with the applicant/agent that reporting associated with this topic of land contamination will be supplied as part of any subsequent planning application made.

Further to the above, we acknowledge that as part of the scoping report, associated land contamination investigation/reporting has been provisioned. We advise that due to current internal resource limitations that we have unable to take as part of the EIA scoping opinion request a technical review of the contents of appendices / reports. However, following an initial screening, we make the following initial observations:

- The proposed development site has limited previous industrial historic usages. However, the wider area surrounding has been subject to significant historic industrial activity which are considered to pose a 'high risk' and which may have introduced adverse contamination to ground / controlled water resources e.g. former Gaythorn Gas Works (ca. 20 metres north-east of development site).
- From the contaminated land reporting provided (x3 reports provisioned) it is unclear as to whether it is considered that intrusive remedial works are required to facilitate the proposed development. We advise this is clarified as part of any subsequent planning application submission made.

[7] – Waste Management

We welcome the confirmation provided with the scoping report that waste material arisings shall be managed in accordance with the Hazard Waste (England and Wales) regulations 2005. In relation to waste material disposal we advise further reference to the following informative (see italics).

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.

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We trust that you will find the contents of this letter beneficial. However, should you have any queries or questions associated with this response, then please do not hesitate to get contact.

Yours sincerely

Mr Andy Davies
Green Growth Team Project Manger

Direct e-mail andy.davies1@environment-agency.gov.uk

Scoping - 1 Medlock Street

Laura Miller <laura.miller@manchester.gov.uk>

Tue 18/10/2022 15:27

To: Lucy Harrison <lucy.harrison@manchester.gov.uk>

Hi Lucy,

I have looked at the scoping report.

I agree with Air Quality and Noise and Vibration being scoped in and their associated proposals for further assessment. I also agreed with Contaminated Land being scoped out.

I have looked at the contaminated reports in the appendices and some site investigation was undertaken in 2019 but no interpretative report has been submitted. I would expect the desk study and a full site investigation report to be submitted as part of the planning application. Post demolition site investigation will also be required to ensure full site coverage.

Kind Regards

Laura

Laura Miller (MRes, MA, BSc(Hons))

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

Environmental Protection Officer
Environmental Protection Section
Environmental Health
Neighbourhoods Directorate
Manchester City Council

email: laura.miller@manchester.gov.uk

website: www.manchester.gov.uk

Telephone: 0161 234 1742

Internal: 31742

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)
(the "EIA" Regulations) - Request for Scoping Opinion

One Medlock Street

LLFA Comments 17 October 2022

Flood Risk is proposed to be scoped out of the EIA (para 8.5.7).

While it is acceptable to scope flood risk and drainage out of the EIA, the following documents must still be provided in support of the Planning Application:

- **a Flood Risk Assessment (because the site is >0.5 Ha in a Critical Drainage Area, and >1 Ha in Flood Zone 1).**
- **a Surface Water Drainage Strategy.**

At the time of this review:

- The proposed development is situated within Flood Zone 1. The Flood Map for Rivers and Sea can be viewed on the Environment Agency's data platform.
- The site is largely at very low to low risk of surface water flooding, however there are areas of medium and high risk in proximity to the boundary which should be examined in the drainage strategy and flood risk assessment. The Flood Map for Surface Water can be viewed on the Environment Agency's data platform.
- The site is within the Conurbation Core Critical Drainage Area.

We recommend that major applications are supported by a Manchester City Council data screen. This is a service that screens our databases of asset registers and historic flood incidents. This £150 service can be arranged on request by contacting floodriskmanagement@manchester.gov.uk

Surface water management needs to follow the drainage hierarchy:

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

Our SuDS Guidance for Major Developments is attached to this response.

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.

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

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.



University of
Salford
MANCHESTER

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

Lucy Harrison
Planning
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Date: 4th October 2022

Dear Lucy

Archaeological Consultation: One Medlock Street, Manchester – Scoping Opinion

Many thanks for consulting GMAAS on an EIA Scoping Opinion for the proposed development at One Medlock Street, Manchester.

The applicant has submitted an EIA Scoping Report, prepared by the Temple Group Ltd in August 2022, which identifies that the proposed development falls within Schedule 2 (10b) of the EIA Regulations. Archaeology considerations are afforded a dedicated chapter (Section 8), which concludes that 'the effects of the Proposed Development on 19th century archaeological remains are unlikely to be considered significant and will not be considered further within the EIA or reported in the ES.'

The proposed development site was subject to a comprehensive archaeological desk-based assessment by Salford Archaeology in 2020, which identified six non-designated sites of potential below-ground archaeological interest. These comprised different types of early 19th-century workers' housing, two public houses and a school. The workers' houses front Clegg Street, Hibbert Street and Duke Street and include some back-to-back housing, a monument type that has been highlighted as a topic warranting further investigation in the current North West Historic Environment Research Framework. The public houses, the Globe Inn and the Lochnagar Inn (formerly the George Inn), straddle the boundary of the proposed development area, whilst the former Duke Street School was located within the western extent of the site. Any damage to the foundations of these buildings, and especially the back-to-back workers' houses on Clegg Street and Hibbert Street, should they survive *in-situ*, may merit the implementation of a strategy that would offset any harm to the historic environment caused by their ultimate loss. This is acknowledged in the Scoping Report, which commits to implementing a scheme of intrusive archaeological investigation.

In summary, GMAAS accept that the archaeology is unlikely to be of national significance and is satisfied that the topic can be scoped out of the EIA but will seek further archaeological investigation that can be secured via a condition attached to planning consent.

Yours sincerely

Ian Miller
Heritage Management Director (Archaeology)
Tel: 07533 252 442



GMAAS, The University of Salford. Peel Building
0161 295 4467 www.salford.ac.uk email: i.f.miller@salford.ac.uk



AGMA
ASSOCIATION OF
GREATER MANCHESTER
AUTHORITIES

Scoping Opinion 1 Medlock St

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

Fri 14/10/2022 17:15

To: Lucy Harrison <lucy.harrison@manchester.gov.uk>

Hi Lucy

Thank you for consulting the GMEU

I previously accepted that biodiversity could be scoped out of any Environmental Assessment as part of a previous scoping opinion request in 2021. My position remains unchanged. There are no ecological receptors associated with this site

David Dutton

Ecologist

Planning

Planning and Transportation

Place

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Historic England

Email: lucy.harrison@manchester.gov.uk

Our ref: PL00791351

Your ref:

Date: 13 October 2022

Dear Lucy

Re: EIA Scoping Opinion Request One Medlock Street, Manchester

Thank you for consulting Historic England 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 the Conservation Officer of Manchester City Council and the archaeological staff at the Greater Manchester Archaeological Advisory Service 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.

Given the heights of the structures associated with the proposed development and surrounding landscape and townscape character, this development is likely to be visible across a very large area and could as a result affect the significance of heritage assets at some distance from the site itself. We would expect the assessment to clearly demonstrate that the extent of the proposed study area is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed. 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.

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



Historic England, Suite 3.3, Canada House, 3 Chepstow Street, Manchester M1 5FW

Telephone 0161 242 1416 HistoricEngland.org.uk

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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

E. Hrycan

Emily Hrycan

Historic Environment Planning Adviser (North West)

Historic England

Emily.Hrycan@HistoricEngland.org.uk



Historic England, Suite 3.3, Canada House, 3 Chepstow Street, Manchester M1 5FW

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EIA SCOPING DOCUMENT– ONE MEDLOCK STREET – 05/10/2022

If the development is largely car free, then the highway authority accept that no significant environmental effects will occur as a consequence of the traffic/transportation proposals for this development.

In relation to the construction phase, we would require that a demolition and construction management plan is produced which, from a highway perspective should include traffic management and vehicle routing proposals, compound access/egress and layout, contractor parking provision and measures to deal with mud and dust on the highway. Should the scheme subsequently receive planning permission we would recommend early discussion with our Events and Coordination Team within MCC Highways so that the requirements for this development can be considered alongside other schemes in the area.

Whilst we accept that the site is highly accessible, we will be looking for the cycle and pedestrian connectivity to be further improved on Medlock Street between River Street and Albion Street as part of this development.

In the absence of any specific parking details, we anticipate that the development would be largely car free, in which case we would expect to see the provision of comprehensive cycle parking facilities. Disabled parking measures will be required and car club bay provision should be considered.

We will require a Travel Plan to be developed as part of any planning submission and we would also expect servicing and waste management requirements to be fully considered at this stage.

If wind mitigation measures are required, then these should be designed so that they do not adversely impact on the adjacent highway.

Fw: EIA Scoping Request - One Medlock Street

Planning <Planning@manchester.gov.uk>

Mon 24/10/2022 10:54

To: Lucy Harrison <lucy.harrison@manchester.gov.uk>

Please see below.

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

Sent: 24 October 2022 10:18

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

Subject: RE: EIA Scoping Request - One Medlock Street

Hi Lucy,

Thank you for consulting Manchester Airport's Aerodrome Safeguarding authority on the proposed One Medlock Street development.

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; light or reflection 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.

When considering the type, scale and design of any development within the One Medlock Street area, we therefore recommend that consideration of the relevant aerodrome safeguarding criteria, consultation procedures with ourselves and NATS, and any potential impacts on aircraft safety are addressed. This will principally relate to the height of buildings at this location and whether there is any potential interference to RADAR operations. We endorse the value of promoting early engagement with stakeholders and would therefore welcome any pre-application consultation to discuss the implications of proposals as they take shape.

Kind Regards,

Diane

Diane Jackson

Group Aerodrome Safeguarding Officer

Stansted Airport | East Midlands Airport | Manchester Airport

Advance notice of leave: 14 October returning to work 17 October

MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX

m: 07565 178221

e: diane.jackson@magairports.com

www.magairports.com



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

Sent: 03 October 2022 15:51

To: Lucy Harrison <lucy.harrison@manchester.gov.uk>
Subject: EIA Scoping Request - One Medlock Street

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

One Medlock Street

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request is available via the following download, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be: <https://we.tl/t-TI9yydWZa3>

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to lucy.harrison@manchester.gov.uk no later than 24 October 2022.

Kind regards

Anthony Moore

Team Lead

Information, Delivery & Support Team

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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Fw: EIA Scoping Request - One Medlock Street [SG30922]

Planning <Planning@manchester.gov.uk>

Wed 05/10/2022 11:41

To: Lucy Harrison <lucy.harrison@manchester.gov.uk>

Information, Delivery & Support Team

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>**Sent:** 05 October 2022 10:10**To:** Planning <Planning@manchester.gov.uk>**Subject:** RE: EIA Scoping Request - One Medlock Street [SG30922]

Our Ref: SG30922

Dear Sir/Madam

We refer to the application above. The proposed development has been examined by our technical safeguarding teams and conflicts with our safeguarding criteria.

Accordingly, NATS (En Route) plc **objects to the proposal**.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002.

These directions require that the planning authority notify both NATS and the Civil Aviation Authority ("CAA") of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided **prior to any granting of permission**.

It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic.

Should you have any queries, please contact us using the details below.

Yours faithfully

The NATS logo, consisting of the word "NATS" in a bold, blue, sans-serif font.

NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



NATS Internal

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

Sent: 04 October 2022 11:46

To: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Subject: [EXTERNAL] Re: EIA Scoping Request - One Medlock Street [SG30922]

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Hi Lynsey

Many thanks, I have now uploaded the report to the sharefile location.

Regards
Anthony

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Sent: 04 October 2022 10:19

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

Subject: RE: EIA Scoping Request - One Medlock Street [SG30922]

Hi Anthony

Please can you try uploading the file to the following link: <https://nats.sharefile.com/r-rbae9593030584163a15ec2a9590f6c0a>

Thank you

Kind regards

Lynsey

**NATS Safeguarding**

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



NATS Internal

From: Planning <Planning@manchester.gov.uk>
Sent: 04 October 2022 10:05
To: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Subject: [EXTERNAL] Re: EIA Scoping Request - One Medlock Street [SG30922]

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Dear Sir/Madam

Unfortunately, the report supplied by the applicant is over 80MB in size so it is not possible to attach to an email.

Do you have a method of securely FTP that we can upload the report to for your use? We have to do this for a couple of other consulted groups.

Regards
Anthony Moore
Team Lead

Information, Delivery & Support Team
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Sent: 04 October 2022 10:01
To: Planning <Planning@manchester.gov.uk>
Subject: RE: EIA Scoping Request - One Medlock Street [SG30922]

Our Ref: SG30922

Dear Sir/ Madam

Thank you for sending us the above planning application.

Unfortunately, we cannot access any information from your website as NATS IT security system has blocked the site. Would it be possible to provide the Environmental Impact Assessment (EIA) as an attachment please?

Once we have this information, we will be able to assess and comment accordingly.

Yours faithfully

NATS

NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



NATS Internal

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

Sent: 03 October 2022 15:51

To: Lucy Harrison <lucy.harrison@manchester.gov.uk>

Subject: [EXTERNAL] EIA Scoping Request - One Medlock Street

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

One Medlock Street

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping request is available via the following download, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be: <https://we.tl/t-TI9yvdWZa3>

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to lucy.harrison@manchester.gov.uk no later than 24 October 2022.

Kind regards

Anthony Moore

Team Lead

Information, Delivery & Support Team

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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

Our ref TRA/22/465

Your ref:

27th October 2022

Dear Sir / Madam

Location: **One Medlock Street, Manchester**

Proposal: Demolition of the existing Premier Inn Hotel on-site and the construction of approximately 1,014 purpose-built student accommodation units within a building of up to 37 storeys and approximately 36,500 square metres (m2) of office floorspace within a building of up to 13 storeys

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 by Manchester City Council in respect of a proposed development on land at One Medlock Street within Manchester City Centre.

The proposed development comprises 1,014sqm of floorspace for student accommodation and 36,500sqm of office floorspace.

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.

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.

1. Site Specific Comments

- I. Existing trip patterns should be determined by surveys, particularly the existing car park.
- II. The traffic patterns from the existing use are not the same as the potential future use and, as such any 'netting' off of flows should reflect the existing use (not permitted use) and predicted future use.
- III. Paragraph 8.6.10 of the Scoping Report states that there will be a reduction in trips to the site. It is presumed that this is referring to vehicle trips – the assessment should be based on person trips.
- IV. Junctions experiencing an uplift of thirty vehicles per hour should be assessed.
- V. The use of historical count data should be queried with TfGM prior to the TA being written.
- VI. The proposed parking strategy should be fully detailed. The Transport Assessment (TA) should provide an explanation of displacement trips resulting from the new development.
- VII. Details of the mitigation required to improve the pedestrian trips in the area should be clearly detailed. Importantly, this should include a signalised pedestrian crossing of Medlock Street. It cannot be assumed that pedestrians will head south away from the town centre to cross Medlock Street and then head back on themselves towards the city centre. A crossing should be provided north of River Street. This should include segregated cycling facilities.
- VIII. It should be noted that the junction of River Street with Medlock Street is a wide crossing without any dropped crossings or tactile paving. This could be improved as part of the development proposals.

2. General Comments

Traffic Impact and Transport Modelling Requirements (to be included within a TA)

- 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 (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 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. Site Accessibility by Sustainable Modes

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 which 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 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
Direct Line 0161 244 1733
Email claire.smallman@tfgm.com

One Medlock Street EIA Scoping Report

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

Fri 07/10/2022 17:49

To: Lucy Harrison <lucy.harrison@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 - One Medlock Street

Our Ref: DC/22/3356

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 significant pressurised 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.

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



Helen Leamey
Town Planner
Planning, Landscape and Ecology
M: 07796 666230
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