Outlook

RE: 144791/FO/2025 - Response to Comments

From [redacted]
Date Thu 19/03/2026 14:18
To Jennifer Atkinson [redacted]
Cc [redacted]

Hi Jen,

I am good thanks, looking forward to some time off next week! I hope you are well and enjoying the sunshine.

Thanks for your email. Having reviewed the attachment the assessment seems acceptable in principle and demonstrates that the operation of the development will not increase traffic flows on the M62 past Holcroft Moss by 100 vehicles per day or 20 HGVs per day during the operational, construction or move in/move out phase.

Many thanks,

[redacted]

[redacted] (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
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Please Note my Working Hours: Mon - Fri 08:00 - 16:00

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Out of Office:

Annual Leave: Monday 23rd March – Friday 27th March

From: Jennifer Atkinson [redacted]
Sent: 18 March 2026 12:26
To: [redacted]
Subject: Fw: 144791/FO/2025 - Response to Comments

Hi [redacted]

I hope you are well. Can you help with the review of the Holcroft Moss note? Are the assumptions of the applicant correct?

Thanks Jen

Jennifer Atkinson
Principal Planning Manager

Development Management Central Core
Planning Building Control and Licensing - Growth and Development
Manchester City Council

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Location address: Manchester City Council Town Hall Extension Lloyd Street Manchester M2 5DB.
Postal Address: Manchester City Council P.O. Box 532 Town Hall Manchester M60 2LA

From: Olivia Carr [redacted]
Sent: 17 March 2026 14:27
To: Jennifer Atkinson [redacted]
Cc: Adam Buxton [redacted]
Subject: 144791/FO/2025 - Response to Comments

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Hi Jen,

Hope you had a great time off!

Further to the comments from the EA and HSE on Weston and Pendulum, we provide in the email below and associated attachments our proposed responses to these comments. These responses will require updates to various plans and drawings, and so before these are updated due to the work involved in this, we would like to ensure the solutions proposed are acceptable to both the EA and HSE.

We also submit our response to PfE Policy JP-C8 and our consideration of vehicle impacts on Holcroft Moss as defined by the SPD.

EA
Civic have prepared a technical note in response to the comments raised by the Environment Agency, in particular the objection relating to flood risk mitigation measures being inadequate and the requirement the requirement to raise finished floor levels to be a minimum of 600mm above the 1 in 100-year flood level + 35% climate change.

The technical note confirms that all finished floor levels within the flood extents have been raised above the design flood + 600mm freeboard level, with the exception of the bin store that has been designed to allow water ingress. The mitigation measures have been coordinated thoroughly with the design team. In the case of the bin store, this is a less vulnerable use that does not affect critical infrastructure or operational use of the development. The bin store has been located in accordance with the Sequential Test within the site in line with its vulnerability classification, allowing remaining site uses and uses to be in areas of lower fluvial flood risk. The bin store ties in on the north and western sides closely to existing street and boundary condition levels, which are fixed. The entrance to the bin store is situated 140mm above the design flood level and ramps up to be in excess of

600mm above the design flood level. Under the NPPF this is deemed acceptable with the incorporation of flood resilience measures.

It also summarises the proposed changes, per area raised, and incorporates an annotated site plan to demonstrate the level raising across the site.

We trust that the technical note and proposed changes made to the scheme overcome the EA's objection. Subject to their confirmation we will proceed to formally submit amended drawings which reflect the changes to the FFL as described in the technical note.

HSE (BSR)
Since you provided the further response from the BSR on 6th February raising their concerns with the distances from the fire appliance to the base of the firefighting shafts for both towers, the team has reviewed this and sought input from the Greater Manchester Fire and Rescue Service (GMFRS).

The attached correspondence reflects discussions between OFR Consultants and GMFRS. This reflects advice sought by OFR from GMFRS on the scheme's fire service access approach and the GMFRS preference. To inform these discussions OFR provided GMFRS with a copy of the RIBA Stage 2 report.

Whilst GMFRS noted that queries in respect of consultation/pre-consultation should be routed through building control, you will see that GMFRS notes that access appears appropriate as long as suitable signage and lighting is provided, so responding firefighters can easily identify facilities, and appropriate information is available within the Premises Information Box. The response from GMFRS, as the responsible authority for fire fighting in Greater Manchester, demonstrates constructive discussion between OFR and GMFRS in respect of the approach proposed and confirms that they are comfortable with the strategy in the event of a fire. Thus, it is considered that the concerns of BSR have been overcome by GMFRS acceptance of the approach. As such we do not believe there is a need to make amendments to the scheme in response to the BSR comments.

As a project team, we are confident that these responses satisfactorily address the concerns raised. However, before progressing the formal submission of amendments / information in respect of these matters we would appreciate initial feedback from the consultee on the responses. This will help ensure that the approach taken is acceptable and avoid any abortive work being carried out.

Holcroft Moss
Please find attached the technical note prepared by SLR in respect of the Holcroft Moss SPD in the context of PfE Policy JP-C8. The note considers the potential implications of the proposed development on Holcroft Moss during both the construction and operational phases.
The assessment demonstrates that forecast traffic on the M62 past Holcroft Moss will remain well below the thresholds identified within the SPD. On this basis, it can be concluded that the proposed development would not trigger the requirement to provide a contribution towards restoration measures at Holcroft Moss.

We'd be happy to discuss any of the above if you have any queries.

Kind Regards

Olivia

Olivia Carr
Associate Director

[redacted]

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