

May 2022

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1. Introduction

1.1. This Environmental Statement ('ES') has been prepared by Deloitte in support of Hybrid (part detailed, part outline) Planning Application for the proposed comprehensive redevelopment of the land at the Jackson's Brickworks, Ten Acres Lane situated in Newton Heath, East Manchester (the 'Site'). The application is submitted to Manchester City Council ('MCC') on behalf of Nuvu Development Ltd ('the Applicant'), a subsidiary of Your Housing Group (YHG).

1.2. This ES sets out the findings of an Environmental Impact Assessment ('EIA') carried out in respect of the development of the Site.

1.3. The Proposed Description of Development is as follows:

"Hybrid planning application, pursuant to planning application ref: 129197/FO/2021, for the comprehensive redevelopment of the Site to create up to 716 dwellings and a new secondary school, comprising of:

- Phase 1: Full planning permission for erection of new homes (Use Class C3) and a new community building with ground floor commercial floorspace (Use Classes E, F1 and F2), all with associated car parking, highways, landscaping and new public realm creation, and other associated works.
- Subsequent phase of development submitted in outline (with all matters reserved except for the main points of access) for:
 - a new secondary school (Use Class F1), with associated car parking, highways arrangements, landscaping and other associated works.
 - the erection of new homes (Use Class C3), with associated car parking, highways, landscaping and new public realm creation, and other associated works."

1.4. The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) ('the EIA Regulations') and best practice guidance.

1.5. The non-technical summary ('NTS') is a standalone document and is required under the EIA Regulations.

Purpose of the Environmental Impact Assessment and Non-Technical Summary

1.6. The purpose of an EIA is explained by the Government in the National Planning Practice Guidance at paragraph 002 (Reference ID: 4-002-20140306), which sets out:

"The aim of Environmental Impact Assessment is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process."

- 1.7. On this basis, an EIA only applies to those projects which are likely to have a significant effect on the environment and these are typically projects of a larger scale.
- 1.8. In simple terms, an EIA is an information gathering exercise in relation to the effect that the Proposed Development may have on the local environment when compared to the existing conditions.
- 1.9. Conducting an EIA is a systematic process, which leads to a final report, the ES.
- 1.10. This NTS is designed to be read on its own but forms part of the ES. It explains the environmental implications of the Proposed Development to the public, informing them in non-technical language, and allowing them to decide whether they would like more detail on the proposals.

Environmental Impact Assessment Process

- 1.11. The first step is understanding if the Proposed Development meets the criteria set out within legislation, which means that further consideration should be given to if it comprises an EIA development. The legislation sets out different 'schedules' of projects and how the EIA should be carried out.
- 1.12. A Proposed Development may then go through a 'Screening' and/or a 'Scoping' process. This is the process whereby an Applicant may submit a request to the Local Planning Authority for a formal opinion as to whether they consider the Proposed Development to be meet the criteria for an EIA and, if so, what technical topics it considers to be relevant to the EIA.
- 1.13. If an EIA is determined to be required, the Applicant will prepare an ES, which sets out the findings from the technical assessments undertaken. The ES is then submitted to the Local Planning Authority as part of an application for Planning Permission.

Assessment Methodology

Scoping

- 1.14. An EIA Screening and Scoping Report was prepared by Deloitte Real Estate with input from the technical consultant team for the project. The EIA Screening and Scoping Report was submitted to Manchester City Council ('MCC') as the Local Planning Authority on 10th December 2020.
- 1.15. It should be noted that no formal response had been received prior to the submission of this ES; however, every effort has been made to agree the scope of studies and methodology of assessments with statutory consultees where possible. The Author of each technical Chapter has sought the opinion from relevant officers at Manchester City Council and statutory consultees as necessary.

Technical Topics not included in the Environmental Impact Assessment

- 1.16. The Scoping process identified a number of technical topics where significant environmental effects as a result of the Proposed Development would be unlikely and would not be assessed further within the EIA process.
- 1.17. These topics are:
- Agricultural Circumstances
 - Arboriculture
 - Heritage
 - Wind Microclimate
 - Archaeology
 - Human Health and Climate Change
 - Daylight, Sunlight and Overshadowing
 - Aviation
 - Electronic Interference
 - Solar Glare
- 1.18. Further information detailing why each of these technical topics were scoped out of the EIA can be found in Appendix 2.1 EIA Screening and Scoping Report.

Approach to Technical Studies

- 1.19. Various technical studies were commenced at an early stage in the development process. The findings of the baseline (existing) environmental studies have played an important role in the design of the Proposed Development by defining the environmental sensitivities, constraints and opportunities associated with the Site.
- 1.20. Project team reviews, attended by different members of the team, were held throughout the pre-application process. These reviews provided a valuable forum for the exchange of information and ensured that the project team and design team were fully aware of the environmental constraints and opportunities, and of the interactions between disciplines. Meetings were also held with Manchester City Council as the Local Planning Authority, as well as pre-application discussions with technical consultees.
- 1.21. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective technical chapters, with a reference list at the end of each chapter.
- 1.22. Each chapter takes a standard approach, which ensures consistency. This structure is broadly as follows:

Table 1.1: Structure of ES Technical Chapters

Technical Chapter Structure	
Introduction	Each technical chapter begins with an introduction providing context to the assessment work.

Technical Chapter Structure	
Policy Context	This section includes a summary of legislation (laws) and of national and local policies relevant to the environmental discipline in the context of the Proposed Development and the ES.
Assessment Methodology & Significance Criteria	This section describes the method or approach employed in the assessment of impacts, the criteria against which the significance of effects has been evaluated, the sources of information used and any technical difficulties encountered. Relevant legislation is also identified.
Baseline Conditions	This section describes and evaluates the existing environmental conditions i.e. the current situation and anticipated changes over time assuming the Site is not developed. This is a critical part of the EIA process as it provides a measure against which potential environmental effects can be assessed.
Identification and Evaluation of Key Impacts	This section identifies the likely significant effects on the environment resulting from the Proposed Development. A description of the likely effects of the Proposed Development and an assessment of their predicted significance is provided in relation to the discipline being considered. The assessment of effect significance has been undertaken using appropriate quality standards. Where no such standards exist, the judgments that underpin the attribution of significance are described. The guidelines, methods and techniques used in the process of determining significance of effects are contained within each of the technical chapters presented.
Mitigation Measures	One of the main aims of the EIA process is to develop suitable mitigation measures to avoid, reduce or compensate for any significant adverse (negative) effects of a project. This section of each technical chapter describes the measures which would be implemented to mitigate potential adverse effects. Where possible, enhancement measures have also been proposed.
Cumulative Effects	This section considers the cumulative (combined) effects of the Proposed Development with any other committed developments identified within the vicinity of the Site. Any likely significant effects on the environment arising in this respect are set out in this section. There are two distinct types of cumulative effects: Type 1 - Cumulative effects are the effects on identified receptors arising from a combination of impacts related to the Proposed Development. Type 2 - Cumulative effects are those that arise from incremental changes caused by other consented or reasonably foreseeable activities ('committed developments') together with the Proposed Development.
Residual Effects	The residual effects, i.e. the remaining effects of the Proposed Development assuming implementation of the proposed mitigation measures, have been estimated and presented.

Technical Chapter Structure	
	The methods used to make these estimates are described and proposed methods of treatment for any residual effects have been identified and quantified where possible.
Summary	Each technical chapter concludes with a brief summary outlining the potential residual effects of the Proposed Development.

Objectivity

- 1.23. The technical studies undertaken within the ES have been progressed in a transparent, impartial and unbiased way with equal weight attached, as appropriate, to beneficial and adverse effects. Where possible, this has been based upon quantitative and accepted criteria together with the use of value judgements and expert interpretations.

Structure of the NTS

- 1.24. The remainder of this NTS outlines the Proposed Development in non-technical terms and then provides a summary of each technical chapter using non-technical language.

Further Information

- 1.25. More detailed analysis of the findings described within the NTS can be found within the compiled ES and other documents submitted in support of the Planning Application.
- 1.26. The ES and other application documents are available for public viewing on Manchester City Council's Public Access webSite at the following address:
<http://pa.manchester.gov.uk/online-applications>
- 1.27. The ES may be purchased in volumes, the costs for which are set out below:
- Volume 1: Non-Technical Summary - £15
 - Volume 2: ES Main Text and Figures - £150
 - Volume 3: ES Appendices - £150
 - Full Copy (Volumes 1, and 2, and NTS) of the ES on a CD - £15

Jackson's Brickworks Remediation

1.28. For copies of any of the above, please contact the Manchester Planning Team at Deloitte Real Estate:

Jackson's Brickworks - Planning and EIA
Deloitte LLP
The Hanover Building, Corporation Street
Manchester
M4 4AH

2. Description of the Proposed Development

Where

- 2.1. The Site is situated within Newton Heath in East Manchester. It extends to 19.1 hectares and was formerly occupied by Jackson's Brickworks for industrial uses and subsequently used as a landfill Site. The Site has been vacant since the 1990s.
- 2.2. The Site is bound by the Rochdale Canal to the north, Newton Heath Resource Centre to the east, residential areas to the south and derelict industrial Sites to the west. As the Site is currently vacant and unmanaged, it is overgrown with self-seeded trees and shrubbery. Evidence of the former brickworks is present at the Site in the form of rubble piles and concrete bases which remain from former buildings.
- 2.3. The Site's topography dips towards the west with a slight dome and high point found to the east side within the Site's boundaries. The height ranges between 76m AOD and 86m AOD with the lowest areas found along the Site boundary.
- 2.4. Prior to the remediation works (ref. 129197/FO/2021) being undertaken the surface cover consists of variable semi mature vegetation, the invasive non-native species Japanese Knotweed and Rhododendron are present on the Site and other invasive non-native species are present in the adjacent canal. No protected plant species were identified on the Site or in the adjacent canal – identified as part of the Ecology Survey, undertaken by TEP.
- 2.5. Due to the Site's large size and unused, overgrown nature, there is little natural surveillance into or from within the Site. This has resulted in anti-social behaviours and illegal activities taking place within the Site's boundaries and has had a generally negative impact on the amenity value of the surrounding area.
- 2.6. Newton Heath is located approximately three miles north east of Manchester City Centre and contains a mix of residential and commercial uses. Newton Heath District Centre is located north east of the Site, beyond Mitchell Street. District Centres are a key focus for Manchester's communities, which act as a hub for activity and provide access to essential retail facilities for residents.
- 2.7. The area to the south of the Site is predominantly in residential use. Residential properties accessed from Briscoe Lane, are located at the Site's southern boundary alongside a number of sensitive uses, namely Briscoe Lane Academy and Brighter Beginnings Day Nursery. Ten Acres Lane Sports Centre is located immediately to the south east of the Site.
- 2.8. Mitchell Street bounds the Site to the east, with residential properties and the Newton Heath Resource Centre. Beyond the residential properties lies part of Newton Heath district Centre along Old Church Street including a retail offer, located approximately 300 metres to the east of the Site.
- 2.9. Rochdale Canal is separated from the Site by a towpath and runs across the Site's northern boundary at a lower level. To the north east of the Site, beyond the canal, is an area of residential properties while a partly derelict textile mill building is located to the north west of the Site.

What

- 2.10. The Site is a former brickworks, historically owned by the brick makers J&A Jackson Ltd – one of the major producers of brick in the city. The Site was historically used for the extraction of clay and the firing of brick in a kiln. This process left large clay pits, which were subsequently infilled with waste. As a result the ground conditions on the Site are heavily contaminated across the whole Site.
- 2.11. despite being identified for regeneration for a substantial period, the existing Brickworks Site is highly contaminated due to its former uses as a waste tip and brickworks and as such, there are extensive contamination issues that require remediation before any re-development can take place.
- 2.12. An application for full planning permission to facilitate remediation works on the Site was approved by MCC on 28 October 2021, under planning application reference: 129197/FO/2021. The description of development is as follows:
- “Site remediation works including removal of existing vegetation, ground works and other associated works.”**
- 2.13. The Applicant and project team’s commitment to remediating the Site has the following important benefits:
- The remediation of a heavily contaminated Site which has been left vacant for several decades.
 - Making the Site secure and safer, including addressing the current threat to human health that the Site currently presents, given its highly contaminated nature.
 - Prevent problems with anti-social behaviour and fly-tipping which the Site has previously attracted.
 - Removal of invasive species identified on the Site, including Japanese Knotweed
 - Provides the significant financial contribution required to remediate the Site, reflecting the Applicant’s commitment to redeveloping the Site.
- 2.14. Following the consent of the remediation works, the Applicant has since begun tree removal which is expected to complete by the end of May 2022. This will greatly improve the safety of the area and assist in the management of the anti-social behaviour experienced on the Site.
- 2.15. It should be noted that the approved remediation works are predicated upon the redevelopment of the Site coming forward. The Applicant’s commitment to remediate the Site enables the redevelopment of the Site which has been identified for regeneration for over 20 years, and which has seen all previous redevelopment proposals disbanded. For further details please see paragraphs 3.10 – 3.12 of this Statement.

Proposed Development

- 2.16. The Proposed Development comprises two phases of development, as follows:
- Full Planning Permission (with no Reserved Matters) is sought for Phase 1, comprising:

Jackson's Brickworks Remediation

- 378 residential units, a community hub building (commercial floorspace at the ground floor level), public realm and landscaping, car parking and cycle storage provision, serving and access arrangements, highways improvements and associated works.
- Outline Planning Permission with all matters reserved, except main access, is sought for subsequent phases (Phase 2) which comprises an education facility and a further phase of housing led development:
 - Education Facility: A Secondary school.
 - Residential-Led Phase of Development: Up to 338 residential units, public realm and landscaping, cycle and car parking provision, and associated works.

2.17. The description of development as set out on the application form is as follows:

“Hybrid planning application, pursuant to planning application ref: 129197/FO/2021, for the comprehensive redevelopment of the Site to create up to 716 dwellings and a new secondary school, comprising of:

- Phase 1: Full planning permission for erection of new homes (Use Class C3) and a new community building with ground floor commercial floorspace (Use Classes E, F1 and F2), all with associated car parking, highways, landscaping and new public realm creation, and other associated works.
- Subsequent phase of development submitted in outline (with all matters reserved except for the main points of access) for:
 - a new secondary school (Use Class F1), with associated car parking, highways arrangements, landscaping and other associated works.
 - the erection of new homes (Use Class C3), with associated car parking, highways, landscaping and new public realm creation, and other associated works.”

2.18. Overall, the Proposed Development will deliver:

- Up to 716 residential units (Use Class C3), providing a mix of 1 bed, 2 bed and 3 bed, 4 bed houses and apartments.
- 617 sq. m commercial floorspace (Use Classes E, F 1 and F2) within the community hub building.
- A new secondary school (Use Class F2), with up to 1,050 school places (outline).
- 1.4 ha (approximately) of green infrastructure / public realm, as part of Phase 1, including a new 0.62 ha community park. Up to 0.8 ha of green infrastructure / public realm will be delivered as part of the subsequent residential phase of development.

Jackson's Brickworks Remediation

- Further provision of public space, landscaping and public realm enhancements, including children's play facilities, Sustainable Urban Drainage Systems (SUDS) and improvements to pedestrian and cycling connectivity.
- 100% provision of secure cycle storage for residents and cycle parking provision visitors, including 14 cycle parking spaces for visitors (with 7 Sheffield Stands proposed) as part of Phase 1.
- Car parking provision for residents and visitors, including a total of 512 car parking spaces (including 15 visitor car parking spaces) as part of Phase 1, and further provision as part of the subsequent (outline) phases.

2.19. For further details please refer to Chapter 4 of the Planning Statement prepared by Deloitte and the Design and Access Statement prepared by Barton Willmore and Planit-ie.

3. Outline of the Main Alternatives Considered

Introduction

- 3.1. Regulation 18(3) and Paragraph 2 of Schedule 4 of the EIA Regulations requires the Applicant to provide an outline of the reasonable alternatives studied and an indication of the main reasons for the choice made, including a comparison of the environmental effects.
- 3.2. The form of the Proposed Development has been influenced by a range of factors, including location, surrounding land use and input from Manchester City Council, Statutory and Non-Statutory Consultees and other stakeholders.
- 3.3. The principal land use and siting options explored and the reasoning for the selection of the current design for the Proposed Development are considered here.
- 3.4. Four options have been considered:
 - The 'do nothing' alternative where the Proposed Development is not progressed;
 - Alternative uses for the Site;
 - Alternative locations for the Proposed Development; and,
 - Alternative design/layout for the Proposed Development in the context of the design evolution.

The "do nothing" Alternative

- 3.5. The "do nothing" scenario refers to the option of leaving the Site in its current state. This scenario would result in the continued vacancy of a Site which has approval for remediation works and which has been identified for redevelopment for over 25 years, as evidenced in Manchester City Council's Unitary Development Plan (UDP) (1995) and the East Manchester Strategic Regeneration Framework (SRF) (2008-2018).
- 3.6. The Site currently has significant levels of ground contamination relating to its previous uses as a brickworks and waste tip. Given the Site has been left vacant for several decades, this has attracted antisocial behaviour, further contamination through fly-tipping and also allowed the extensive growth of invasive species including Japanese Knotweed.
- 3.7. The "do nothing" scenario has been discounted due to the established need for the regeneration of the Site and the benefits it will bring. The Site is considered suitable for residential-led development given its highly accessible location within Newton Heath. The Site is considered suitable for residential use in terms of its urban location, close proximity to established neighbourhoods, transport links and connections with various locations, including Newton Heath District Centre.

Consideration of Alternative Locations

- 3.8. The Site is situated within Newton Heath in East Manchester. It was formerly occupied by Jackson's Brickworks for industrial uses however is currently vacant.
- 3.9. The Site has been identified for regeneration for over 25 years, as evidenced in Manchester City Council's Unitary Development Plan (UDP) (1995) and the East Manchester Strategic Regeneration Framework (SRF) (2008-2018). Despite being identified for regeneration for a substantial period, the Site is highly contaminated due to its former uses as a brickworks and waste tip. As such there are extensive contamination issues that require remediation before any re-development can take place. Given the condition of the Site, it is extremely costly and difficult to regenerate which is arguably evidenced through the number of historic planning permissions for the Site which have not come forward.
- 3.10. It should be noted that the approved remediation works are predicated upon the redevelopment of the Site coming forward. The Applicant's commitment to remediate the Site. This is demonstrated by condition 16 attached to Planning Permission 129197/FO/2021 for remediation works, with reference being made to 'construction works for the redevelopment of the site':

Condition 16

"A wildflower meadow is to be implemented on site if construction works for the redevelopment of the site have not commenced within 12 months of the completion and validation of the remediation works. Details of the soft landscaping scheme to form the wildflower meadow shall be submitted to and approved in writing by the Local Planning Authority. The approved wildflower meadow shall then be implemented, within 3 months of the approval of the scheme."

- 3.11. Condition 16 attached to Planning Permission 129197/FO/2021 demonstrates the Applicant's understanding that there is a need to cover the scenario whereby due to unforeseen circumstances, timescales for the redevelopment of the Site are delayed. As such, the Applicant demonstrated its willingness to commit, following the grant of planning permission for remediation works, to introducing planting, in the form of wildflower meadow seed planting, across the Site if construction works for the redevelopment of the Site have not commenced within 1 year of the completion of the remediation works.
- 3.12. It should be noted that the necessary remediation works are a major and costly undertaking and it is anticipated that the works will take between 18 and 24 months to complete. Given the length of these lead in times, it is important from an overall project viability point of view that the works can commence as soon as possible. The approach of securing a planning permission in advance of this main redevelopment application, has afforded greater time for the redevelopment proposals to go through a rigorous design and consultation process to ensure that the high quality redevelopment and associated benefits envisaged by the Applicant are maximised.
- 3.13. Following the consent of the remediation works, the Applicant has since begun tree removal which is expected to complete by the end of May 2022. This will greatly improve the safety of the area and assist in the management of the anti-social behaviour experienced on the Site.
- 3.14. Within this context, alternative locations have been discounted given that works have started on Site in order to facilitate the approved remediation works and subsequent redevelopment of the Site.

Consideration of Alternative Uses

- 3.15. The Site's proposed use is for residential led development. The Site is located within the Regional Centre, as defined by Policy EC3 of MCC's Core Strategy (2012) and Site also falls within East Manchester, as defined by Policy H4 of the Manchester Core Strategy (2012). The Site's planning history includes residential development proposals approved in the 1980s and 1990s, and most recently an approval for residential development in 2014. Whilst the Site has a history of residential applications, no redevelopment has been delivered on Site with all previous applications disbanded.
- 3.16. Other reasonable alternative uses for the Site, considering its location, have been discussed below:
- **Retail** - The Site falls outside Manchester City Centre's Primary Shopping Area and a large-scale standalone retail development on this Site would require extensive justification as planning policy seeks to focus these uses within existing centres under the 'town centres first' approach. Delivering a retail development on the Site has therefore been discounted.
 - **Hotel** – The size of the Site would present challenges in terms of the scale of demand for hotels and therefore ultimately the viability of securing delivery. In addition, the Site is located in close proximity to a number of established residential communities. Therefore, given the Site's context and location a hotel development on the Site has been discounted.
 - **Office** - The Site falls outside the boundary of the Central Park Strategic Employment Location which is defined by Policy EC6 of the Core Strategy. Furthermore, it is located within a part of Manchester that has an established residential character and is unlikely to be attractive to investors or occupiers for commercial development. As such, office use would also fail to underpin the costs of remediation and would fail to support the viable redevelopment of the site.
- 3.17. Both the East Manchester Regeneration Framework (2008-2018) and the MCC Unitary Development Plan (UDP- 1995) identify the Site for future development. The East Manchester Regeneration Framework identifies a number of principles to consider when redeveloping the Site, and also identifies the Site as one of three strategic target areas for larger family housing.
- 3.18. The principle of development in this area of Manchester is established through planning policy. More specifically, MCC Core Strategy Policy EC3 and Policy H4 both support residential development on the Site.
- 3.19. *Core Strategy Policy EC3 Regional Centre* states that housing is an appropriate use within the Regional Centre, although should complement the development of mixed-use employment areas.
- 3.20. *Core Strategy Policy H4 East Manchester* states that East Manchester will accommodate around 30% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre – including Newton Heath.

- 3.21. For the reasons outlined above, alternative uses have been discounted. The principle of a residential led development this location is consistent with planning policy and both the East Manchester Regeneration Framework (2008-2018) and the MCC Unitary Development Plan (UDP- 1995). The residential use will complement the existing residential character of the area and support Manchester City Council's regeneration ambitions for the Site.

Design Evolution

- 3.22. The Design and Access Statement which accompanies this planning application addresses the design evolution of the Proposed Development in detail.
- 3.23. A wide range of specialist consultants and other stakeholders have provided valuable input into the scheme, informing the design process and assisting the team in arriving at an appropriate solution of the Site. The design has evolved in terms of the layout of the residential layout, height, mass and orientation including the connection and interface with the canal; as well as the school location. The evolution of the scheme and the final design is discussed in detail within section 6 of the accompanying Design and Access Statement. The access points have also evolved, originally with no through route west to east and vehicular access from Hallam Road to the site. This has evolved to the final scheme including a through route from Ten Acres Lane to Mitchell Street and restricted vehicular access for emergency vehicles only via Hallam Road.
- 3.24. The Proposed Development also seeks to consider the principles set out in the East Manchester SRF as part of the masterplanning and design development process.
- 3.25. For further details please refer to Section 6 of the Design and Access Statement prepared by Planit-ie and the 'Design Development' section contained within Chapter 4 of the Planning Statement, prepared by Deloitte.

4. Construction Methodology and Programme

- 4.1. The Construction (Design and Management) Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.
- 4.2. Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.
- 4.3. During the remediation and construction works the appointed contractor will be responsible for the management of the Site. They will be responsible for the implementation and enforcement of best practice and suitable mitigation measures as detailed within the relevant prepared plans. Such plans include:
 - A Construction and Environmental Management Plan (CEMP);
 - A Site Waste Management Plan (SWMP);
 - A Dust Management Plan (DMP);
 - A Pollution Incident Control Plan (PCIP);
 - An Emergency Response Plan; and
 - A traffic management plan (TMP).
- 4.4. These Plans will describe arrangements and procedures for managing any key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme and which will ensure the Health and Safety of all those working on or affected by the project works.
- 4.5. The developer/ main contractor will undertake weekly recorded inspections, toolbox talks etc. to ensure relevant environmental control measures health and safety standards are appropriate, and controls are being complied with. Site environmental performance will also be monitored regularly by a health, safety and environment team. An inspection report will be produced and discussed with Site management and any recommendations will be actioned as necessary
- 4.6. The appointed Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks. They will also, at the earliest possible stage of the project, enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

5. Townscape and Visual Impact (ES Chapter 6)

What is Townscape and Visual Impact?

- 5.1. Townscape is the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces and the relationship between buildings and open space (as stated in Guidelines for Landscape and Visual Impact Assessment, 3rd Edition, 2013).
- 5.2. A Townscape and Visual Impact assessment considers the change in the townscape character and visual amenity as a result of the Proposed Development.
- 5.3. This Appendix 9.1: Chapter of the ES has been prepared by Planit-IE and assesses the likely significant effects of the Remediation Strategy on the Site and surrounding area. The chapter also describes the methods used to assess the effects; the baseline conditions currently existing at the Site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant negative effects; and the likely residual effects after these measures have been adopted.
- 5.4. The chapter is accompanied by the following appendices:
 - Appendix 6.1: Townscape Baseline and Effects.
 - Appendix 6.2: Visual Baseline and Effects.
 - Appendix 6.3: Figures.
 - Appendix 6.4: Views

What has been assessed?

- 5.5. Manchester's Local Development Framework splits the East Manchester area into a number of strategic character areas (Policy EM5), each with their own distinctive character. The Site is located within East Manchester Sub Area 'Central Park' which is characterised by a medium density environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. This character area and its features form the context for assessing townscape impact of development of the Site within this wider townscape area.
- 5.6. The Site is located on the boundary of Miles Platting and Newton Heath, within a residential area approximately 390m from the Newton Heath and Moston Metrolink stop and 480m from the Central Park metrolink stop. The local centre of Newton Heath on Old Church Street lies approximately 200m to the east of the Site.

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- 5.7. Whilst the surrounding area has little variation in topography, the Site sits at a low point within its wider topographical context. Its location in close proximity to the River Medlock mean it sits within the dip of the valley, as ground levels fall towards the river.
- 5.8. To the west of the Site lies an industrial area composed of a mixture of post-industrial vacant land, and active light industrial uses.
- 5.9. The Site abuts the Rochdale Canal between locks 69 and 74 to the northern edge, with locks 70-73 adjoining the Site; to the west the Site abuts Ten Acres Lane and the Ten Acres Lane Sports Complex, as well as residential properties at Makkah Close; Mitchell Street adjoins the eastern boundary; a residential area and Briscoe Lane Academy are adjacent to the southern edge of the Site.
- 5.10. The residential areas surrounding the Site are broadly characterised by a 2 storey height datum, with a handful of predominantly former industrial buildings reaching above this. To the south of the Site, high-rise residential towers at Dobson Court are increasing the height datum of the wider area.
- 5.11. The Site is enclosed on all sides by built form. The surrounding mixed character of fine urban grain residential and coarse urban grain industrial defines the local area of Newton Heath and Miles Platting, though the surrounding residential character and that of the Rochdale Canal corridor most strongly influence the Site.
- 5.12. The Rochdale Canal is a public right of way and key green route into the city centre, and forms part of National Cycle Network Route 66. It has been confirmed as Bee Network Infrastructure proposed for canal towpath widening in the coming years. While the Site forms a significant part of the Green Infrastructure locally, and the mature trees along the northern edge contribute positively to the nature character of the canal corridor, the condition and quality of the Sites green edge and internal spaces are relatively poor. There is currently no formal access into the Site.
- 5.13. There is no built form on the Site. The Site was heavily vegetated through natural succession/self-seeding following the closure of the brickworks and the intervening decades of vacant use. This vegetation became well-established and has now begun to be cleared following the approval of the remediation application in October 2021..
- 5.14. There are no environmental designations covering the Site. There is no designated public open space within the Site.
- 5.15. The Site is not located within a Conservation Area, and there are no listed buildings within the Site.

What is the impact of the Proposed Development in terms of Townscape and Visual Impact?

- 5.16. The TVIA considers construction phase impacts, the precise details of which are unknown at this stage but reasonable assumptions have been made in order to assume a 'worst case scenario' in accordance with TVIA Guidelines.
- 5.17. Views along the Rochdale Canal and the surrounding streets will be impacted during construction due to the development works and although once the Proposed Development is operational the views by the very nature of the development will change. Any adverse effects as a result of the loss of trees and vegetation will reduce over time as new trees and planting matures and the integration of new landscaping along the development frontage becomes established.

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- 5.18. Furthermore, the development has embedded mitigation which further softens any adverse impacts through the delivery of a high-quality development with the orientation of buildings, a variety of typologies, and integrated landscaping throughout the Proposed Development.

6. Traffic and Transport (ES Chapter 7)

What is Transport?

- 6.1. The Traffic and Transport element of this ES considers the environmental impact of any additional demand for transport infrastructure that may arise from the Proposed Development. The relative environmental impact of the forecast changes to traffic and transport is assessed through identification of key receptors.

What has been assessed?

- 6.2. The assessment methodology follows the methodology provided by the Institute of Environmental Management and Assessment Guidance for the environmental assessment of road traffic and by the Department for Transport on preparing Transport Assessments and Travel Plans. The methodology also complies with the guidance given by Manchester City Council and confirmed in the scoping of the Transport Assessment.
- 6.3. The assessment has considered the implications of the Proposed Development on the following factors:
- Severance
 - Driver delay
 - Public transport users
 - Pedestrian delay
 - Pedestrian/ cyclist amenity
 - Fear and intimidation
 - Accidents and road safety
- 6.4. The assessment considers the above factors during the Construction Phase and Operational Phase of the Proposed Development.
- 6.5. The IEMA guidelines state that in scoping out the extent of the assessment for the Operational and Construction Phases, it suggests that “two broad rules of thumb could be used as a screening process to delimit the scale and extent of the assessment”. Those Rules are:
- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)
 - Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

- 6.6. The IEMA Guidelines go on to state that any increases in traffic flows of less than 10% are generally accepted as having negligible impact as daily variance in traffic flows can be of equal magnitude. The 30% threshold relates to the level at which humans may perceive change and there may therefore be an effect. Impacts above this level therefore do not suggest that there is a significant impact, only that further consideration is required to assess the significance.

What is the impact of the Proposed Development in terms of Traffic and Transport?

- 6.7. During the Construction Phase, the effects are temporary and will be mitigated by the implementation of a Construction Transport Management Plan. The number of workers on the Site at any one time will depend on which stage of the construction programme has been reached and the construction activity taking place at that time.
- 6.8. However, even with the addition of fluctuating contractor movements the expected total number of vehicle movements associated with the Construction Phase of the Proposed Development would not significantly affect the existing traffic flows. The arrival of vehicles related to the construction of the Proposed Development is also considered to be far below that would be expected once the Site is fully built out and occupied.
- 6.9. The assessment has concluded that the environmental implications of construction traffic are negligible.
- 6.10. The Proposed Development will be accessed from Ten Acres Lane, with a through route being provided west to east joining to Mitchell Street. There will also be a pedestrian and cycle access from Hallam Road. The Proposed Development will be easily access for pedestrian and cycle users throughout the development, promoting sustainable travel modes, including via direct access to the canal towpath immediately to the north of the Site.
- 6.11. During the Operational Phase there is predicted to be an increase in traffic on Mitchell Street, however the overall daily traffic is significantly below other nearby roads, and in the context of the local area, the level of traffic on Mitchell Street will continue to be relatively low even with the addition of traffic from the Proposed Development.
- 6.12. Traffic from the Proposed Development is expected to have an immaterial impact on driver delay across the majority of the study network. Furthermore, the Proposed Development will deliver enhancement to pedestrian and cyclist amenity and will have a beneficial effect.
- 6.13. The environmental implications are assessed as having a negligible impact as a result of traffic from the Proposed Development. However, whilst no mitigation is required improvements are proposed to assist overall accessibility including, a proposed improvement scheme at the Briscoe Lane/ Ten Acres Lane signalised junction to provide additional capacity. This comprises a widening of the Ten Acres Lane (southbound) approach to allow a separate lane for right turning traffic.
- 6.14. The implications of Traffic and Transport on the environment is limited due to the following factors:
- The Site is located in a sustainable location within walking distance of local amenities and is in close proximity to existing sustainable transport provision.
 - The trip forecasts are only a small percentage of the background traffic flows.

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- Traffic modelling has concluded that the Proposed Development will have only a marginal change in highway operation. Where an impact has been identified at the Ten Acres Lane/ Briscoe Lane junction a package of mitigating works has been identified which alleviates this impact.
- The development improves access on foot by providing a permeability through the Site and direct access to the canal towpath.
- Extensive cycle parking will be provided at a ratio 100% to the proposed residential units.

7. Noise and Vibration (ES Chapter 8)

What is Noise and Vibration?

- 7.1. Noise is defined as unwanted sound at a receptor. An excessive amount of noise at receptors is known to cause adverse health effects for residents. Excess noise causes residents to become stressed and lose concentration during the day and has a detrimental effect on the quality of sleep during the night-time. Receptors can be impacted by a variety of environmental and industrial noise sources, such as road traffic noise, train movements, and fixed plant.
- 7.2. Vibration can be defined as the acceleration and movement of particles in the ground. An excessive amount of vibration can adversely impact on building and people. Vibration can be generated by a variety of different sources, such as train movements and industrial plant, however, the majority of the vibration issues are likely to arise during the construction phase of the development. Different methods and equipment used during the construction phase of a development, such as piling rigs, excavators, and dump trucks have the potential to generate vibration at potentially adverse levels at nearby receptors. While generally vibration is not likely to generate any significant adverse effects at receptors, in extreme cases, high levels of vibration may cause damage to buildings and become intolerable to residents.

What has been assessed?

- 7.3. The noise and vibration assessment considers the following;
- The potential noise and vibration impact during the construction phase on existing and proposed noise sensitive receptors.
 - The potential noise impact of operational phase road traffic noise on existing sensitive receptors.
 - The potential noise impact of existing and proposed sources of noise, during the operational phase on proposed sensitive receptors.
- 7.4. The scope of the noise assessment used to inform this ES Chapter has been based on a desk-top review of the Site, existing receptors and nearby noise sources expected to affect the Proposed Development. The effect of existing, and proposed noise sources, has been considered at proposed and existing noise sensitive receptors.
- 7.5. Noise monitoring has been carried out to determine the existing noise levels at the Site boundaries, as well as establishing the existing acoustic environment at the nearby receptors. Attended noise monitoring and observations have been carried out to establish the noise levels generated by the nearby commercial premises, T&A Textiles and Hosiery, and the future industrial park to the west of the Site, during the daytime and night-time periods.
- 7.6. The noise survey found that the noise levels at the Site were dominated by noise from the nearby road network, mainly Ten Acres Lane. Noise monitoring and observations carried out at the T&A Textiles and Hosiery premises indicated that the premises did not operate during the night-time period. Noise generated during the daytime was found to be dominated by noise from deliveries at the commercial premises. Noise associated with the future industrial park was

assessed based on the noise assessment carried out as part of the planning application for the industrial park, prepared by a third party. The industrial park has been identified to generate only a **Low Impact** at the proposed development, in terms of BS4142, and is not significant in EIA terms.

- 7.7. The effect of increased noise, due to the Proposed Development as well as committed developments, was also assessed to determine the likelihood of an adverse impact. Further construction phase noise has been assessed at existing and proposed noise sensitive receptors in terms of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open Sites.

What is the impact of the Proposed Development in terms of Noise and Vibration?

- 7.8. During the Construction Phase, the sensitivity of the existing and proposed sensitive receptors is moderate and the magnitude of change with mitigation in place is small. Therefore, following the implementation of mitigation measures there is likely to be a short-term effect on existing and proposed sensitive receptors of **Moderate Adverse (Not Significant) to None (Not Significant)**, with any moderate effects likely to be brief and localised. Mitigation will be implemented through a Construction Environmental Management Plan and include restrictions on the time for noisy construction work, noise screens and the implementation of best working practice.
- 7.9. During the Operational stage, the effect of the change in noise levels, at receptors, due to increase in road traffic levels, is expected to be **Negligible Adverse (Not Significant) to None (Not Significant)**, with one existing sensitive receptor experiencing a **Minor Adverse (Not Significant)** effect in the long term.
- 7.10. For proposed receptors, mitigation measures will be incorporated into the Site design in order to ensure that the required internal daytime and internal night-time noise levels are achieved at the proposed residential areas. Such mitigation includes the orientation of dwellings to screen garden areas from significant sources of noise, high fencing for external areas adjacent to the road network and appropriate glazing and ventilation. Once these measures are implemented, the effect at existing sensitive receptors from the future road traffic noise would be **Negligible (Not Significant)**.

8. Air Quality (ES Chapter 9)

What is Air Quality?

- 8.1. Air Quality involves the assessment of the potential air quality impacts of a Proposed Development (as increased volumes of traffic may result in higher levels of pollution) and what measures can be undertaken to mitigate any anticipated impacts in both the construction and operational phases of the development. These assessments typically include consideration of the potential human health impacts during the construction phase of a development, and consideration of potential impact on air quality from the increased volumes of traffic associated with a Proposed Development.

What has been assessed?

- 8.2. The Proposed Development has been assessed with respect to air quality and considers the effects of both the construction and operational phases.
- 8.3. The construction phase of the Proposed Development has the potential to have an adverse impact on human health and ecological Sites, whilst also posing a risk of dust soiling due to the generation of dust. There are no potentially dust sensitive designated habitat Sites within close proximity to the Proposed Development Site or routes on the public highway that would be used by construction vehicles and so ecological effects were not considered further within the construction dust assessment. Therefore, a qualitative construction phase assessment that considers nearby properties (for both human health and dust risk considerations) has been undertaken.
- 8.4. The operational phase of the Proposed Development has the potential to create an adverse impact on human health and ecological Sites. A quantitative operational phase assessment has been undertaken using detailed air dispersion modelling software. Traffic data has been obtained for roads likely to be affected by the Proposed Development. Existing human receptor locations along the roads that would be impacted by traffic generated by the Proposed Development have been assessed.

What is the impact of the Proposed Development in terms of Air Quality?

- 8.5. The assessment has demonstrated that the construction phase of the Proposed Development would result in 'not significant' effects on dust soiling and human health, assuming that Site-specific mitigation measures are put in place, in accordance with relevant guidance. Such mitigation measures include the protection of surfaces and exposed material from winds until disturbed areas are sealed and stable and the dampening down of exposed stored materials. The final design solutions will be developed with the input of the contractor to maximise construction efficiencies, to use modern construction techniques and sustainable materials and to incorporate the particular skills and experience offered by the appointed contractor.
- 8.6. The assessment has demonstrated that the operational phase of the Proposed Development would result in 'not significant' effects, in accordance with relevant guidance. As a result, no mitigation measures are required, however, specific measures proposed as part of the hybrid application to futureproof the Proposed

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Development will help to mitigate air quality impacts. These mitigation measures include the planned access and highway improvements (which will reduce congestion generated by the Proposed Development), as well as the provision of electric vehicle charging infrastructure and cycle parking at the proposed dwellings. Further mitigation measures to reduce pollution from the buildings within the Proposed Development may include installing low NOx boilers at the proposed dwellings.

9. Ground Conditions (ES Chapter 10)

What is Ground Conditions?

- 9.1. The assessment considers the impacts of the Proposed Development, which relates to the construction and operational phases of the Proposed Development with respect to ground conditions focusing on land contamination.

What has been assessed?

- 9.2. This chapter provides an assessment of the significance of potential effects upon identified key receptors including:
- Human health – current Site users, future residents / Site occupiers (Phase 1 and Phase 2), construction workers, and the general public / adjacent Site users (includes residential properties and the school to the south).
 - Controlled waters – groundwater within superficial Secondary A and Secondary Undifferentiated Aquifers, groundwaters within bedrock Principal Aquifer and Secondary B Aquifer and surface waters (Rochdale Canal). Groundwater within the deeper Principle Aquifer is considered to be the most sensitive groundwater receptor.
 - Buildings / infrastructure (existing, adjacent and new).
- 9.3. The presence of key receptors was identified by reviewing information available at the time of writing and this included third party reporting and previous reports and works undertaken at the Site by Wardell Armstrong LLP (provided as Appendices 12.1 – 12.8).
- 9.4. The impact of magnitude has been determined by considering the nature of change (including whether it is temporary or permanent), its severity, the duration of an effect (e.g. short/ medium/ long term), the likelihood of an effect occurring, and the relative extent of the effects of contamination to the receptor.
- 9.5. The Site baseline is generally as follows:
- The Site is an area of derelict and densely vegetated land that has been subject to fly tipping. The Site is bound by the Rochdale Canal to the north, Mitchell Street and residential properties to the east, residential properties and a school to the south and Ten Acres Lane and a sports centre to the west.
 - Historically, the Site operated as a brickworks with two large clay extraction pits, which culminated into two large excavations that occupied approximately 85% of the Site. From the late 1940's onwards the clay extraction pits are indicated to have been used for landfilling.

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- Made Ground is present at the Site to depths of between 0.3m and 14.8m below ground level (bgl) and is underlain by Glacial Till (clay to sandy clay with common pebbles, cobbles and boulders) to depths of between 15.0m and 40m bgl, which is in turn underlain by solid geology of the Collyhurst Sandstone Formation and to a lesser extent the Chester Formation (sandstone) and Manchester Marls Formation (mudstone).
- Shallow perched groundwaters are present at the Site within the former landfill areas with deeper groundwaters being encountered within the underlying natural superficial deposits and bedrock. Continuity between the various groundwaters at the Site is considered unlikely.
- Contamination is present at the Site principally associated with the Site's historic uses as a landfill and a brickworks and includes:
 - Identified contamination within soils included exceedances of the screening values for total petroleum hydrocarbons (TPH); polycyclic aromatic hydrocarbons (PAH); benzene, toluene, ethylbenzene and xylene (BTEX); metals (notably lead and arsenic); phenols; polychlorinated biphenyls (PCB's), semi-volatile organic compounds (SVOC), volatile organic compounds (VOC) and asbestos fibres.
 - Identified contamination within the various perched groundwater bodies included exceedances of the screening values for metals (arsenic, boron, cadmium, selenium, manganese, nickel, and iron), PAH, TPH, phenol, benzene, cyanide and sulphate. Exceedances of 4-Dichlorobenzene, Chlorobenzene and 1,2-Dichlorobenzene were recorded from a groundwater seepage.
 - In surface water samples taken from the Rochdale Canal there were exceedances of the screening values for chromium, lead, TPH and PAH.
 - Elevated concentrations of ground gases that equate to a Characteristic Situation 2 as outlined in BS8485.
 - Vapours could also pose a risk to those identified on and off-Site receptors. Further work is required to quantify the risk.

What is the impact of the Proposed Development in terms of Ground Conditions?

- 9.6. Overall the Proposed Development will be a betterment to the current Site which is to be remediated, following the consent for remediation works, granted in October 2021. As part of this previous (remediation) application the ground conditions were thoroughly assessed and an extensive intrusive investigation has been undertaken by Wardell Armstrong. The investigation included chemical analysis of soils, groundwater sampling and testing and ground gas monitoring. Further assessments are also ongoing with regular conversations with the local authority and regulators. All assessments have been undertaken based on a worst case scenario.
- 9.7. Prior to mitigation, the potential impacts for the construction phases are mostly Major Adverse to Major – Moderate Adverse and are considered to represent a likely significant effect for the purposes of the EIA regulations.
- 9.8. Prior to mitigation, the potential impacts for the operational phases range from Major-Moderate adverse to Major-Moderate to Minor Adverse and in most instances are considered to represent a likely significant effect for the purposes of the EIA regulations.
- 9.9. Mitigation measures include the installation of a clean cover pathway break across most of the Site e.g. gardens and soft landscaping areas; ground gas / vapour mitigation such as gas resistant membranes; as well as the implementation of a Construction Environmental Management Plan. Following the implementation of the outline mitigation measures the potential impacts have been identified as moderate – minor or negligible significance. However, this is considered to be the

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worst-case scenario, and it is likely that control measures during construction will avoid any accidents and incidents occurring and that following development of the Site there will be a betterment to the current baseline conditions.

10. Water Resources, Flood Risk and Drainage (ES Chapter 11)

What is Water Resources, Flood Risk and Drainage?

- 10.1. Water resources, flood risk and drainage is the effects of the Proposed Development on the existing hydrology and existing flood risk for not only the Site itself but also the surrounding areas.

What has been assessed?

- 10.2. The likely significant effects of the Proposed Development with respect to Hydrology have been assessed. The methods used to assess the effects; the baseline conditions currently existing at the Site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant negative effects; and the likely residual effects after these measures have been adopted have all also been described.

What is the impact of the Proposed Development in terms of Water Resources, Flood Risk and Drainage?

- 10.3. The Site is in Flood Zone 1 and therefore has a very low probability of flooding of residential and industrial properties, however there is the potential for significant effects during construction and operation that require potential mitigation.
- 10.4. In summary, the main significant effects at the Site revolve around dealing with surface water risk at the Site and the potential for silt laden runoff, spillages, leaks and pollutants during the construction stage and diffuse pollution contained in urban runoff during the operation phase from a water resource perspective. In addition, from a flood risk perspective, the significant effects include mud and debris blockages and temporary increases in impermeable areas during the construction phase and the increase in permanent impermeable area and increase in discharge to ground and blockages of drainage networks during the operational phase.
- 10.5. Mitigation includes completion of a Construction Environmental Management Plan which will include details of mitigation measures to prevent adverse impacts occurring to controlled waters e.g. wheel washing to control mud entry, tool and plant washing in designated areas; and Sustainable Urban Drainage Systems (SuDs) measures such as temporary attenuation to mitigate the surface water risk. Further mitigation measures will also be implemented during the operation of the Proposed Development including regular inspection and maintenance of all drainage infrastructure both on and near to the Proposed Development.

11. Ecology (ES Chapter 12)

What is Ecology?

- 11.1. The assessment considers the impacts of the Proposed Development, which relates to the (post-remediation) redevelopment application, on ecology receptors i.e. ecological features which are of locally notable value (or higher). This includes all legally protected species and their supporting habitats.

What has been assessed?

- 11.2. This chapter provides an assessment of the significance of potential ecological effects upon identified ecological receptors including:
- Rochdale Canal SAC/SSSI and Hollinwood Branch Canal SSSI which are of International and National value (respectively).
 - Non-designated sections of the Rochdale Canal adjacent and downstream from the Site are of County value.
 - Woodland and grassland habitats, including LBAP Priority Grasslands of High Ecological Value on Areas of Previously Developed Land are of County value.
 - Foraging and commuting bats. A limited assemblage and absence of roosts. Foraging and commuting assemblage are of Local value.
 - Breeding birds. A range of widespread species were recorded during the surveys, of Local value.
 - Slow worm *Anguis fragilis*. A small population on Site of Local value.
- 11.3. The presence of ecological receptors was identified by surveys undertaken during 2020 by TEP, the reports are provided as Appendices in the previous Remediation ES Chapter.
- 11.4. The impacts assessment methodology follows that described by CIEEM and involves the evaluation of each receptor according to a geographical scale of International to Site levels, describing the impacts without mitigation, considering mitigation and then identifying residual effects.
- 11.5. Two scenarios with different baselines are considered in this chapter, "Scenario 1" and "Scenario 2". The Scenario 1 baseline is also considered in the previous ES chapter and includes woodland and grassland with a number of locally valued protected species receptors. Scenario 2's alternative baseline refers to the Site as it would be following clearance and remediation, where all vegetation has been removed excluding some peripheral trees and the slow worm have been translocated away from Site. Please note the remediation of the site obtained planning consent in October 2021 and the tree removal works are ongoing and expected to be completed at the end of May 2022.

What is the impact of the Proposed Development in terms on Ecology?

11.6. In Scenario 1:

- No significant adverse effects are likely to arise from the Proposed Development on the Rochdale Canal SPA/SSSI, given that it lies >1km upstream from the Site. Adverse effects are predicted for all other receptors in advance of mitigation.
- The section of the Rochdale Canal which lies adjacent to the Site is likely to benefit from the proposals to remediate the Site once mitigation is applied to ensure that any surface water on Site does not contaminate the Canal.
- Mitigation for slow worm has involved their translocation to a secure, managed off-Site receptor location - this took place as part of the approved remediation application. While the trees are required to be removed as part of the approved remediation application, this has in the most-part been undertaken outside of bird breeding season (March – August). Where this has fallen within the season, works have been undertaken in the presence of a suitably experienced Ecologist to confirm no nests are present. All other receptors, namely foraging and commuting bats, breeding birds and habitats on Site will all be subject to significant adverse effects which are not mitigated by the Development Proposal.

11.7. In Scenario 2:

- No significant adverse effects are likely to arise from the Proposed Development on the Rochdale Canal SPA/SSSI, given that it lies >1km upstream from the Site. Adverse effects are predicted for all other receptor in advance of mitigation.
- Local populations of bats and birds are likely to benefit from the Proposed Development due to the increase in habitat on Site that will result from the planning applications. In particular, the buffer habitat that will be created adjacent to Rochdale Canal will provide commuting and foraging opportunities for bats and breeding habitat for birds.
- During the construction works and operation mitigation measures include the implementation of a sensitive lighting scheme along the canal edge to protect foraging and commuting bats.

12. Socio-Economics (ES Chapter 13)

What is Socio-Economics?

- 12.1. A socio-economic chapter of an ES considers the impact of the Proposed Development on the population and local economy. Socio-economics in this context includes consideration of the issues relating to population, employment, housing, education and healthcare, crime and amenity.

What has been assessed?

Overarching approach

- 12.2. The assessment has included:
- 12.3. A review of the national and local policy context
- Identifying an Assessment Area for the Proposed Development
 - Establishing the baseline position considering the demographic, economic and key social characteristics of the local Assessment Area and comparator geographies, drawing on published data sources
 - Assessing the scale, duration, importance and significance of anticipated impacts generated through the construction and operational phase
 - Determining the need for mitigation measures and the residual effects of the Proposed Development
 - Assessing the cumulative effects of the Proposed Development given a number of development proposals within the local area
- 12.4. The socio-economic assessment has assessed the likely effects of the Proposed Development in terms of the following issues:
- Employment and GVA;
 - Local expenditure;
 - Housing;
 - Population;
 - Local authority income;
 - Educational provision;

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- Healthcare;
- Crime; and
- Open space and recreational facilities.

12.5. The following two scenarios are tested in the assessment

- Scenario 1: Delivery of Phase 1 (a community hub building, 378 residential units and landscaping)
- Scenario 2: Deliver of Phase 1 (as above) plus Outline Phases (Phase 2) (338 residential units and a secondary school providing up to 1,050 places)

Baseline Conditions

12.6. A baseline position for socio-economic conditions is established for an identified local assessment area which covers roughly a 1.2 mile radius from the Site, as well as presenting the Manchester, Greater Manchester and national position, using published socio-economic data and intelligence.

12.7. Key elements of the baseline assessment include:

- There are 47,274 residents in the Assessment Area, as of 2020, 8.5% of Manchester's total population. The under 16 population is overrepresented in the Assessment Area compared to Manchester, Greater Manchester or nationally, while the 16 to 24-year-old population is underrepresented.
- There are 8,347 households in the Miles Platting & Newton Heath Ward, equal to 2.9% of households in Manchester, as of September 2021.
- Unemployment (measured by the Claimant Count) stands at 11.1% of the working age population in the assessment area, above the Manchester (7.2%), Greater Manchester (6.4%) and national rate (5.1%), as of September 2021.
- As of 2020, there are 18,000 jobs in the Assessment Area, 4.4% of the total employment in Manchester.
- Within 1 mile from the Site there are eight GPs and within 2 miles of the Site there are 16 dental practices.
- There are 16 nurseries within 1.5 miles of the Site and 33 primary schools with 700 school places available. Within 2.9 mile radius there are 41 secondary schools with 3,372 available places.

What is the impact of the Proposed Development in terms of Socio-Economics?

12.8. There are no adverse effects from the Proposed development with regard to socio-economics. There is an estimated construction spend of £65.5 million for Phase 1 and £58.5 million for Phase 2 supporting temporary economic uplift during the construction period. Phase 1 has the potential to support 554 construction jobs, with Phase 2 supporting 1,049 jobs. Construction workers will also support temporary uplift in local expenditure on lunchtime food and drink.

12.9. The Proposed Development assist in increasing Manchester's Housing Stock and makes an important contribution to Manchester's housing targets. The new residents would also lead to an uplift in local expenditure in the area e.g. on retail, household goods, transport and recreation. Furthermore the school will help

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attract families to the area as well as providing local education provision for other residents within the local area. Further activity on the site and creation of a community will provide natural surveillance and create a better sense of place and community which can help reduce criminal activity.

13. Type 1 Cumulative Effects (ES Chapter 14)

- 13.1. The concluding chapter of the Environmental Statement sets out what is considered to be the overall effect of the Proposed Development in EIA terms.
- 13.2. It is undertaken using what each technical chapter has considered to be the final impact of the Proposed Development once any mitigation measures have been included. It then considers how these effects might interact with each other and what the outcomes are predicted to be for the construction and the operational phases of the Proposed Development. These combined effects are considered 'intra project' or Type 1 cumulative effects.
- 13.3. Negligible or neutral residual effects have been excluded from the assessment as, by their nature, they are considered to be imperceptible. Therefore, only minor, moderate or major effects have been considered as part of the Type 1 assessment.

Identification of Likely Significant Type 1 Cumulative Effects

Construction Phase

- 13.4. Table 13.1 presents the results of the review of the potential for interactions of individual effects during the construction phase of development. The potential effect interactions are then discussed further.

Table 13.1: Construction Phase Type 1 Cumulative Effects

Sensitive Receptor Group	Construction Phase Residual Effects (after mitigation)	Likely Significant Cumulative Effects
Views, visual setting, Site and townscape character	<u>Townscape and Visual Impact</u> : Temporary minor to moderate adverse	No likely significant Type 1 cumulative effects
Ecology and biodiversity	<u>Ecology</u> : Minor to moderate adverse	No likely significant Type 1 cumulative effects
Neighbouring residential properties	<u>Air Quality</u> : temporary minor adverse	No likely significant Type 1 cumulative effects.

Sensitive Receptor Group	Construction Phase Residual Effects (after mitigation)	Likely Significant Cumulative Effects
Pedestrian and cycle linkages	<u>Transport and Accessibility</u> : Moderate beneficial	No likely significant Type 1 cumulative effects.
Employment and GVA	<u>Socio-Economic</u> : Minor beneficial	No likely significant Type 1 cumulative effects.
Construction Workers	<u>Contamination</u> : potential minor adverse effect from windblown contaminants and ground contamination	No likely significant Type 1 cumulative effects.

13.5. It should be noted that Ecology (Chapter 12 of ES Volume 1) has assessed an alternative baseline which conditions within relates to the Site's condition post-remediation works, which include complete vegetation clearance, in line with the approved remediation works (ref: 129197/FO/2021). Table 13.1 considers the worst-case scenario, with the baseline scenario relating to the Site's condition pre-remediation works. Please refer to Chapter 12 of the Environmental Statement Volume 1 for further details.

13.6. The table above illustrates there are no Type 1 potential cumulative effects.

Operational Phase

13.7. Table 13.2 presents the results of the review of the potential for interactions of individual effects during the operational phase of development. The potential effect interactions are then discussed further.

Table 13.2: Operational Phase Type 1 Cumulative Effects

Sensitive Receptor Group	Operational Phase Residual Effects (after mitigation)	Likely Significant Cumulative Effects
Views, visual setting, Site and townscape character	<u>Townscape and Visual Impact</u> : Minor beneficial	No likely significant Type 1 cumulative effects.

Sensitive Receptor Group	Operational Phase Residual Effects (after mitigation)	Likely Significant Cumulative Effects
Existing and future local residents, visitors and nearby population receptors	<u>Socio-Economic</u> : Minor – moderate beneficial on housing provided. Contamination: Minor adverse, However, this is considered to be the worst-case scenario, and it is likely that control measures will avoid any accidents and incidents occurring and that following development of the Site there will be a betterment to the current baseline conditions	No likely significant Type 1 cumulative effects.
Education Provision	<u>Socio-economic</u> : Moderate beneficial	No likely significant Type 1 cumulative effects.
Pedestrian and cycle linkages	<u>Transport and Accessibility</u> : Moderate beneficial	No likely significant Type 1 cumulative effects.
Open Space and Recreation Facilities	<u>Socio-Economic</u> : Minor beneficial	No likely significant Type 1 cumulative effects.

13.8. The table above illustrates there are no Type 1 potential cumulative effects.

Mitigation Measures

13.9. Where relevant, the individual residual effects which contribute to the identified intra-project effects have been considered and mitigated where necessary and feasible. It is not considered that the intra-project effects would be significant in EIA terms and therefore no further mitigation measures have been proposed.



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