



Environmental Statement Volume 1: Non-Technical Summary

**Red Bank Neighbourhood, Victoria North,
Manchester**

HIF Infrastructure – Advanced Enabling Works

November 2021

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Prepared By: Tom Kane and Laura Day

Approved By: Richard Kevan

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For and on behalf of Avison Young

1. Introduction

- 1.1 Manchester City Council (MCC) (hereafter referred to as 'the Applicant') is seeking to obtain detailed planning permission for the enabling work (including construction of a temporary haul road) for the Red Bank Redevelopment project (hereafter referred to the 'proposed development') on an area of land which forms part of Victoria North, located to the north east of Victoria Station, immediately adjacent to Manchester City Centre (hereafter referred to as 'the site'). The site is located within the administrative authority of MCC. The planning application to which this Non-Technical Summary (NTS) and the Environmental Statement (ES) it supports directly relates is a full planning application for the enabling works at the site. The planning application boundary is shown edged red on an Ordnance Survey (OS) base map presented in **Appendix 1**.
- 1.2 The site is irregular in shape and occupies an area of approximately 2.83 hectares ('ha'). It is located to the north east of Victoria Station, Manchester. The site and its immediate vicinity has a legacy of more than 150 years of industrial uses and Victorian and pre-Victorian infrastructure. As a result, a comprehensive programme of infrastructure investment is required to facilitate development where works cannot be taken forward on a piecemeal, site by site basis, and are not viable for the private sector to fund in isolation.
- 1.3 The River Irk lies to the south and east of the site, whilst the area surrounding the site to the north and west is more urbanised in character, occupied by hotels, restaurants, commercial developments, and industrial and residential uses.
- 1.4 The site is described in detail in Chapter 3: Site Description of this NTS.
- 1.5 The 'Victoria North' initiative, formerly known as 'Northern Gateway', is an area of approximately 155 hectares to the north of Manchester City Centre and Victoria Station which provides an opportunity to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses. Victoria North will establish a series of new, sustainable and integrated residential neighbourhoods, with a balanced mix of housing types and tenures, making it a desirable place for a variety of new and existing Manchester residents. Victoria North is one of the largest regeneration projects in the UK as well as being the largest single opportunity for residential redevelopment in Manchester, effectively a new town within the heart of an established, popular and growing city.
- 1.6 In 2017 MCC appointed Far East Consortium International Ltd (FEC) as its partner to accelerate the delivery of Victoria North. Since this appointment, MCC has endorsed the Northern Gateway Strategic Regeneration Framework (SRF), which provides an updated vision, core objectives and development framework to guide the regeneration of Northern Gateway (now known as Victoria North), with a focus on the provision of housing and supporting infrastructure investment. In February 2019, MCC Executive endorsed the Northern Gateway SRF as a material consideration in the determination of all future planning applications relevant to the area.
- 1.7 To unlock the full potential of the area, MCC has secured £51.6m of Government Funding through the Housing Infrastructure Fund (HIF) to deliver critical infrastructure and enabling works within the area. A key condition of

the funding is that the spend availability period runs until March 2024 and, therefore, practical completion of the infrastructure and enabling works by this date is imperative.

- 1.8 Due to phased delivery programme, the overall project has been split into four planning applications, as follows:
- HIF Advance Enabling Works (referred to hereafter as 'Application 1').
 - HIF Infrastructure Works (referred to hereafter as 'Application 2').
 - HIF Flood Defence Works (referred to hereafter as 'Application 3').
 - Red Bank Neighbourhood (referred to hereafter as 'Application 4').
- 1.9 It is noted that, although the applications are given numbered references, this does not depict the order in which the applications are to be submitted and does not denote a pre-determined sequencing. The site that is the focus of this ES (seen on **Appendix 1**) is Application 1.
- 1.10 The ES is prepared in respect of the HIF Advance Enabling Works (the proposed development) (Application 1). Although the focus of this ES is to assess the proposed development, to ensure a robust worst-case assessment, it includes for an In-Combination Assessment (ICA) of the other schemes related to the Red Bank Neighbourhood, as well as the wider SRF. Three further planning applications will follow this one for the wider HIF works, flood defence works and the Red Bank neighbourhood, during which time the detail of the wider development project will become clearer. Each of the subsequent applications will be accompanied by an ES and as the detail emerges the assessments in those ESs will consequently be more detailed. As the detail for applications 2-4 are still being worked up the assessment of the wider development within the ES is necessarily high level.
- 1.11 Avison Young has been commissioned by the Applicant to co-ordinate the Environmental Impact Assessment (EIA) process and produce the Environmental Statement (ES) for the proposed development. Specialist consultants have been appointed to undertake the component studies of the EIA.
- 1.12 This ES has been produced by competent EIA experts who specialise in the coordination and production of such assessments. As such, this ES has been coordinated by Avison Young's environmental management team who are members of the Institute of Environmental Management and Assessment (IEMA).
- 1.13 This document is the Non-Technical Summary (NTS) and is Volume 1 of the ES. It has been prepared by Avison Young in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (SI 2017 No. 571) and National Planning Practice Guidance (NPPG).

2. EIA Approach and Methodology

- 2.1 An EIA predicts the positive and negative environmental impacts associated with a development proposal to provide the Local Planning Authority (LPA) with sufficient information to make an informed decision on the granting of planning consent.
- 2.2 Each of the applications will be accompanied by its own Environmental Statement. In each Environmental Statement, the potential significant impacts of the proposed development will be assessed, together with an assessment of those impacts associated with the wider development project. As such, each application will be the subject of an Environmental Statement, and whatever development is granted permission will have been fully assessed
- 2.3 Once the need for EIA was established, a meeting was held with MCC on Friday 27th August 2021 as a form of 'scoping'. The process of scoping identifies the range of possible environmental impacts and the technical assessments that need to be considered further within the EIA process.
- 2.4 Pre-application correspondence following this meeting has resulted in the inclusion of a number of topics for which there is potential for significant effect, inclusive of Ecology and Trees, Townscape and Visual impacts, Drainage and Flood Risk, Ground Conditions, and Climate Change. Email correspondence was exchanged between MCC and AY that confirmed this approach was considered appropriate.
- 2.5 Further consultation has been conducted with local community and wider stakeholders, including two drop-in events at GRUB, a commercial space on Red Bank on Thursday 21 October 2021, from 3pm to 7pm and Friday 22 October 2021, from 1:30pm to 5pm.
- 2.6 The EIA is based on a series of information including:
- The site red line application boundary (see **Appendix 1**).
 - The written description of the proposed development including construction timescales and proposed construction methods and management protocols (see Chapter 5: The Proposed Development).
 - The quantum of development and detailed plans submitted for approval as part of the application (see: Chapter 5: The Proposed Development).
- 2.7 Assessment on this basis allows the likely significant effects of the proposals to be fully assessed and appropriate mitigation measures to be secured.
- 2.8 As set out above, in order for this application to proceed independently it is supported by an EIA. The EIA approach is made as robust as possible by the presentation of a series of assessment scenarios to enable absolute worst case to be identified and assessed. These assessment scenarios are presented by way of an In-Combination Assessment (ICA) in the body of the ES technical assessment chapters (Chapter 6 to Chapter 10. This ensures that:

- The impacts of the proposed development are identified in isolation.
- The impacts of the proposed development within the wider development project (inclusive of all related applications) are identified.
- The impacts of the wider SRF, inclusive of the proposed development and wider development project, are identified.

2.9 The assessment scenarios are presented in Table 2.1.

Table 2.1: In-Combination Assessment Scenarios

Assessment	Stage	Scenario
In-Combination Assessment (ICA)	Stage 1 – Demolition and Construction Phase	Scenario 1a - Assessment of the impacts relating to the proposed development only
		Scenario 1b - Assessment of the impacts relating to the proposed development, plus impacts associated with Application 2, 3 and 4
		Scenario 1c – Assessment of the impacts relating to the proposed development, Applications 2, 3 and 4, and the wider SRF
	Stage 2 – Completed Development and Operational Phase	Scenario 2a - Assessment of the impacts relating to the proposed development only
		Scenario 2b Assessment of the impacts relating to the proposed development, plus impacts associated with Application 2, 3 and 4
		Scenario 2c – Assessment of the impacts relating to the proposed development, Applications 2, 3 and 4, and the wider SRF

2.10 Further to the ICA, a Cumulative Impact Assessment (CIA) is also presented. Schemes for consideration in the CIA were identified through a planning application search of the MCC and Salford City Council (SCC) planning portals. The cumulative sites include for those approved projects within 1km of the site considered as having potential for cumulative ecological impact with the proposed development. This is the typical approach to CIA undertaken for an EIA. This process identified a total of 20 projects to be included within the cumulative assessment.

2.11 The assessment scenarios for consideration within the CIA are presented in Table 2.2.

Table 2.2: Cumulative Impact Assessment Scenarios

Assessment	Stage	Scenario
Cumulative Impact Assessment (CIA)	Stage 3 – Cumulatives	Scenario 3a - Assessment of the cumulative ecological impacts relating to the enabling works plus ecological impacts associated with agreed cumulative sites
		Scenario 3b - Assessment of the cumulative ecological impacts relating to the enabling works, plus ecological impacts associated with Application 2 (HIF Infrastructure Works), 3 (HIF Flood Defence Works) and 4 (Red Bank Neighbourhood), and the agreed cumulative sites
		Scenario 3c - Assessment of the cumulative ecological impacts relating to the enabling works, plus ecological impacts associated with Application 2 (HIF Infrastructure Works), 3 (HIF Flood Defence Works) and 4 (Red Bank Neighbourhood), the wider SRF, and the agreed cumulative sites

- 2.12 The CIA is presented within the individual technical assessment chapters (Chapters 6 to 10). The assessment scenarios proposed ensure all potential cumulative impacts of the proposed development, the wider development project, and the NG SRF are considered as part of this EIA.
- 2.13 As outlined earlier in Chapter 1: Introduction and earlier in this chapter, the application and ES for this proposed development is coming forward in advance of the three other associated applications linked to the wider development project. In order to present as robust assessment as possible, it is necessary to present information in relation to Applications, 2, 3 and 4, which acts as the assumptions for the presentation of the ICA and CIA. These assumptions can be seen in Table 2.3.

Table 2.3: Assumptions used as basis for In-Combination Assessment and Cumulative Impact Assessment

Application / Project	Applicant	Indicative Site Location Plan	Estimated Site Area (ha)	Indicative quantum of development
HIF Infrastructure Works Application	Manchester City Council	See Appendix 2	16.6 ha	▪ Demolition of other existing structures ▪ Remediation and earthworks across site ▪ Construction of internal access roads and junctions ▪ Utility and services connections and diversions ▪ Provision of green infrastructure including (among others): ○ Creation of green links; and ○ Creation of new City River Park
Flood Defence and Alleviation Measures Application	Manchester City Council	See Appendix 3	Circa 1 ha	▪ Flood mitigation and defence works along the River Irk to reduce the area of flood zone 3 ▪ Potential for new bridge to replace Union Bridge
Red Bank Neighbourhood Application	Far East Consortium	See Appendix 4	Circa 15.3 ha	• Approximately 4,000 no. residential dwellings • Indicative massing to align with the NG SRF, including a number of landmark buildings at height • Retail and commercial floorspace • Open and amenity space • Access and associated infrastructure
Northern Gateway Strategic Regeneration Framework (SRF)	n/a	See Appendix 5a and 5b	Circa 155 ha	• Residential-led regeneration scheme proposing approximately 15,000 dwellings over a 15-20 year period • Employment and commercial uses • Retail provision • Green and Blue infrastructure • Improved transport and access

- 2.14 The EIA has identified and assessed the significance of potential environmental effects relating to ecology, townscape and visual, drainage and flood risk, ground conditions, and climate change. The assessments of these topics follow a consistent structure to assist the reader in understanding the approach.
- 2.15 The type of effect can be adverse, negligible (neutral) or beneficial; a brief description is provided below:
- **Adverse** - a negative impact on a sensitive receptor or the existing environment;
 - **Negligible** - no discernible effect on a sensitive receptor or the existing environment; and
 - **Beneficial** - a positive effect on a sensitive receptor or the existing environment.
- 2.16 In addition, the degree of significance can be minor, moderate or major; and a brief description is provided below:
- **Minor** - slight, short-term, or localised effect on a sensitive receptor or the existing environment;
 - **Moderate** - a noticeable effect on a sensitive receptor or the existing environment; and
 - **Major** - a substantial effect on a sensitive receptor or the existing environment.
- 2.17 When a significant adverse impact is identified as a result of the assessment process, then measures to avoid, reduce and, if possible, offset significant adverse environmental effects associated with the proposal are outlined within the assessment. These measures are referred to as mitigation. Embedded mitigation is measures which have been 'designed-in' to the proposed development to mitigate potential adverse environmental effects. Identifying and implementing mitigation measures is a key part of the EIA process and the residual impacts which remain after mitigation have been identified and their significance has been stated.

3. Site Location and Description

- 3.1 The site is irregular in shape and occupies approximately 2.83 ha of land to the north of Victoria Station, Manchester. The Site Location Plan is presented at **Figure 1.1**.
- 3.2 The site predominantly comprises areas of post-industrial greenfield land and areas of hardstanding. This includes the Creamline Dairies in the south west of the site which is proposed for demolition within this application. Further hardstanding is present within the north east of the site. The remaining area of the site is occupied by dense tree coverage and shrub vegetation.
- 3.3 The site is bound by the River Irwell and industrial uses to the south and east and more commercial, densely urbanised areas to the north and west. Red Bank and Honey Street are adjacent along periphery of site boundary.
- 3.4 Manchester Victoria Station is the nearest railway station and is located approximately 590m south west of the site. The station predominantly provides local and regional mainline services to the north of England.
- 3.5 There are no designated heritage assets (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the site boundary. There are 16 Grade II Listed assets within 500m of the site.
- 3.6 There are no areas designated on account of their ecological value within the site or in the immediate vicinity. There is one internationally designated site for nature conservation within 10km of the development boundary: Rochdale Canal Special Area of Conservation (SAC). This is located 4.3km north east of the site. There is one nationally designated site within 5km of the site: Rochdale Canal Site of Special Scientific Interest (SSSI). There are no statutory locally designated sites within 2km of the site, though four non-statutory locally designated sites lie within 2km, the closest of which is Rochdale Canal Stott's Lane – Ducie Street Basin SBI.
- 3.7 The closest watercourse to the site is the River Irk located 50m south of the site boundary. The river flows from northeast to southwest before joining the River Irwell. The site lies in Flood Zone 1 so has a low risk of flooding from river or sea (0.1% or less per year). Within the site there are localised areas of low, medium and high risk for surface water flooding. There are no existing sewers in the area, so surface water flooding is assumed to occur due to localised low points.
- 3.8 The site does not lie within the Greater Manchester Air Quality Management Area (AQMA). This AQMA covers the city centre and its arterial routes. At its closest this is 150m west of the site adjacent to Cheetham Hill Road.
- 3.9 The site is not located in an Area of Outstanding Natural Beauty (AONB) or any other area designated for its landscape value.
- 3.10 According to British Geological Survey (BGS) maps the superficial deposits on site comprise Devensian Glacial Till, and the underlying bedrock is that of the Chester Formation (sandstone).

- 3.11 A review of the Coal Authority Mining Risk GIS System indicates the site is located within a coal mining reporting area though is not located within a Development High Risk zone.
- 3.12 The existing noise climate is dominated by road traffic noise emanating from the surrounding highway network within the City Centre and train lines associated with Victoria Station.

4. Alternatives

- 4.1 The proposed development has been developed through the EIA and design process with stakeholder and community consultation. Environmental constraints and potential adverse effects have been identified and as a result mitigation measures have been incorporated into the overall proposals.

The 'Do-Nothing' Alternative

- 4.2 The 'no development option' evaluates the likely environmental conditions at the site in the absence of implementing the proposed development. Schedule 4 of the EIA Regulations states that the assessment provide *"an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed"*. A description of the baseline scenario is set out in Chapter 3: Site Description.
- 4.3 In the absence of the proposed development, it is not expected that there would be any significant changes to the baseline conditions. There is no indication that in the absence of development the use and therefore management of the site would alter and therefore it is considered that the environmental conditions of the site would remain at its existing level as described in Chapter 3: Site Description.
- 4.4 Due to the fact that the NG SRF has been endorsed, the site is part of the Initial Development Area of Victoria North initiative (essentially Phase 1 of the NG SRF) and funding has been secured by MCC to undertake the necessary infrastructure works, the 'no development option' at this site is not, in fact, an option. The advance enabling works that make up the proposed development to be assessed in this ES are absolute necessary in order to begin the process of regeneration and development in the Initial Development Area of Victoria North.
- 4.5 The 'no development option' has been dismissed by the Applicants, as the reason for their involvement in the site is to bring forward the development of the site in line with the SRF. The 'no development option' would mean the site is not developed and the regeneration benefits of the wider development project, as well as the NG SRF, would not be realised.
- 4.6 The proposed development and wider development project have the potential to result in a number of adverse impacts. This includes, but is not limited to, the loss of the existing semi-natural broad-leaved woodland, changes to local drainage patterns and water quality, health of workers and users of the site, impacts to controlled waters, and additional and avoided GHG emissions. The majority of impacts are temporary due to the nature of the proposed development, with the exception of the removal of the semi-natural broad-leaved woodland. While this is the case in respect of this proposed development, this application alongside and in the context of the wider development project, represent redevelopment of an existing poor quality environment, and the delivery of the aspirations of the Northern Gateway SRF, and with it a range of beneficial impacts, not least the commitment to achieving at least 10% Biodiversity Net Gain across the Red Bank Neighbourhood.

Design Evolution

- 4.7 The Applicant and the design team for the outline application have regularly liaised with MCC during a series of pre-application meetings and correspondence in order to ensure that the evolving design meets the aspirations for the site.
- 4.8 The objective of the proposed development is to create appropriate area to facilitate the construction of a temporary haul road which will enable the associated works, to be brought forward through future applications (Applications 2-4, see para 1.8 for more detail) and, ultimately, the Red Bank Neighbourhood to be built out to align with the Northern Gateway SRF aspirations. The design evolution of the proposed development has centred on the exact alignment of the temporary haul road, the access from Red Bank, and how to minimise the area of trees to be removed in relation to the advance enabling works.

Alternative Sites

- 4.9 No alternative sites were considered for the development as the proposed development constitutes the advance enabling works that are required in preparation for, and in association with, the Red Bank Neighbourhood redevelopment project which is part of the Northern Gateway SRF on an area of land which forms part of Victoria North, immediately adjacent to Manchester City Centre.

5. The Proposed Development

5.1 The planning application seeks detailed planning permission for the advanced enabling works for the Red Bank Neighbourhood scheme on land to the north of Victoria Station, Manchester.

5.2 The proposed development is defined as:

"City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood."

5.3 To confirm, the key elements of the proposed development sought for approval as part of the planning application are as follows:

- The demolition of Creamline Dairies.
- Tree and shrub clearance to facilitate the construction of a temporary haul road.
- The construction of the temporary haul road.

5.4 As the application is being applied for in detail a set of detailed plans are submitted for approval. These plans provide information on the likely form and layout of development and allow informed assumptions to be made within the EIA. The plans include the Demolition Plan, and Proposed Haul Road Alignment. These plans will be tied to the planning permission by a planning condition. The red edge boundary plan along with the description of the proposed development also form the parameters for assessment which has informed the EIA.

5.5 The ES is prepared in respect of the HIF Advance Enabling Works. Although the focus of the ES is to assess the proposed development, as it is part of the wider Initial Development Area of Victoria North it includes for an In-Combination Assessment (ICA) of the other schemes related to the Red Bank Neighbourhood, as well as the wider SRF.

6. Ecology and Trees

- 6.1 The chapter describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect effects of the development arising in terms of ecology and trees, the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects. It has been written by The Environment Partnership (TEP).
- 6.2 To establish the baseline for the site, a range of surveys and assessments have been undertaken. These include:
- Desk-Based Assessment.
 - Extended Phase 1 Habitat Survey.
 - UKHAB Condition Assessment.
 - Tree Survey.
 - Bat Survey.
 - Badger Survey.
- 6.3 The assessment identified only one regionally important ecological feature which was semi-natural woodland. A further two locally important ecological features were also identified, these were bat foraging/commuting and breeding birds.
- 6.4 The potential for disturbance effects and unintended habitat loss or damage resulting from clearance, demolition and construction activities were identified through the assessment. The majority of these can be avoided through a combination of embedded and additional mitigation measures including the production of a CEMP, invasive species mitigation strategy, lighting strategy and tree protection measures. No further effects during the completed/operational stage were identified.
- 6.5 Habitat loss has been minimised as far as is possible, but some loss is unavoidable. Negative significant residual impacts as a result of the proposed development include a small area of loss of relatively young semi-natural woodland and its associated impact on bat foraging/commuting and loss of breeding bird habitat. These effects cannot be mitigated for under proposals included in Application 1, due to the nature of the proposed enabling works. However, it is anticipated that planned future applications for the area (Applications 2,3 and 4) will include sufficient landscaping measures, including habitat creation and enhancement, to result in no significant residual effect on all three of these ecological features. Additionally, the combined Biodiversity Net Gain Assessment will demonstrate at least 10% Biodiversity Net Gain will be achieved across the Red Bank Neighbourhood development and will be secured as part of planning permissions for the wider site.

- 6.6 When considering the 'in-combination' effects, effects on woodland habitat are likely to arise from Applications 3 or 4. Application 1 and Application 2 would have cumulative effects on woodland loss. However, due to the commitment to achieving 10% BNG, losses arising from both these applications would in the long term be mitigated or compensated via Application 2. Furthermore, the significance of effect from the cumulative losses would not increase from the Local level currently predicted.
- 6.7 Loss of bat and bird habitats would result from Applications 1, 2 and 3 and from the wider SRF. These could cumulatively create increased negative effects on bats and birds during the construction phase but the potential for this to arise depends on the timing and extent of bird and bat habitat loss. The potential for the significance of effect to increase would only be likely if the wider SRF works were timed to coincide with the other applications which is unlikely. The potential for cumulative effects to arise is further decreased by the retention and enhancement of the River Irk within the strategic masterplan. Given the commitments within the Northern Gateway Biodiversity Plan, it is likely there would be an overall increase in quality and/or quantity of bat and bird habitats during the operational phase. As a result, it is likely there would be a cumulatively positive effect on birds in the long term.
- 6.8 Cumulative woodland losses from the wider SRF alongside Applications 1 and 2 could increase the significance of effect depending on the timing and extent of tree removal and allowing for establishment periods of any new planting. However, given the commitments within the Northern Gateway Biodiversity Plan, it is likely there would be an overall positive effect on woodland habitat in the long term which will be secured by planning condition or obligation.
- 6.9 Given the inner-city location of this application, the sites considered in the cumulative assessment describe their baseline conditions to be generally of low ecological value, dominated by buildings and hardstanding and some with amenity grassland or ephemeral vegetation. The majority did not provide suitable bat or bird roosting habitat and in the few instances where bat roosting was confirmed these were small roosts of common species and mitigation would be provided on site. Similarly, bird and bat foraging habitat was also limited.
- 6.10 Due to the heavily developed nature of the landscape, the potential for fragmentation or disturbance effects to accumulate is limited to only those sites in close proximity to this application and only where they contain features of relevance to the habitats and species within this application.

7. Townscape and Visual

- 7.1 This chapter assesses the effects of the proposed development on townscape and views. The assessment has been written by Planit-IE.
- 7.2 Desk-based studies and site surveys have been used to establish the baseline. The visual receptors have been assessed as 'low' in sensitivity for Viewpoints 1-4 as the views are from landscapes/viewpoints with limited designations, and/or which are not particularly popular as a viewpoint, or with minimal or no cultural associations, and visual receptors sensitivity to change is low. Visual receptors at Viewpoint 5 from the Barney Steps bridge have been assessed as having a 'medium' susceptibility to change, and the viewpoint has an overall sensitivity of 'medium'. This is due to the location of the view along a public footpath and at a clear viewpoint where users of the route are likely to stop in order to appreciate the elevated vantage point.
- 7.3 A Construction Environmental Management Plan (CEMP) will be produced for the site which will include standard construction working practices. The CEMP will include an Emergency Spill Response Plan and Dust Management Plan. Implementation of the CEMP will ensure no accidental indirect effects on the retained/adjacent woodland is encountered as a result of the proposed development.
- 7.1 There are not predicted to be any significant effects on site character during the demolition and construction phase, or during the operational phase. There are predicted to be effects of 'minor significance' on viewpoint 5 during the construction phase. However, these effects are temporary in nature and have been assessed as 'neutral' due to the existing poor quality of the view. The change is not considered to be detrimental. There are not predicted to be any operational stage visual effects that are significant.
- 7.2 In terms of the assessment of the development in combination with the wider applications, early enabling works are likely to cause short term temporary adverse landscape effects during construction in relation to site character, although this is not identified as being significant. As works progress and new built form, public realm and street networks are built out, change is likely to be experienced by a wider range of landscape receptors. Given the comprehensive nature and aspirations of the Northern Gateway SRF, and the extent of the wider site, these changes are likely to be significant and beneficial in nature, as the proposals represent redevelopment of an existing poor-quality environment, and the delivery of the aspirations of the Northern Gateway SRF.
- 7.3 The 20 developments in the surrounding area that have been identified as having potential cumulative effects have been scoped out for the purposes of townscape and views. There are no identified schemes within the immediate site context which will result in cumulative effects on site character. There are no identified schemes that will be visible in conjunction with the site from any of the 5 identified key viewpoints and therefore there are not predicted to be any cumulative visual effects.
- 7.4 There are not predicted to be any cumulative visual effects relating to the enabling works, Applications 2-4, the wider SRF and the agreed cumulative sites. There is potential for cumulative adverse townscape effects in the demolition and construction phase in respect of a number of the sites due to the proximity, ranging from significant

to not significant, dependent on whether the construction phases run concurrently and the proximity of the sites. There is potential for cumulative beneficial townscape effects for the completed development and operational phase in respect of a number of the cumulative sites. There is potential to increase the beneficial change to townscape receptors due to the transformative nature of the change to the Red Bank area.

8. Drainage and Flood Risk

- 8.1 A drainage and flood risk assessment has been undertaken which seeks to establish the baseline conditions currently existing at the site and surroundings, the potential direct and indirect impacts of the development arising from changes to the existing drainage regime at the site, the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts. The assessment has been undertaken by Arup.
- 8.2 The site is within the Roch Irk Medlock Operational Catchment, and the Irk itself is a Heavily Modified Waterbody (HMWB) with an Overall Status of Moderate, with a failing Chemical Status and a Moderate Ecological Potential due to sewage discharge, pollution from industry, contaminated land and urbanisation.
- 8.3 The EA surface water flooding maps show that there are localised areas of low, medium, and high risk for surface water flooding. The surface flooding follows the alignment of the plateau with the depth of the flooding being less than 300mm for most of the site.
- 8.4 The site sits entirely in Flood Zone 1 as defined by the Environment Agency Flood Map for Planning. This is classified to be at 'Low Risk' of fluvial flooding. This comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).
- 8.5 During the demolition and operational phase there is a risk of accidental pollution which could impact upon the water quality of the identified surface water features.
- 8.6 There is also the potential for increases in sediment-laden runoff to the surface water features from vegetation clearance and the presence of exposed soils or soil stockpiles during the construction and operation of the temporary haulage road.
- 8.7 The demolition and construction works have the potential to alter local drainage patterns and flood risk through changing surface water flow pathways, for example through changing ground levels and the construction of the temporary haulage road. The impact of these changes would mostly likely be on surface water flood risk to local receptors (for example, buildings and roads) rather than directly on the River Irk or the drain. These risks are minor to moderate in nature.
- 8.8 Mitigation measures will be implemented, including following standard construction best practice relating to pollution prevention, using an adequate construction drainage system to ensure runoff is treated prior to discharge from the site, and ensuring the design of the haul road and the surface water drainage system is suitable.
- 8.9 After this mitigation, all the above-mentioned effects are reduced in severity to negligible and minor in nature. There will be no significant residual effects on the surface water environment predicted for the proposed development.
- 8.10 The ICA of likely effects for the proposed development alongside the wider development project (Applications 2, 3 and 4) and the wider SRF has been undertaken using the information available at the time of writing. Preparation

of design details, including for embedded mitigation, and technical assessments (FRA and WFD Compliance Assessments) are on-going. Using the available information and considering a worst-case outcome, there are no significant likely effects predicted for the surface water environment and flood risk for the wider development project. There is the opportunity for beneficial effects during the operational phase of the wider development, for example through the site wide drainage strategy reducing runoff rates.

- 8.11 In relation to the CIA, it is assumed that the planning requirements imposed on the future applications and cumulative sites will mean that concurrent construction activities will adhere to the same design and environmental standards as the enabling works in relation to pollution prevention and best practice management of surface water. LFRMS requirements for a reduction in runoff rates from new development should result in a reduction in surface water flood risk. It is therefore envisaged that the cumulative impacts for Scenarios 3a, 3b and 3c are not significant and would not pose a significant effect on the overall water environment.

9. Ground Conditions

- 9.1 The chapter describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect effects of the development arising from demolition within part of the site, exposure to potentially contaminated material, the potential for groundwater and surface water contamination during construction and the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects. It has been written by Arup.
- 9.2 The ground conditions at the site have been assessed utilising available information. A number of geological, hydrogeological and contaminated land related impacts have been identified, of which the main points of focus are related to potential for contamination in the soils beneath the site and potential for migration of contaminants into groundwater and the River Irk.
- 9.3 The effect of the potential impacts has been assessed in the context of the construction phase and operational phase. A number of risks have been identified associated with the ground conditions and the potential for contaminated land. Mitigation measures have been recommended to reduce these risks.
- 9.4 Baseline conditions pertaining to ground conditions have been assessed as part of an Arup Desk Study. The information presented in this chapter is based on the results of two phases of intrusive site investigation undertaken by AEG and a number of previous investigations undertaken by others. The data from these investigations is currently undergoing review and interpretation however, significant changes to the proposed works are not foreseen.
- 9.5 Where appropriate, specific precautions will be taken to reduce potential exposure of construction workers and site neighbours in accordance with the principle of 'as low as reasonably practical' (ALARP). This will include appropriate safety briefings, protective equipment (PPE), hygiene measures and dust suppression. In addition, any areas of contamination identified as presenting a demonstrable risk to health or the environment, will need to be addressed by removal or treatment.
- 9.6 A Construction Environmental Management Plan (CEMP) will be produced and implemented during the construction phase. The plan will outline how adverse effects on the environment will be avoided or mitigated during construction in accordance with current environmental legislation.
- 9.7 As part of any future remediation implementation plan, materials re-use criteria will be developed to be protective of human health and controlled waters based on the proposed development and agreed with the EA. Only soils that have been validated as meeting the required re-use criteria will be used in the earthworks.
- 9.8 During construction any areas of leachable contamination identified as presenting a demonstrable risk, will need to be addressed by removal or treatment. In addition, consideration will be given to the control of generation of leachable contaminants by phasing the development to limit the amount of time which soil is exposed. Any

stockpiles of site won soil will have appropriate management measures in place to prevent runoff into the River Irk, including placement at a distance from the river and provision of bunding.

- 9.9 With the implementation of the recommended mitigation measures, residual risks remain from the presence of unidentified contaminant hotspots within the site soils/groundwater and dust from any exposed made ground. The receptors are future construction workers of other development phases and adjacent site users respectively. Similarly, a controlled waters risk remains with regards to the potential of leachate contamination from exposed made ground left at surface post construction towards the Principal aquifer and River Irk. It is considered the risks posed can be adequately mitigated by the use of appropriate control measures during the post-construction phase which are standard for brownfield development.
- 9.10 With the implementation of the recommended mitigation measures, no significant adverse residual effects have been identified during the operational phase of the proposed scheme.
- 9.11 The in-combination assessment i.e. effects of Application 1-4 and the wider SRF, predicts that similar mitigation measures to those suggested within this application should be adopted in future applications. After this mitigation is in place, no significant effects will be present when combining all applications.
- 9.12 Additionally, the CIA predicts no cumulative significant effects to arise between the proposed development and other permitted schemes. The developments identified in the cumulative effects assessment are predicted to be delivered in accordance with the same environmental standards and require the appropriate level of mitigation at construction and operation to meet regulatory requirements. Therefore, it is predicted that the cumulative impacts are no greater than those from the proposed scheme in isolation.

10. Climate Change

10.1 A climate change assessment has been undertaken by Arup. Two aspects of climate change assessment are considered in the ES:

- Impact of the project on climate (Greenhouse Gas (GHG) emissions assessment).
- Vulnerability of the project to climate change (Climate Change Risk (CCR) assessment).

Impact of the project on climate (Greenhouse Gas (GHG) emissions assessment)

10.2 The UK's most recent final GHG emissions national statistics (for 2019), set out the total UK GHG emissions for 2019 at 454.8 million tonnes of carbon dioxide equivalents (MtCO₂e). At a local level, in 2019, emissions in Manchester were 2,019,800 tonnes of carbon dioxide equivalents (tCO₂e).

10.3 The assessment of the impact of the project on climate quantitatively assessed the demolition and construction phase of scenario 1a. The assessment has concluded that there would be emissions associated with the demolition and construction phase of the development. These emissions are unlikely to impact the UK Government's ability to adhere to the carbon budgets for the construction's time period. However, as the IEMA guidance states that any GHG emissions are significant, it is concluded that there will be a significant effect due to these increases in GHG emissions. It should be noted that the IEMA Guidance will be updated in the near future and significance will no longer be determined solely on % of carbon budgets. Other factors should also be considered such as: does the propose scheme reduce emissions in comparison to baseline, does the project have measures in place to mitigate emissions during construction and operation, is it meeting local / regional planning requirements, does it align with Net Zero aspirations, etc.

10.4 High-level, qualitative assessments were undertaken of scenarios 1b, 1c 2b and 2c based on current understanding of the applications. All scenarios were considered likely to result in GHG emissions.

Vulnerability of the project to climate change (Climate Change Risk (CCR) assessment))

10.5 All future climate projections for the UK indicate an increased likelihood of warmer, wetter winters and hotter, drier summers, in addition to an increase in the frequency of extreme weather. The likely increase in floods, storms, and extreme heat as a result of changes in weather patterns can cause damage to buildings, disrupt transport, and affect health with buildings and infrastructure needing to be adapted to cope with the new conditions.

10.6 High-level, qualitative assessments were undertaken of scenarios 2b and 2c based on current understanding of the applications. All scenarios were considered likely to have a significant impact on the resilience of the project to climate change without mitigation. However, most weather and climate-related resilience effects during operation are expected to be mitigated through measures embedded in the design of applications 2,3 and 4 as a result of meeting current planning, design and engineering practice and codes.

- 10.7 In relation to the CIA, owing to the transboundary nature of GHG emissions, the effects of the proposed development must be considered in the context of global GHG emissions and concentrations of GHGs in the atmosphere. The IEMA guidance states that the GHG emissions from all projects will contribute to climate change, the largest inter-related cumulative environmental effect.

11. Summary and Conclusions

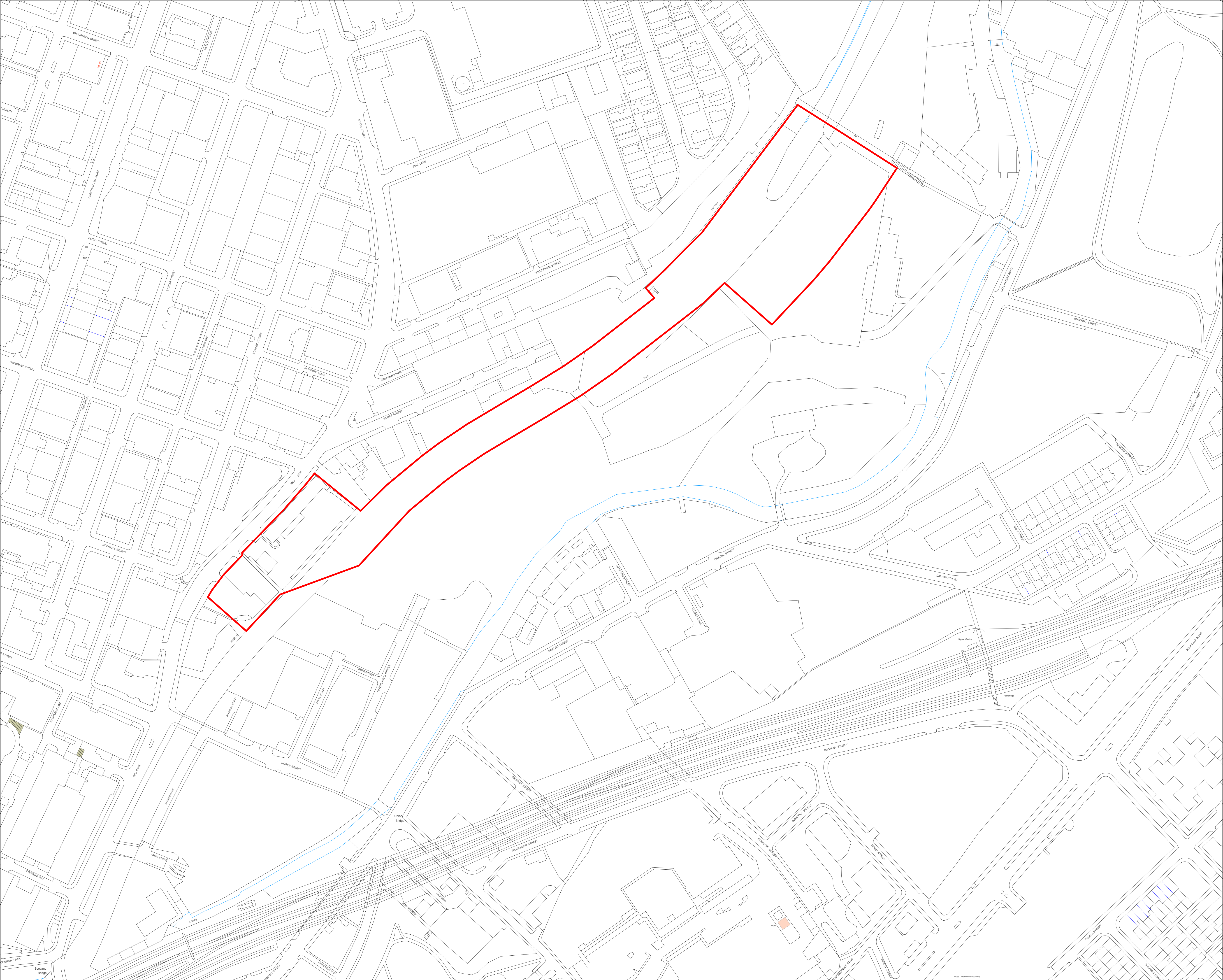
- 11.1 An assessment of the potential effects of the demolition and construction, and operational phases of the proposed development has been undertaken as part of this EIA to establish the environmental changes associated with the proposals.
- 11.2 The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures.
- 11.3 Residual effects during the demolition and construction stage are considered to be short term, temporary in nature, and are not significant in the main.
- 11.4 Removal of 1.05ha of semi-natural broad-leaved woodland, which is predominantly self-seeded silver birch *Betula pendula* regeneration, will be a permanent effect of the proposed development. Due to the nature of the proposed development, the ecological impacts cannot be mitigated for as part of this application, however, it is anticipated that planned future applications for the area (Applications 2,3 and 4) will include sufficient landscaping measures, including habitat creation and enhancement, to result in no significant residual effect. Additionally, there is a commitment to achieving at least 10% Biodiversity Net Gain across the Red Bank Neighbourhood development. These commitments will be secured through planning conditions or obligations.
- 11.5 Significant effect relating to GHG emissions associated with the demolition and construction of the proposed development is expected, although this will be minimised as far as possible by the reuse of material on site and best practice measures implemented during the construction phase.
- 11.6 Such best practice measures will be implemented via an overarching CEMP. In addition, a range of management plans are proposed to ensure any potential environmental effects as a result of the proposed development are minimised. These include, but are not limited to:
- Invasive Species Management Plan (ISMP).
 - Materials Management Plan (MMP).
 - Site Waste Management Plan (SWMP).
 - Construction Traffic Management Plan (CTMP).
- 11.7 No significant residual effects are expected as a result of the proposed development once completed.
- 11.8 The proposed development, considered in the context of the wider development project, will facilitate redevelopment of an existing poor quality environment, and the delivery of the aspirations of the Northern Gateway SRF, and with it a range of beneficial impacts. An assessment of the proposed development in the context of the wider development project at Red Bank Neighbourhood, and considering the wider SRF, has been

undertaken. In respect of ecology and trees, no new or increased adverse effects on the ecological features identified during the assessment of the proposed development, wider development project and the wider SRF are predicted to arise. As previously noted, there is a commitment to achieve 10% BNG for the combined applications via both on and off-site provision and a range of best practice ecological mitigation measures to manage the ecological enhancement proposed. There are likely to be temporary, moderately significant adverse effects during demolition and construction for both townscape and views due to the extent of the works proposed. Change to views will signal positive regeneration of the area. Once completed, there are predicted to be permanent, moderately significant beneficial effects, again for both townscape and views. There are no significant adverse effects likely in respect of drainage and flood risk. There is the opportunity for beneficial effects during the operational phase of the wider development, for example through the site wide drainage strategy reducing runoff rates. Impacts relating to ground conditions are not predicted to be significant, assuming best practice mitigation measures all implemented. Overall, the proposed development, considered in the context of the wider development project, will facilitate redevelopment of an existing poor quality environment, and the delivery of the aspirations of the Northern Gateway SRF, and with it a range of beneficial impacts.

- 11.9 The proposed development constitutes sustainable development in accordance with the NPPF when taken as a whole. It is an essential area of regeneration to improve the area immediately adjacent Manchester City Centre. Significant change and regeneration is planned for the surrounding area as presented in the Northern Gateway SRF and this planning application will facilitate an early start on site and clear a path for the main infrastructure, flood works and, ultimately, residential development proposed by associated successive prospective planning applications at the site.

Appendix 1

Site Location Plan



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NOTES:

1. Do not scale from this drawing.

2. Always work to noted dimensions.

3. All dimensions are in millimetres unless otherwise stated.

4. All setting out, levels and dimensions to be agreed on site.

5. The dimensions of all materials must be checked on site before being laid out.

6. This drawing must be read with the relevant specification clauses and detail drawings.

7. Order of construction and setting out to be agreed on site.

KEY

ENABLING WORKS

Red Line Boundary

P01.01

03-09-21

First Issue

MS

MS

Revision	Date	Description	Drawn	Apprvd.
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Planit I.E. Limited

E: info@planit-ie.com

W: planit-ie.com

MANCHESTER

2 Back Grafton St., Altrincham, WA14 1DY

T: 0161 928 9281

LEEDS

No. 1 Aire Street, Leeds Station, Leeds, LS1 4PR

T: 0113 824 6413

LIVERPOOL

Tempest S.3, 12 Tithebarn Street, Liverpool, L2 2DT

T: 0151 363 1230

LONDON

Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX

T: 0207 253 5678

STANDISH

Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ

T: 0145 360 7080

Client

BAM Nuttall Ltd / Arup

Project

Victoria North HIF Infrastructure

Drg Title

Enabling Works Scheme Boundary

Created on

03/09/21

Created by

MS

Approved by

MS

Scale

1:1250

Size

A1

Workstage

Stage 2

Drg No.

VNIF-PLA-00-YYY-DR-L-0001

Suitability

S2

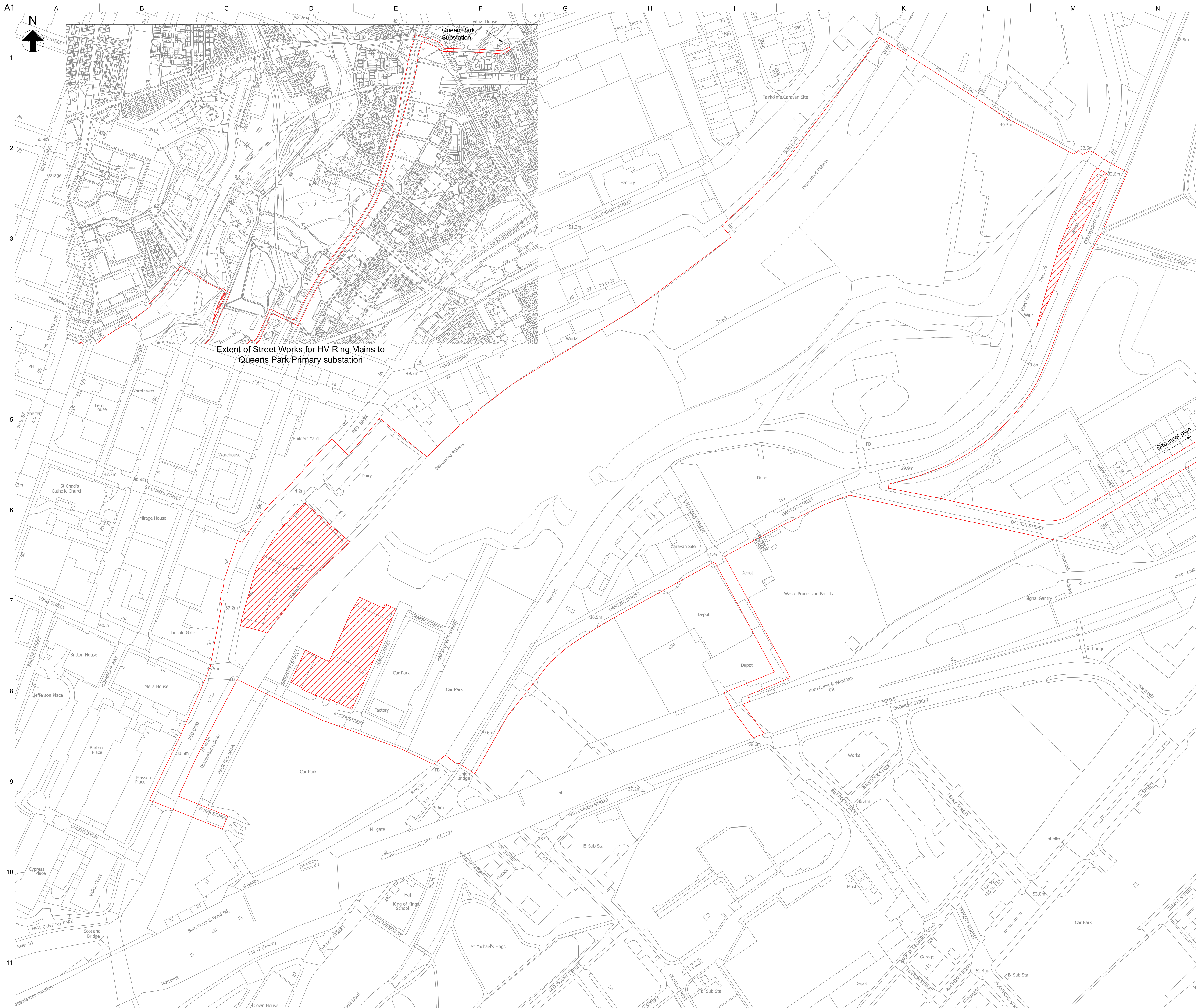
Revision

P01.01

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Appendix 2

HIF Infrastructure Works Indicative Site Location



Notes

1. All dimensions are in mm, all levels in mAOD, unless specified otherwise.

2. This map is reproduced from Ordnance Survey Material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office (c) Crown Copyright. License Number 100019568 (2021).

Key

Extent of Infrastructure Works

Extents excluded from Infrastructure Works

P01	09/11/21			EC	EC	ME	--
P02	09/11/21	For Enabling Works Application		EC	EC	ME	--
Rev	Date	Description		By	Chkd	Appd	Auth

P01	09/11/21		EC	EC	ME	—
P02	09/11/21	For Enabling Works Application	EC	EC	ME	—
Rev	Date	Description	By	Chkd	Appd	Auth

ARUP

5th Floor 3 Piccadilly Place
Manchester M1 3BN
Tel +44 161 228 2331 Fax +44 161 228 6879
www.arup.com

Client



Project Title

Victoria North HIF Infrastructure & Enabling Works

Drawing Title

Infrastructure Works Site Location Plan

Scale at A1	1:1250			Arup Job No		282022-00						
Role	GIS & Land Surveyors											
Suitability	S1 - Issued for Coordination											
Rev P02	By	EC		Chkd	EC		Appd	ME		---		
	Date	09/11/21		Date	09/11/21		Date	09/11/21		---		
Name												
VNIF		- ARP - 00		- YYY - DR -		G -		0009				
Project	Originator	Volume	Location	Type	Role	Number						

Role	GIS & Land Surveyors
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Suitability S1 - Issued for Coordination

Rev	By	Chkd	Appd	
	EC	EC	ME	--
P02	Date	Date	Date	
	09/11/21	09/11/21	09/11/21	--

Name _____

VNIF - ARP - 00 - YYY - DR - G - 0009

Project	Originator	Volume	Location	Type	Role	Number
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Appendix 3

HIF Flood Defence Works Indicative Site Location

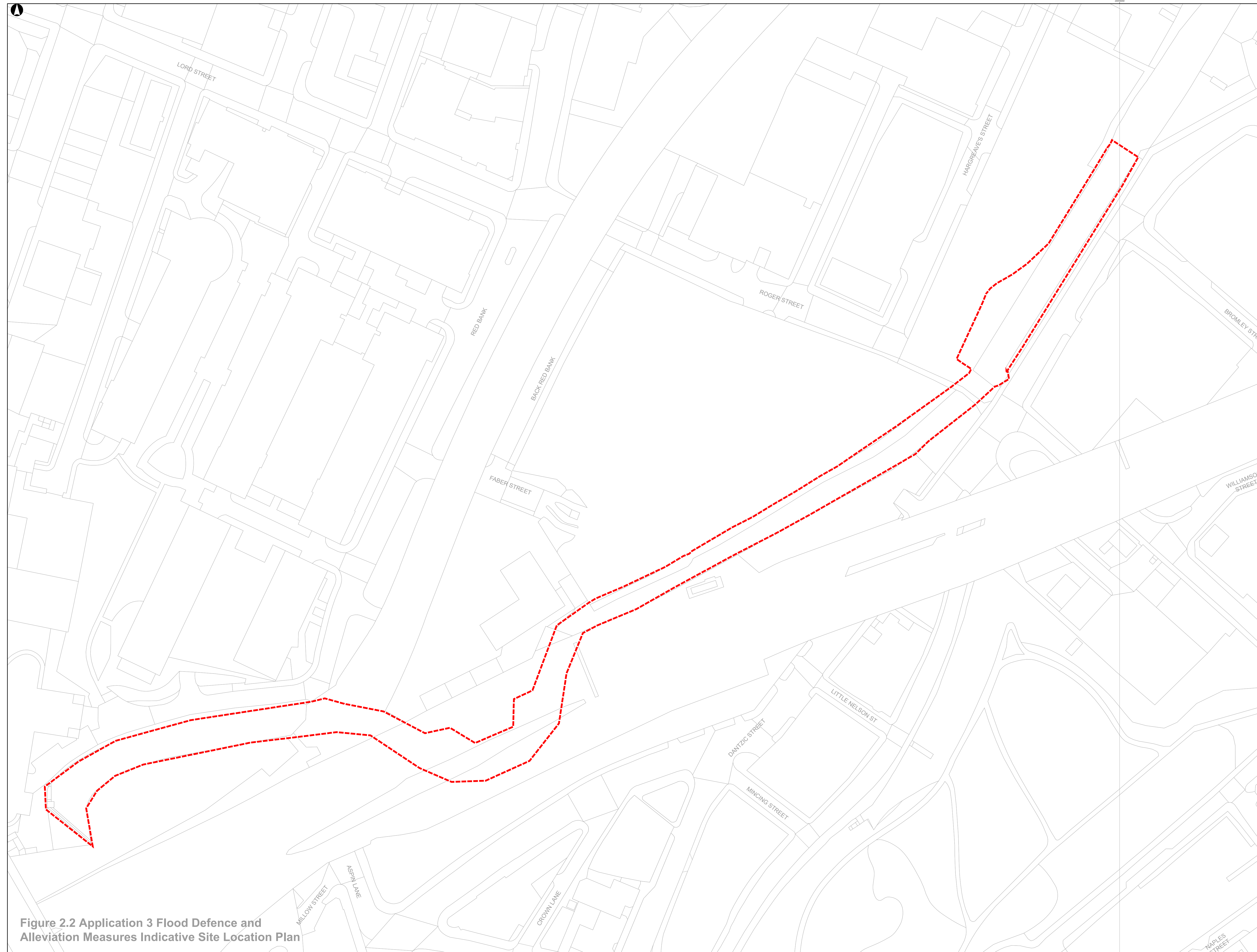


Figure 2.2 Application 3 Flood Defence and Alleviation Measures Indicative Site Location Plan

Appendix 4

Red Bank Neighbourhood Indicative Site Location

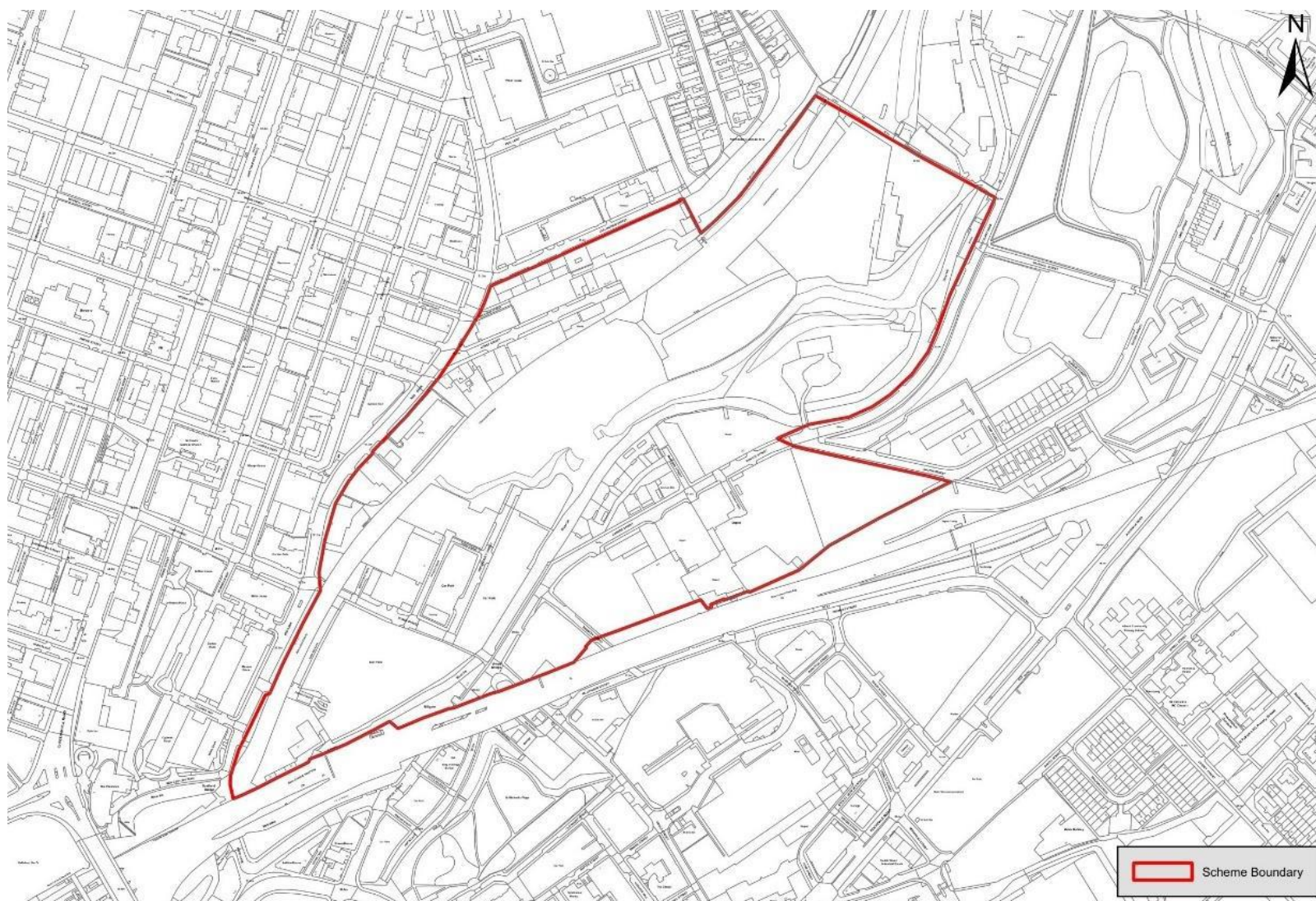


Figure 2.3: Indicative development area relating to Application 4: Red Bank Built Development (N.B. not definitive planning boundary)

Appendix 5

Northern Gateway SRF Area and Illustrative Masterplan (extract)

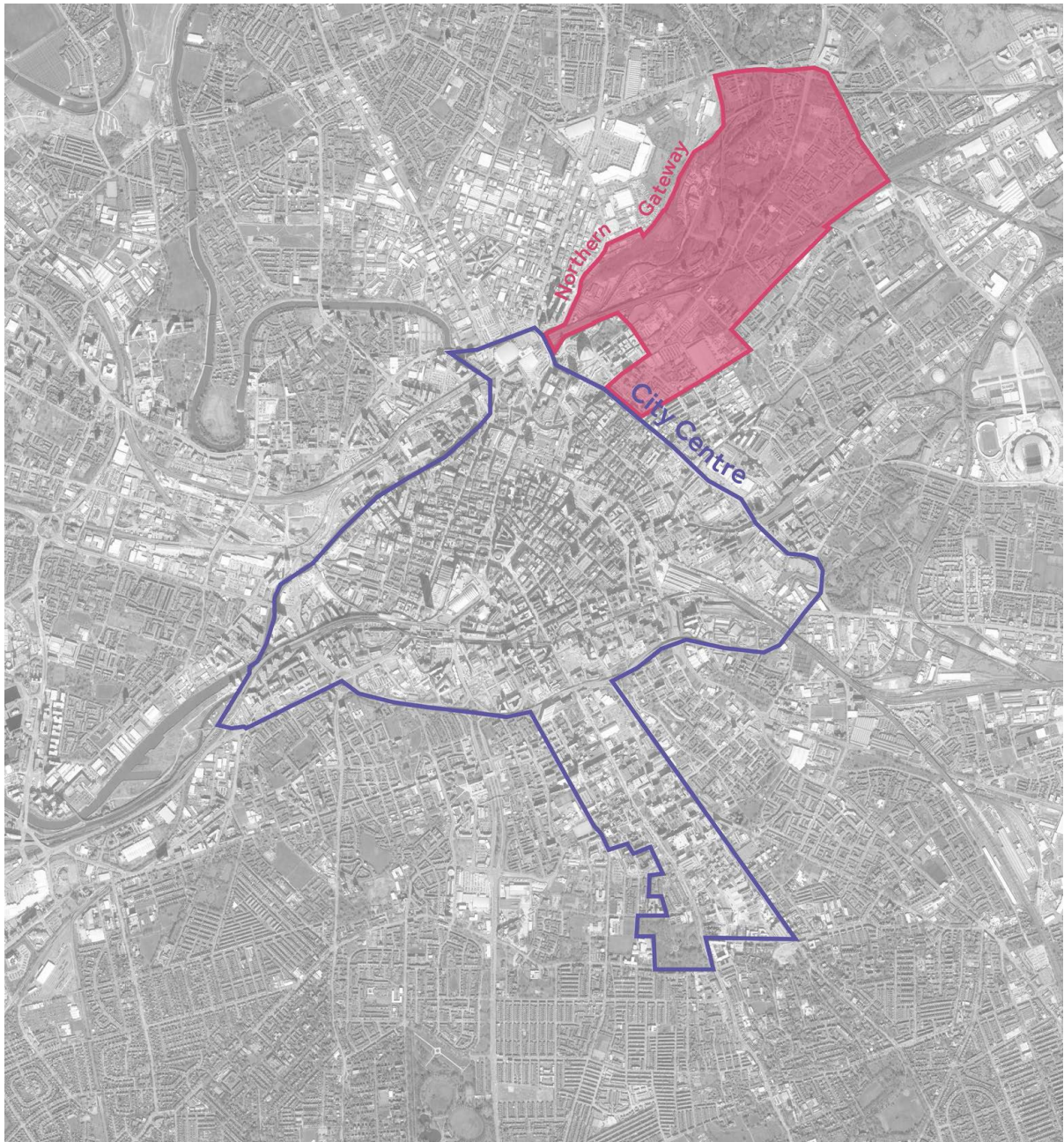


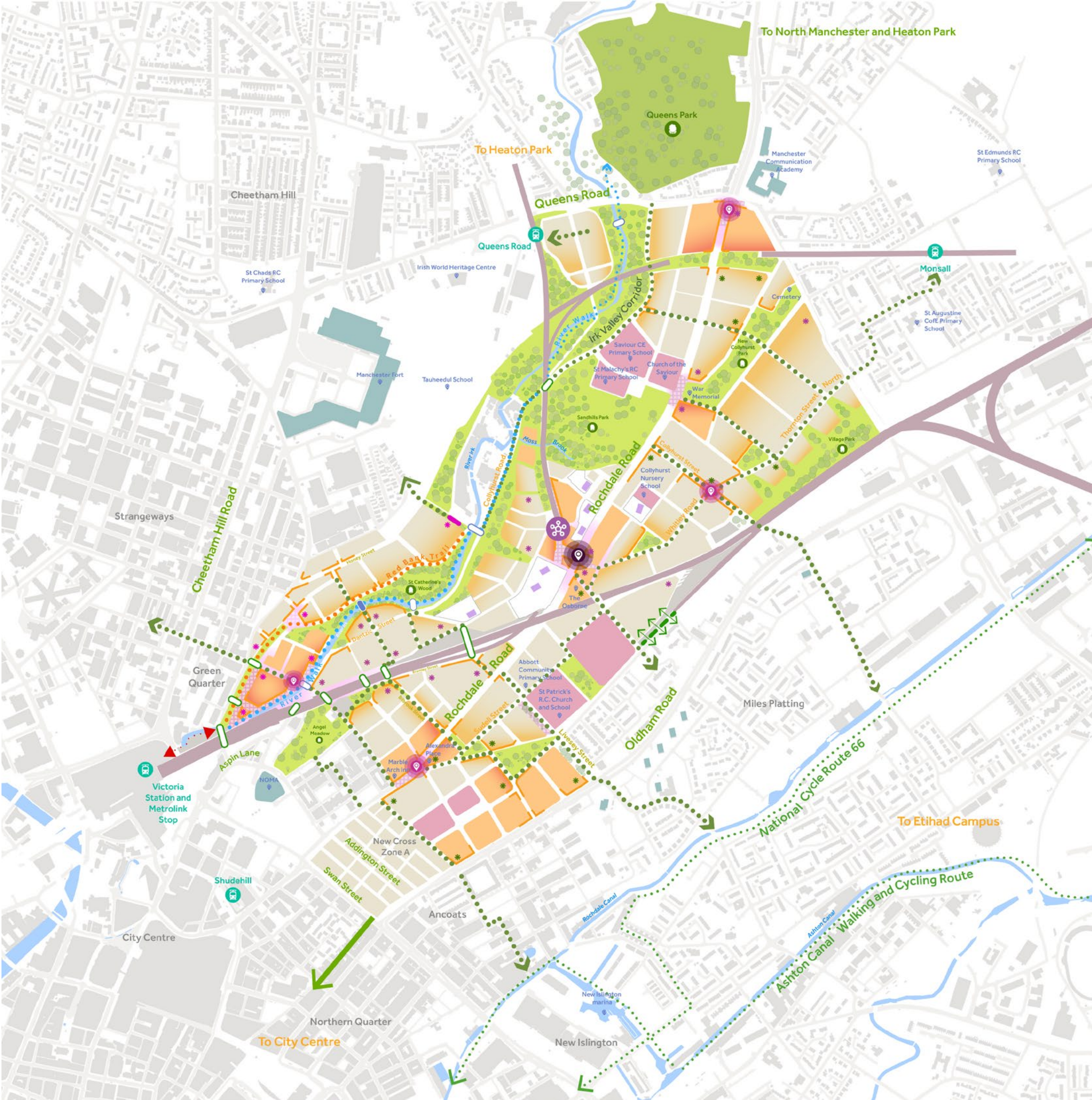
Figure 2.4: Northern Gateway SRF Area, in the context of Manchester City Centre

ILLUSTRATIVE MASTERPLAN

In response to the SRF-wide and neighbourhood design and development principles, an Illustrative Masterplan is presented for the entire Northern Gateway which shows how the residential-led neighbourhoods could be developed. The Masterplan is an accumulation of the Indicative Spatial Frameworks presented for each neighbourhood.

- Retained utilities
- Railway/Metrolink
- Existing towers
- Key surrounding landmarks
- SRF development areas
- Local assets
- Blocks with open space views
- Key active frontages
- Mix of commercial and residential uses
- Social and community uses
- Green space
- Green link
- Public realm enhancements to major road
- River Walk
- Stairs
- Enhancements to public realm
- Enhancements to existing bridge
- Key passage through viaduct
- Proposed bridge over River Irk
- Enhanced treatment and permeability of railway arches
- Potential access from Red Bank Viaduct to the Ring Road and Victoria Station
- Primary Retail and Service Hub
- Secondary Retail and Service Hub
- Integrated transport hub
- Opportunities for distinctive landmark buildings with a focus on height
- Opportunities for distinctive landmark buildings with a focus on architectural treatment

Figure 100 – Illustrative Masterplan



Contact Details

Enquiries

Richard Kevan

0161 834 7187

Richard.Kevan@avisonyoung.com

Visit us online

avisonyoung.co.uk

Avison Young

Norfolk House, 7 Norfolk Street, Manchester M2 1DW

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