



PORTWOOD DEVELOPMENTS LIMITED

87 ROCHDALE ROAD, MANCHESTER

Planning Statement





PORTWOOD DEVELOPMENTS LIMITED

87 ROCHDALE ROAD, MANCHESTER

Planning Statement

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70077536

OUR REF. NO. REP-ME-ROCHDALE ROAD-PLANNING STATEMENT

DATE: SEPTEMBER 2021

WSP

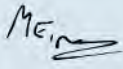
**8 First Street
Manchester
M15 4RP**

Phone: +44 161 200 5000

WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1
Date	September 2021	
Prepared by	Mateo Espinosa	
Signature		
Checked by	Matt Hard	
Signature		
Authorised by	Doug Hann	
Signature		
Project number	70077536	
Report number	001	
File reference		



CONTENTS

EXECUTIVE SUMMARY

1	INTRODUCTION	1
1.2	THE APPLICANT	2
1.3	ENVIRONMENTAL IMPACT ASSESSMENT	2
1.4	THE APPLICATION SUBMISSION AND TEAM	2
1.5	STRUCTURE OF THE PLANNING STATEMENT	3
2	SITE AND SURROUNDINGS	5
2.1	THE SITE	5
2.2	SURROUNDING AREA AND ENVIRONMENT	6
3	THE PROPOSED DEVELOPMENT	8
3.2	PRE-APPLICATION ADVICE	8
3.3	AMOUNT	8
3.4	DESIGN	9
3.5	ACCESS	10
3.6	LANDSCAPING AND PUBLIC REALM	11
3.7	SERVICING	11
3.8	FLEXIBLE COMMERCIAL SPACE	11
4	PLANNING POLICY	13
4.2	NATIONAL PLANNING POLICY FRAMEWORK	13
4.3	CORE STRATEGY (ADOPTED 2012)	17
4.4	DESIGNATIONS	18
4.5	HOUSING POLICIES	18
4.6	SUSTAINABLE TRANSPORT	18



4.7	DESIGN	18
4.8	GREEN INFRASTRUCTURE AND SUSTAINABILITY	22
4.9	DEVELOPER CONTRIBUTIONS	23
4.10	UNITARY DEVELOPMENT PLAN	23
4.11	DESIGNATIONS	24
4.12	COMPLIANCE WITH THE DEVELOPMENT PLAN	24
4.13	CONFLICT WITH THE DEVELOPMENT PLAN	24
4.14	ACCORDANCE WITH THE DEVELOPMENT PLAN	24
4.15	OTHER MATERIAL CONSIDERATIONS	24
5	REASONS WHY PLANNING PERMISSION SHOULD BE GRANTED	27
5.2	PRINCIPLE OF USE	27
5.3	REUSE OF BROWNFIELD LAND	28
5.4	STRATEGIC REGENERATION FRAMEWORKS	28
	NORTHERN GATEWAY SRF (2019)	28
5.5	HOUSING DELIVERY	30
5.6	HIGH-QUALITY PUBLIC SPACE	30
5.7	SOCIO-ECONOMIC BENEFITS	31
5.8	ENVIRONMENTAL IMPROVEMENTS	31
5.9	SUMMARY	32
6	MATERIAL CONSIDERATIONS	34
6.2	AIR QUALITY	34
6.3	BROADBAND INFRASTRUCTURE	34
6.4	CONSTRUCTION MANAGEMENT	34
6.5	CRIME AND SECURITY	35
6.6	DAYLIGHT AND SUNLIGHT	35
6.7	DESIGN	35
6.8	DRAINAGE	36
6.9	ECOLOGY	36
6.10	ENERGY AND SUSTAINABILITY	36



6.11	FIRE SAFETY	37
6.12	FLOODING	37
6.13	GROUND CONDITIONS	38
6.14	HERITAGE AND ARCHAEOLOGY	38
6.15	LANDSCAPING	39
6.16	NOISE	39
6.17	TELEVISION AND RADIO RECEPTION	40
6.18	TRANSPORT	40
6.19	TOWNSCAPE AND VISUAL IMPACT	41
6.20	WASTE MANAGEMENT AND SERVICING	41
6.21	WIND	41
7	SCHEME BENEFITS AND PLANNING BALANCE	43
7.2	SCHEME BENEFITS	43

TABLES

Table 3-1 – Apartment Schedule	9
Table 3-2 – Duplex Schedule	9

FIGURES

Figure 1-1 - Site Location	1
----------------------------	---

APPENDICES

Appendix A – Site Location Plan
Appendix B – EIA Screening Report
Appendix C – EIA Screening Response from MCC



EXECUTIVE SUMMARY

87 Rochdale Road is an exciting major development that will contribute to the delivery of the transformative Victoria North (formerly Northern Gateway) proposals through the provision of 237 homes and commercial floorspace focussed around a new public square and open space.

It will deliver a mix of new homes with a range of 1-3 bed apartments, including duplexes, which will be provided in two main blocks, linked by a ground floor entrance lobby and two smaller blocks, all set within new public realm. Parking will be hidden in an underground car park to allow generous open space, and significant cycle parking provision is included to support active travel.

The development will create a striking building on the Rochdale Road corridor, contributing to placemaking in Victoria North. It will deliver a residential led scheme in a sustainable and accessible location. The new public open space along with informal play areas will attract more people to the space that allows communities to come together improving community cohesion, perceived safety and raising the profile of the area, making it a more attractive place to be.

The redevelopment of the site will enhance connectivity and permeability of the site within the wider area. The redevelopment will integrate with the surrounding developments to create an inclusive character.

The proposed development has been subject to extensive pre-application discussions with key stakeholders in addition to the local community through a comprehensive public consultation exercise. Key stakeholders are generally supportive of the redevelopment proposals and the positive impact it will have on the area.

Contact name Matthew Hard

Contact details 0161 2009 853 | matthew.hard@wsp.com

1

INTRODUCTION



1 INTRODUCTION

WSP has prepared this Planning Statement on behalf of Portwood Developments Limited (the applicant). It supports a full planning application being submitted to Manchester City Council (the Local Planning Authority – LPA) for the following development:

“Demolition of existing buildings and structures; development of three new buildings comprising residential apartments and duplex homes (Use Class C3), commercial unit (Use Class E), basement car parking, new landscaping and public realm, and associated engineering and infrastructure works.”

In justifying the suitability of the proposed development, this Planning Statement considers the development proposal against the Development Plan, relevant national policy and other material considerations. This Planning Statement is also accompanied by suite of plans and reports which provide detailed evidence and assessment upon which the content of this Planning Statement is based. This approach meets the requirements of Section 70(2) of the Town and Country Planning Act 1990, as well as Section 38(6) of the Planning and Compulsory Purchase Act 2004.

The enclosed Site Location Plan at **Appendix A** identifies the full extent of the site to which the proposed development relates.

Figure 1-1 - Site Location



The site is currently an underutilised brownfield site and performs very poorly in terms of its impact on the local townscape and environment. As such, the site is in significant need of redevelopment.

The proposal will deliver the following benefits for the local and wider community;

- Regeneration of an unsightly site in a key location in Manchester;
- Creation of 223 high-quality apartments and 14 duplex homes;
- Inclusion of ground floor commercial use under Use Class E;



- Public realm improvements which improve the appearance of the site and connect with the neighbouring approved Gasworks New Town scheme;
- New tree planting and landscaping;
- New and improved connection to existing pedestrian routes;
- Creation of jobs throughout the construction phase and during occupation; and,
- Generation of increased local spend and council tax revenue.

1.2 THE APPLICANT

Portwood Developments Limited are a subsidiary of Mulbury Homes. Mulbury Homes are an award-winning developer with specialist divisions in city residential schemes.

In particular, Mulbury have built and are developing several projects across Greater Manchester, including within Manchester City Centre and surrounding neighbourhoods such as Castlefield and Ancoats and Levenshulme. These include:

- Excelsior Works, Castlefield: complete transformation of the former Excelsior book binding works into 108 high-quality apartments next to the Bridgewater Canal;
- Blossom Street, Ancoats: regenerating a historically partially vacant and under-utilised site into two separate apartment buildings and new townhouses; and
- The Astley, Norther Quarter: Residential development on a former vacant site into 135 apartments and ground floor commercial space.

They therefore have a wealth of experience of working within the city and see Manchester as a key location for future investment to help to drive increased confidence and renewal in the city. They intend to deliver this new development in the next few years.

1.3 ENVIRONMENTAL IMPACT ASSESSMENT

In order to establish whether or not an Environmental Impact Assessment (EIA) should be submitted, the proposal has been screened under the Town and Country Planning (Environmental Impact Assessment Regulations 2017 (the EIA Regulations).

An EIA Request for Screening Opinion was submitted to Manchester City Council. The report is enclosed at **Appendix B**.

The Screening Opinion adopted by Manchester City Council on 17th of August 2021 is included at **Appendix C**. It confirms that although the development will have some impact on the surrounding area, it has been judged that these will not be significant to warrant a formal Environmental Impact Assessment.

1.4 THE APPLICATION SUBMISSION AND TEAM

The application is supported by the following reports:

- A copy of the planning application forms and certificates (WSP);
- Affordable Housing Assessment (WSP);
- Air Quality Impact Assessment (Miller Goodall);
- Archaeology and Heritage Desk Based Assessment (Salford University);
- Bat Survey (E3P);
- Blue and Green Infrastructure Statement (Planit-IE);
- Broadband Connectivity Assessment (Gtech Surveys)



- Construction Management Plan (Portwood Developments);
- Crime Impact Assessment (GMP);
- Daylight and Sunlight Assessment (Grey Scanlan Hill);
- Design and Access Statement including residential standards (Jon Matthews Architects with Planit_IE);
- Energy Strategy (Ridge) – in lieu of validation checklist requirement ‘environmental standards’;
- Fire Statement (Design Fire Consultants);
- Flood Risk Assessment and Drainage Strategy Report (Ridge);
- Heritage Statement (University of Salford);
- Landscape Drawing Pack (Planit-IE);
- Lighting layout (Ridge);
- Local Labour Agreement (WSP);
- Management Strategy (Portwood Developments Limited);
- Noise Assessment (DBX Acoustics);
- Phase 1 Geo-technical Assessment (E3P);
- Planning Statement (WSP);
- Statement of Community Involvement (WSP);
- Tall Buildings Assessment (WSP);
- Townscape and Visual Impact Assessment (Planit-IE);
- Transport Assessment and Travel Plan (SK Transport);
- TV, Reception Assessment (Gtech Surveys);
- Viability Appraisal (Savills); and
- Wind Assessment (Architectural Aero)

1.5 STRUCTURE OF THE PLANNING STATEMENT

This Planning Statement is structured as follows:

- Executive summary;
- Section 1: Introduction;
- Section 2: Site and surroundings;
- Section 3: Proposed development;
- Section 4: Planning policy context;
- Section 5: Reasons why planning permission should be granted;
- Section 6: Other material considerations; and
- Section 7: Scheme benefits and planning balance.

2

SITE AND SURROUNDINGS



2 SITE AND SURROUNDINGS

2.1 THE SITE

The site subject to this application is known as 87 Rochdale Road, Manchester, M4 4HU.

The site extends to approximately 0.5 ha and is bounded by Gould Street to the west, a surface car park to the north, Clive Street and Back St George Street to the east, and 73 and 85 Rochdale Road and Ashley Street to the south. It comprises depot buildings with their associated parking and a large separate surface car park towards the rear of the site. In addition, a small security building is located near to the access point.

Much of the site is covered with hard standing and is being utilised as a surface car park. An off-licence building sits along the southern site boundary and a public house abuts the south-western boundary.

The site is generally level but is raised circa 5m above the level of land to the north.

PLANNING HISTORY

The site itself has no relevant planning history. However, land immediately (known as “The Gasworks New Town”) to the north has recently been subject to the following site history.

SITE HISTORY

The site is captured on a detailed plan dating from 1793 showing the proposed plans for new streets in the area. The late 18th and early 19th centuries saw the site develop into housing for local workers generally in the form of back to back terraces, twin rows of one-up one-down house sharing a common rear wall. The majority of the surrounding housing types and condition of living standards in the area were widely reported by Engels and other commentators at the time as comprising one of the worst slums in the region by the end of the century.

During the industrial period, commercial processes for coal gas manufacture progressed rapidly and a second gas works was opened at Gould Street in 1824 (later known as Rochdale Road Gas Works) with the third gasometer erected in 1850, allowing the storage and the controlled release of their contents into the networks of gas-mains and pipes.

The Rochdale Gas Works expanded throughout the 19th century across the site which had necessitated the demolition of the majority of the terraced houses from the late 18th and early 19th centuries. The arrival of railway lines significantly upscaled the production of gas by allowing an increase of coal movements onto the premises resulting in a rise from 50,000 cubic feet to 7,000,000 cubic feet of gas production output. Working conditions at the site were reported to be precarious with frequent fatal accidents and explosions on site recorded.

By 1951, OS maps shows that the warehouse within the site had been partially dismantled with railway lines still prominent. Additional depots were constructed along the southern boundary of the Site after 1950, however by 1989 the gas works to the north of the site had closed and former Gould Street School demolished.

A few remains are in-situ across the site and comprise arches and brick walls along the northern and western site boundary, reused warehouses associated with the Rochdale Road Gas Works, potential basements beneath the railway lines and gas works buildings and walls of a warehouse



and the remains of the joiner's workshop on Gould Street adjacent to the western boundary of the site.

2.2 SURROUNDING AREA AND ENVIRONMENT

Today the surrounding area is largely a mix of residential apartment blocks and surface car parks, with some commercial buildings and employment uses.

The application site is not located within a Conservation Area nor is it located in close proximity of any Conservation Areas.

A number of Grade II Listed Buildings are located within close vicinity of the site boundary, including:

- Cooperative Press on New Mount Street;
- Warehouse on West Corner of Junction with Simpson Street;
- Sharp Street Ragged School;
- Former Police and Ambulances Station on Goulden Street; and
- Marble Arch Inn, 73 Rochdale Road

The site is located in the New Town area of the Northern Gateway Strategic Regeneration Framework, which is earmarked to be a new residential neighbourhood, representing an opportunity to establish a range of higher density housing types and to regenerate former industrial land along the Lower Irk Valley. Now named 'Victoria North' the area covered by the SRF is a longstanding priority area for regeneration and investment.

The development site is also located close to and has access to amenities and services along Rochdale Road and the Angel Meadows area to the west, along with being in walking distance to the activities of the City Centre with its associated public transport facilities.

In 2021, MCC's planning committee resolved to grant planning permission (ref: 128248/FO/2020) for a mixed-use development including residential apartments, commercial floorspaces and associated car parking, new vehicular and pedestrian access, public realm and landscaping on neighbouring land:

- The residential element of the application proposed the erection of nine buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments; and
- The commercial element of the application proposed approximately 192 sqm of ground floor uses (Class E) with associated works, including landscaping and other associated works.

Other than the above application, there have been no notable applications in the last 10 years adjacent to the site.

3

THE PROPOSED DEVELOPMENT



3 THE PROPOSED DEVELOPMENT

The application is submitted in full and seeks permission for a mixed-use residential-led scheme. The description of development seeks the following:

“Demolition of existing buildings and structures; development of three new buildings comprising residential apartments and duplex homes (Use Class C3), commercial unit (Use Class E), basement car parking, new landscaping and public realm, and associated engineering and infrastructure works.”

In summary, the proposed development will comprise 223 apartments, 14 duplex homes and ground floor commercial uses (Use Class E) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works. The duplexes are provided in two blocks, one fronting Gould Street and one fronting Back St George Street. The 223 apartments are provided in two blocks, linked by a ground floor entrance lobby. These are 12 and 10 storeys in height respectively.

3.2 PRE-APPLICATION ADVICE

Given the prominence of the site and the potential scale of development, the applicants have, undertaken extensive pre-application discussions with Manchester City Council across a period of around 12 months. Formal pre-application meetings have been held (via video conference) with Jennifer Atkinson and David Roscoe at Manchester City Council. These meetings were attended by members of the project team, including the applicant, architect and planning consultant.

The key discussion points at the meetings included:

- Master-planning of the site;
- Relationships between the application site and the surrounding third-party land;
- Height, massing and architecture;
- Public realm, townscape and landscape;
- Public consultation and stakeholder engagement;
- Environmental Impact Assessment screening; and
- Townscape and Visual Impact Assessment viewpoints.

The feedback received has been valuable and has positively shaped the current scheme which fit with the ambitions of Manchester’s Core Strategy and the Strategic Regeneration Framework for the Northern Gateway (now known as Victoria North). Further details are enclosed within the accompanying Statement of Community Involvement.

3.3 AMOUNT

The proposal will deliver 237 dwellings, of which 223 are apartments and 14 are duplexes and include the following mix:

Table 3-1 – Apartment Schedule

Apartment Type	Amount	Percentage
1-Bed 1-Person	39	35%
1-Bed 2-Person	38	
2-Bed 3-Person	71	65%
2-Bed 4-Person	75	

Table 3-2 – Duplex Schedule

Duplex Type	Amount	Percentage
2-Bed 3-Person	3	100%
3-Bed 4-Person	4	
3-Bed 5-Person	4	
3-Bed 5-Person (inclusive of garage)	2	
3-Bed 6-Person	1	

3.4 DESIGN

- The scale and massing of the apartment buildings have been optimised in order to provide the most efficient layout. The proposed heights create a characterful urban gateway to and from the city centre, without harming the local area.
- The proposed development comprises to residential blocks of 10 and 12 storeys in height; with two smaller duplex blocks being three storeys in height. The scale of the building is tallest fronting onto Rochdale Road (Block 2). From here, the building reduces in height, scale and massing, leading onto Block 1 (to which it is connected at ground floor with a reception and resident's lounge) which is lower in height.
- The positioning of duplexes (blocks 3 and 4) towards the eastern and western sides of the site, allows it to sympathetically relate to neighbouring buildings such as The Marble Arch Inn.
- Further detailed commentary and assessment is included within the accompanying Design and Access Statement.

3.5 ACCESS

- Pedestrian access is provided from all highway routes adjoining the site. The proposals include stopping up of the redundant highway stub on the north-eastern side of 85 Rochdale Road and the formation of new public realm in this area. Footways will be reinstated at redundant access points on the streets surrounding the site. Tactile paving and dropped kerbs will be provided at the site's car park access and at the A664 / Clive Street junction.
- The proposals prioritise pedestrian movement within the site to emphasise the sense of safety for the residents and visitors. Vehicle access within the site is kept to a minimum.
- The entrance to the apartments will be via the interlinking reception building while ground floor apartments and commercial space will have direct entrance points facing the public realm ensuring active frontages.
- A vehicular access to the car park will be provided from Gould Street. Access will be controlled via a roller shutter, this will be set at the building line on this frontage, some 8m back from the carriageway edge. The access will take the form of a kerbed entrance with tactile paving.
- 29 parking spaces are provided in the basement and a further six spaces are provided for the duplexes, a total provision equating to 15%. Four of the spaces will be provided to a disabled standard (11% provision) and appropriate levels of EV charging will be provided. 100% cycle parking (232 spaces) will be provided for residents and Sheffield stands are provided in external locations for visitors.
- Bin stores for the apartment building are provided in two locations on the Clive Street frontage and collection will take place from Clive Street.
- The site is located approximately 600m from Victoria Station which lies to the south-west of the site and approximately 1km from Manchester Piccadilly which lies to the south-east. The mainline rail network can be accessed from both stations which provide services across the UK including to other major cities and local services in the North West.
- In terms of other public transport provision, Shudehill Interchange is 450m from the site providing access to both Metrolink and bus services serving destinations across Greater Manchester. Rochdale Road provides bus services in and out of Manchester City Centre with bus stops provided immediately adjacent to the site. The stops provide regular access to services to the local area as well as Rochdale, Bury and Chorlton.
- The development proposals are conveniently located within a future cycling "Beeway" junction and route linking Northern and Eastern Manchester through Ancoats and the surrounding areas. This will include new pedestrian and cycle links across Rochdale Road and Thompson Street in the form of a Cycle Optimised Protected Signal (CYCLOP) junction facilitating the transition from a car dependent environment to one increasing opportunities for non-motorised travel and reducing travel distances.
- The general topography of Manchester City Centre and the wider area is reasonably flat which should assist in encouraging future residents of the proposed development to travel by bicycle. The proposed development would therefore increase opportunities for residents to live and work locally and would help to contain trips within the area.

The site is ideally located for access to the city centre and public transport. The proposal would result in the loss of a surface car park encouraging active travel journey modes. The limited proposed parking for the development will have significantly fewer parking spaces than are currently on site.

3.6 LANDSCAPING AND PUBLIC REALM

Substantial hard and soft landscaping will be provided within the curtilage of the site as illustrated on the submitted plans.

The introduction of public realm improvements will aid the creation of a new neighbourhood that responds to its use as a residential area, with a coherent public realm that creates a legible city network. This will result in improved accessibility for pedestrians through the provision of pedestrianised streets in accordance with the requirements outlined within the SRF and comprise:

- Shared Community Space – Garden Courtyard;
- Private gardens;
- Pocket Square; and
- Rochdale/Clive Streetscape.

Tree planting has been carefully considered and chosen for the aesthetic and biodiversity benefits they bring to the site and the wider environment. 54 new trees will be planted: native, water/drought tolerant species ensuring plant resilience, along with the enhancement of green infrastructure on site and extensive shade provision to mitigate future climate change impact.

The community space offers the opportunity for natural play for younger children with additional lawn areas which again, offer informal play opportunities. The life size chess set and tennis table also creates play and interaction for kids and young adults.

The public realm materials have been chosen so that they are high quality, low maintenance and have a suitable design life.

3.7 SERVICING

It is proposed to modify Clive Street and Back St George's Road by way of a Traffic Regulation Order (TRO) to remove the unrestricted parking areas on the site frontage, to provide a loading bay and to increase carriageway width on one of the corners which would enhance access for fire service vehicles (albeit this is not necessary as fire engines can access satisfactorily under current road conditions). The loading bay will also accommodate deliveries and servicing to the site.

3.8 FLEXIBLE COMMERCIAL SPACE

The proposals include 132 sq m of flexible commercial floorspace (Use Class E) located at the ground floor fronting the main road, thus it capitalises from existing footfall from Rochdale Road and seeks to create a destination for local residents bringing much needed active frontage to this part of Rochdale Road.

This commercial space will integrate well with walking routes and public transport connections.

4

PLANNING POLICY



4 PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan for the site comprises:

- Manchester Core Strategy 2012 ('The Core Strategy');
- Manchester Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan 2005 ('the UDP');
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

Other material considerations include the National Planning Policy Framework (NPPF), Supplementary Planning Documents (SPDs), and Planning Practice Guidance (PPG).

4.2 NATIONAL PLANNING POLICY FRAMEWORK

The NPPF was updated on 20 July 2021 and is a key material consideration in the determination of planning applications.

ACHIEVING SUSTAINABLE DEVELOPMENT

Sustainable development means meeting the needs of the present without compromising the ability of future generations to meet their own needs (paragraph 7). The planning system has three overarching objectives in achieving sustainable development: economic, social and environmental (paragraph 8).

Planning should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).

At the heart of the NPPF is the 'presumption in favour of sustainable development' ('the presumption') set out at paragraph 11, which establishes the planning principles in pursuing sustainable development in a positive way.

For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay (paragraph 11c).

DELIVERING A SUFFICIENT SUPPLY OF HOMES

Paragraph 60 makes clear to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land should come forward where it is needed, addressing the needs of groups with specific housing requirements and that land with permission is developed without unnecessary delay.

Paragraph 62 recommends the size, type and tenure of housing needed for different groups in the community should be recognised, including affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes.

Paragraph 65 aims for at least 10% of the homes on major housing developments to be made available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Paragraph 74 states local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where the strategic policies are more than five years old (unless these strategic policies have been reviewed and found not to require updating).

PROMOTING HEALTHY AND SAFE COMMUNITIES

Paragraph 92 aims to achieve healthy, inclusive and safe places which promote social interaction (e.g. through street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods and active street frontages). Developments should be safe and accessible (e.g. through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas). They should also enable and support healthy lifestyles (e.g. through the provision of safe and accessible green infrastructure, sports facilities, local shops and layouts that encourage walking and cycling).

Paragraph 98 identifies access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities and can deliver wide benefits for nature and support efforts to address climate change.

Paragraph 100 suggests protecting and enhancing public rights of way and access, including taking opportunities to provide better facilities for users (e.g. by adding links to existing rights of way networks).

PROMOTING SUSTAINABLE TRANSPORT

Paragraph 104 requires transport issues to be considered from the earliest stages of development proposals, so that the potential impacts on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, technology and usage are realised; opportunities to promote walking, cycling and public transport use are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Paragraph 105 recommends significant development should be focused on locations which are or can be made sustainable. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas and this should be taken into account.

Paragraph 110 states in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location; that safe and suitable access to the site can be achieved for all users and any; that the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

- Paragraph 111 makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Paragraph 112 highlights applications should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; allow for efficient delivery of goods and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles.
- Paragraph 113 requires all developments that generate significant amounts of movement to provide a travel plan be supported by a transport statement or assessment, so that the likely impacts of the proposal can be assessed.

MAKING EFFECTIVE USE OF LAND

- Paragraph 119 promotes an effective use of land in meeting the need for homes and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- Paragraph 122 states decisions need to reflect changes in the demand for land and be informed by regular reviews of land allocated for development in plans and of land availability.
- Paragraph 124 supports development that makes efficient use of land, taking into account the identified need for different types of housing and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services as well as their potential for further improvement and scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting; and the importance of securing well-designed, attractive and healthy places.
- Paragraph 125 makes clear where there is an existing or anticipated shortage of land for meeting identified housing needs, homes should not be built at low densities and ensure developments make optimal use of the potential of each site. Authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

ACHIEVING WELL DESIGNED PLACES

- Paragraph 126 states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Paragraph 130 ensures that developments will function well and add to the quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place; accommodate and sustain an appropriate amount and mix of development including greenspace and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and wellbeing.

MEETING THE CHALLENGE OF CLIMATE CHANGE, FLOODING AND COASTAL CHANGE

- Paragraph 154 requires new development to avoid increased vulnerability to the range of impacts arising from climate change and help reduce greenhouse gas emissions.
- Paragraph 157 expects new development to comply with local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- Paragraph 158 recognises that even small-scale projects for renewable or low carbon energy can provide a valuable contribution to cutting greenhouse gas emissions.
- Paragraph 159 states inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.
- Paragraph 167 ensures that flood risk is not increased elsewhere and requires development to be supported by a site-specific flood-risk assessment.
- Paragraph 169 expects major developments to incorporate sustainable drainage systems (“SuDS”), unless there is clear evidence they would be inappropriate.

CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

- Paragraph 174 requires the contribution and enhancement of the local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; recognising the intrinsic character and beauty of the countryside and wider benefits from natural capital and ecosystem services including the economic and other benefits of the best and most versatile agricultural land, trees and woodland; minimising impacts on and provide net gains for biodiversity; and preventing new development being subject to unacceptable levels of soil, air, water or noise pollution or land stability.
- Paragraph 183 ensures a site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination.
- Paragraph 185 expects new development is appropriate for its location, taking account the likely effects of pollution on health, living conditions and the natural environment.
- Paragraph 186 encourages opportunities to improve air quality or mitigate impacts, such as through traffic and travel management, and green infrastructure provision and enhancement.

CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

- Paragraph 189 recognises that heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- Paragraph 194 requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposed on their significance. Where a site includes or has the potential to include heritage assets with

archaeological interest, developers should submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 195 requires local planning authorities to identify and assess the particular significance of any heritage asset (or its setting) when considering the impact of a proposal to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 197 requires account to be taken of the positive contribution that conservation of heritage assets can make to sustainable communities and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 198 states where applications remove or alter a historic statue, plaque, memorial or monument, regard should be had to the importance of their retention in situ and, where appropriate, of explaining their historic and social context rather than removal.

Paragraph 199 states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 requires any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification.

Paragraph 201 makes clear that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, consent should be refused, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

Paragraph 202 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 205 requires developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

Paragraph 206 encourages looking for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

4.3 CORE STRATEGY (ADOPTED 2012)

The Manchester Core Strategy outlines the Council's vision for Manchester from 2012 to 2027. The Manchester Interactive Proposals Map illustrates that the site falls within Regional Centre (Policies EC3), Inner Areas (Policies SP1) and North Manchester (Policies EC4 and H3). The site has no specific allocation.

Policy SP1 (Spatial Principles) provides the key spatial principles that will guide the strategic development of Manchester to 2027. The policy encourages the centre to be a focus for economic and commercial development, retail, leisure and cultural activity. Policy SP1 also states that the City

Centre is covered by regeneration areas and development should have regard to the character, issues and strategies set out in the prospective plans.

4.4 DESIGNATIONS

The site is within North Manchester, as defined for the purposes of Policies **EC4** and **H3**. Under Policy **SP1**, the site is within the “Inner Area”.

The site is located in the “Northern Gateway Strategic Regeneration Framework” (SRF) area now known as Victoria North. Further analysis is provided in Section 6 of this planning statement.

As stipulated in page 168 of the SRF, the Applicant’s team have liaised with developers with interests in the adjoining sites to ensure the development takes into account the built environment beyond the site boundary and is suitably connected to Manchester Victoria and the regional centre’s employment opportunities.

4.5 HOUSING POLICIES

Core Strategy Policy H1 (Overall Housing Provision) states that Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The application site is directly adjacent to the defined City Centre and is characteristic of the eastward expansion of development from the city centre into the inner areas that are in need of regeneration.

4.6 SUSTAINABLE TRANSPORT

Policy T2 promotes development in accessible areas; the site is adjacent to the Regional Centre and is within 1km walk of the city centre, including Manchester Victoria railway station and tram stop. Local bus services from Rochdale Road connect with the city centre, Manchester Royal Infirmary, Oldham, North Manchester General Hospital, Heaton Park and Bury.

4.7 DESIGN

Policy CC9 (Design and Heritage) expects the design of new buildings to be of the highest standard in terms of appearance and function. It states: “Development in Manchester City Centre should preserve and enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments”. Furthermore, the policy states that the Council will support high density development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementary of function and form.

Policy EN1 (Design Principles and Strategic Character Areas) seeks to ensure that new development follows the seven principles of urban design within the sites specific character areas and reinforces the sense of place and local distinctiveness of the City. The policy also states that Design and Access Statements should be submitted with proposals for new development and must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Design principle	Development response
Character: a place with its own identity	The Proposed Development seeks to permanently benefit the character through the creation of a well-designed development, attractive public spaces and accessible new routes across the application site. This will create a completely new character for the application site which meets the aspirations for the New Town neighbourhood and wider vision for the Northern Gateway.
Continuity and enclosure: a place where private and public places are clearly distinguished	The new public space within the application site will benefit the Proposed Development and will also contribute positively to the wider public space network in the city, and the aspirations for the New Town Neighbourhood and wider Northern Gateway SRF area. Private amenity space is also proposed for future residents. This includes private balconies or gardens for duplexes which open out onto greenery.
Quality of the public realm: a place with attractive, and successful outdoor areas	Place making has been improved with the addition of new public realm and the provision of active frontage and entrances in locations to enhance vitality and animation of the streets.
Ease of movement: a place that is easy to get to and move through	The landscape proposals will add green infrastructure to the site, creating the potential for amenity and habitat value, facilitating movement, and emphasising key linkages. The proposals will contribute positively to the wider vision for New Town and the Northern Gateway.
Legibility: a place that has a clear image and is easy to understand	The principal building entrances, routes and public spaces are clearly defined and considerable care has been taken with the building layouts for pedestrian permeability and linkages with the neighbouring approved Gas Works scheme.
Adaptability: a place that can change easily	The site has incorporated opportunities for community led projects which includes resident gardener(s) as a way of encouraging future maintenance of the public realm which in turn encourages a place of social interaction, natural surveillance, community spirit and pride and mental wellbeing.
Diversity: a place with variety and choice	The proposals feature a generous range of accommodation types including duplexes and a variety of internal layouts.

Policy EN2 (Tall Buildings) states that proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place making, for example as a landmark building, by terminating a view or by signposting a facility of significance and will bring significant regeneration benefits. A further assessment is included in the Tall Buildings Statement accompanying the application.

Policy DM1 (Development Management) expects all development should have regard to the specific issues including effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.

Policy DM1 considerations	Development response
Appropriate siting, layout, scale, form, massing, materials and detail.	The scale and form of the building responds to the surrounding areas both with regard to height and massing. Site specific considerations have informed the design and these have included; The Marble Arch Pub, the sensitive receptors (residential apartments) and the relationship with existing and future built context. The design development is set out within the Design and Access Statement prepared by Jon Matthews Architects.
Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.	The impact of the proposals on surrounding townscape views has been fully assessed within the Planning Application. The technical assessments are supported by the Tall Building Statement and a Townscape Visual Impact Assessment. Through design development, the layout, massing, Site position and facade have been tested and refined so that the building reaches its potential and provides a high-quality addition to Manchester's built environment. The impact of the proposals on surrounding townscape views has been fully assessed within the Planning Application. The Heritage Assessment takes into consideration the key views and demonstrates that the Proposed Development is in accordance with the requirements of the Historic England guidance Statement of Heritage Significance (2019) and Conservation Principles, Policies and Management for the Sustainable Management of the Historic Environment (2008).
Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.	The enclosed air quality assessment concludes that the residual dust impacts arising from the construction phase are not considered to be significant provided mitigation measures are undertaken. Likely levels of vehicle movements are not predicated to have a significant effect upon air quality or traffic generation.

	The acoustic assessment concludes that there will be no impact on future residents with regards to noise emanating from nearby roads or proposed future commercial floorspace activity.
Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.	The development complies with the inclusive design standards and therefore enables everybody to be able to enter the buildings, use its facilities and leave safely, independently and with ease. The development will also promote active travel and exercise by encouraging and prioritising walking and cycling through the provision of safe internal cycle storage and the creation of functional and interesting pedestrian linkages throughout the site and connecting to the wider public realm locally.
Community safety and crime prevention.	The buildings have been designed to improve safety and security of the area via passive overlooking and through small design improvements arising from consultation with GMP.
Design for health.	All apartments will comply with space standards set out the Manchester Quality Residential Guidance document and generous public realm and landscaping is proposed for public use. The public realm will feature informal play equipment such as floor chess board and table tennis tables on the courtyard edge to encourage physical activity.
Adequacy of internal accommodation and external amenity space.	All the units throughout the scheme have been developed to be compliant with space standards. Externally, a generous amount of public open space, hard and soft landscaping and public realm is proposed across the site.
Refuse collection and storage.	Residents will be responsible for taking waste to bins in the designated refuse storage areas and the waste bins will be transferred from the storage area to the collection point by the management company of the residential units. The commercial units will be responsible for managing their own waste through the appointment of a waste contractor. The sustainable management of waste has been given a high priority within the design of the proposed development. It is considered the waste management infrastructure that is proposed within the development would allow for the necessary segregations of materials in order to achieve a high rate of recycling. The development design allows for waste to be transported and collected in a safe and efficient manner.

Vehicular access and car parking.	Care has been taken to locate the plant and car parking spaces in the basement to maximise active frontage and provide positive street spaces.
Effects relating to biodiversity, landscape, archaeological or built heritage.	There will be no effects on biodiversity or landscape. The site is of low archaeological interest and the development will enhance the setting of heritage assets.
Green infrastructure, including open space, both public and private.	The proposals include the planting of 54 native trees across the public realm areas introducing substantial green infrastructure to a site devoid of biodiversity in addition to a generous amount of public open space, hard and soft landscaping and public realm proposed across the site.
Flood risk and drainage.	The proposed development incorporates Sustainable Urban Drainage Systems (SuDS) in the form of water butts and permeable paving with the aim to ensure the surface water run-off is managed as close to its source as possible. Furthermore, there is low risk of flooding from all forms to the proposed development.
Existing or proposed hazardous installations.	The application site is not in a Development High Risk zone for coal mining.
Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (in terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply)... <i>NB the remainder of the policy refers to the Code for Sustainable Homes which has since been abolished.</i>	The accompanying Energy Strategy Report shows how this development will be at the forefront of carbon saving. The proposals will incorporate solar photovoltaic (PV) panels on the roof of the main building blocks amongst other carbon reduction initiatives such as incorporating natural daylight into the design, exceeding Thermal Insulation Standards, providing Ventilation Heat Recovery and providing electric heating and hot water generation.

Policy EN3 (Heritage) requires development to support the Council in preserving or enhancing the historic environment. A Heritage Assessment accompanies this planning application, setting out that the proposed development will enhance the setting of heritage assets such as the listed Marble Arch Inn.

Policy CC8 (Change and Renewal) states that the City Council will support large-scale redevelopment schemes in the City Centre which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester. These redevelopment proposals, nonetheless, are expected to be prepared within an approved development framework.

4.8 GREEN INFRASTRUCTURE AND SUSTAINABILITY

Core Strategy Policy EN9 (Green Infrastructure) outlines that new developments are expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function and that

where the opportunity arises the Council encourages developers to enhance the quality and quantity of green infrastructure.

In compliance with **Policy EN10**, the development provides accessible open space, which will serve existing residents in this part of the city, as well as the residents of the new development.

Throughout the design process a range of renewable and low carbon technologies have been considered for the Proposed Development; including solar hot water, photovoltaics (PV) wind, heat pumps and biomass heating.

The proposed energy strategy will provide a number of benefits in terms of energy efficiency, deliverability and viability of the scheme as a whole.

Due to the nature of the Proposed Development, the remainder of the renewable energy techniques considered have been ruled out.

The UK government is committed to reducing the country's emissions and has legislated to do so within the Climate Change Act. As the UK's grid becomes less carbon intense over time the carbon emissions associated with full electric heating will become less. Energy calculations are provided within the enclosed Energy Strategy Report prepared by Ridge.

To minimise the risk and impact of localised flooding on and off-site, watercourse pollution and other environmental damage, the Proposed Development will incorporate Sustainable Urban Drainage Systems (SuDS). Please refer to the Flood Risk and Drainage Statement.

Policy EN6 expects development to achieve a 15% increased carbon performance compared with Part L 2010, unless this is not viable. The proposed development provides photovoltaic generation, but by virtue of providing an all-electric scheme, the improvement upon Part L cannot be achieved without impinging further upon the scheme's viability.

4.9 DEVELOPER CONTRIBUTIONS

Policy PA 1 relates to developer contributions and outlines a range of obligations the Council may seek to secure which are assessed on a site by site basis, including affordable housing, education and health and wellbeing facilities.

The development proposed represents a substantial commitment from the developer in relation to improving accessibility and public realm in addition to remediating and enabling this development on brownfield land. Given this, affordable housing is not viable and no S106 contributions associated with the development are currently anticipated.

4.10 UNITARY DEVELOPMENT PLAN

The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

UDP Policy DC26 aims to only permit development which will not be exposed to unacceptable high noise levels by way of their physical location. The proposal incorporates mitigation measures to ensure noise effects are acceptable including between proposed commercial and residential areas within the main two building blocks.

4.11 DESIGNATIONS

DESIGN

In terms of appropriate uses and designs, Policy HC3 aims to encourage proposals along Rochdale Road which will ensure linkages between the Regional Centre and the City's major Urban Regeneration Area.

In terms of accessible housing and Policy DC7.1, which aims for as much housing at ground floor level that is accessible to disabled people as possible, the proposed development includes townhouses whereby their entrance levels along Gould Street and Back St George's Road have all been set to tie in with the proposed existing levels to ensure level access to all townhouses and ground level apartments.

4.12 COMPLIANCE WITH THE DEVELOPMENT PLAN

The proposed development complies with the thrust of the development plan and the vast majority of its policies.

4.13 CONFLICT WITH THE DEVELOPMENT PLAN

The only conflicts with the development plan are in terms of affordable housing, insofar as the starting point for provision within this development is up to 20% and the scheme cannot provide any affordable housing, and in terms of carbon performance insofar as the all-electric solution does not achieve the level of carbon reduction expected by policy.

However, the wording of the policy is such that the Core Strategy does allow for departures from these expectations, especially when viability is a concern. This is covered by more recent NPPF guidance.

4.14 ACCORDANCE WITH THE DEVELOPMENT PLAN

With the vast majority of the policies complied with, and only minimal conflict against two policies that allow for variance, it is concluded that the proposed development accords with the statutory development plan when taken as a whole.

4.15 OTHER MATERIAL CONSIDERATIONS

PLACES FOR EVERYONE DRAFT JOINT DEVELOPMENT PUBLICATION PLAN (2021)

The Places for Everyone Joint Development Plan Document (PfE) 2020-2037 is at publication stage (July, 2021).

Once adopted, PfE will place a greater focus on developing Greater Manchester's brownfield sites, building at higher densities and pursuing the regeneration of sites in sustainable locations. One of the key principles behind the draft spatial strategy is to minimise future spatial outward growth and ensure that land resources in and around the regional centre are used efficiently and effectively.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

MCC design and quality guidance was adopted by the City Council's Executive in December 2016. The design of the scheme has been cognisant of the guidance and high standards that are presented in the Manchester Residential Quality Design Guidance.



- The guidance aims to create places in which people want to live in and can continue to live in, have natural light throughout the home is essential and choice is not restricted. Development should ensure visual and acoustic privacy and should deliver external amenity space.
- The guidance also sets out how Manchester encourages sustainable transport and wants to make a growing contribution to transport choices. Residential development is viewed as key in providing the correct facilities to make cycling convenient, safe and practical arrangements. More details on the principles of the proposed development are provided within the Design and Access Statement.

5

REASONS WHY PLANNING PERMISSION SHOULD BE GRANTED



5 REASONS WHY PLANNING PERMISSION SHOULD BE GRANTED

This section demonstrates that the principle of the Proposed Development aligns with the adopted Development Plan, the Framework and other material considerations.

5.2 PRINCIPLE OF USE

Manchester is an ambitious city, and this is reflected within the adopted spatial vision and objectives. It states that Manchester will be ‘in the front rank of cities in Europe and the world’. In order to achieve this ambitious vision the Development Plan identifies a requirement to ‘provide a framework within which the sustainable development of the City can ‘improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation’ as well as to ‘provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth’.

This positive policy context has driven and focused substantial new development and regeneration within the City Centre over the last decade. However, the Development Plan still recognises that there are areas of the City which require investment and has subsequently published several SRF documents. The purposes of the SRFs are to promote the continued regeneration of the City and to meet the wider vision and objectives of the Development Plan with the site sitting within the Victoria North area.

Victoria North identified itself as having a unique opportunity to deliver transformational regeneration on an unprecedented scale. The regeneration of this area to the north-east of the city centre has the potential to unlock significant residential-led development that will positively contribute to the growth of Manchester and the wider city region.

The proposed development forms part of comprehensive wider development proposals in the area and has been carefully designed to work with and respect the other developments coming forward, critically the Gould Street application to the north to realise the SRF vision through effective and joined up planning.

In view of the above, the use of this site for a mix of residential and commercial uses is wholly compliant with the guidance set out in the NPPF and the Local Development Plan. The proposal accords fully with the principles of Policies SP1 and EC3 of the Core Strategy, which identify the Regional Centre as the economic driver of the City Region, which has greatest potential to drive its continued economic growth. Development of this nature in the Regional Centre is also expected in PfE, taking pressure for development away from suburban and Green Belt locations.

The proposals would be consistent with the aim of bringing forward a residential led scheme with commercial uses which align with the Victoria North SRF aspirations and which will generate employment within the Regional Centre and contribute to the housing supply as set out below.

5.3 REUSE OF BROWNFIELD LAND

- Paragraph 119 of the NPPF states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- Paragraph 120 emphasises the need for Local Planning Authorities to encourage multiple benefits from urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains. It gives substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.
- Given that the proposal is being developed on underutilised brownfield land it is clearly in accordance with the NPPF in the context of reusing brownfield land.

5.4 STRATEGIC REGENERATION FRAMEWORKS

NORTHERN GATEWAY SRF (2019)

- The site lies within the Northern Gateway, as defined in the SRF adopted in 2019. The Vision for the Northern Gateway encompasses high quality environments, connectivity, long-term growth and sustainable new communities.
- The SRF includes eight core objectives, as shown in the table below:

Objectives	Development Response
A unique and high quality residential led regeneration scheme.	The proposal includes a mix of tenures and types of housing. The proposal is unable to provide affordable homes due to viability but does provide a mix of house types including duplexes, garden apartments, and 1-bed, 2-bed and 3-bed apartments. The proposal includes public realm which will help connect this site with the permitted neighbouring Gas Works scheme (including in terms of its use, its green infrastructure and as a connection). The proposal is designed for the pedestrian and cyclist, not the car. The proposal is within easy access of public transport including bus services on Rochdale Road, trains from Manchester Victoria and trams from Shudehill / Victoria. The development has been designed from the landscape up, with initial attention on the public realm, for example improving connectivity through the site.
A varied network of high-quality green streets and public open spaces.	The proposal provides opportunities to extend the pedestrian links from the city centre to the Northern Gateway by adding to the network to the network of future green spaces. It links to the adjacent Gas Works to create a high-quality pedestrian route through the site.

	The new public open space along with informal play areas will attract more people to the space that allows communities to come together improving community cohesion, perceived safety and raising the profile of the area making it a more attractive place to be.
Manchester's unique city river park.	The proposal has been laid out so that key routes lead through the neighbouring Gas Works scheme which will have linkages from where the proposed city river park can be reached.
Build on the best of what is there.	The proposed development reshapes the site from a hostile, impermeable car park to an environment that welcomes people. The taller buildings are positioned in the central parts of the site with lower height duplexes located towards the edges in order to take into account neighbouring listed buildings. The provision of the public realm and improved environments to surrounding streets will encourage improvements the street scene.
Improve connectivity across the Northern Gateway and beyond.	The site is close to the Northern Gateway to the city centre transport hubs and Rochdale Road transport corridor. The development has been designed for permeability to and from Rochdale Road. The development has been designed to not prejudice the redevelopment of land directly north of the site boundary, so that the aim of urbanising the area can be reached.
Create new gateways to and from the city centre.	The proposal creates high-quality public realm, a new gateway square and green links to neighbouring developments putting to excellent use a brownfield site and adding much needed frontage to this part of Rochdale Road facilitating access to and from Manchester.
Promote truly sustainable places.	The development is designed with the pedestrian and cyclist in mind, private cars are not encouraged. The provision of green and blue infrastructure serves multiple purposes. The development features renewable energy initiatives for carbon reduction.
Foster the emergence of local retail and service hubs.	The proposal includes ground level commercial floorspace helping to provide active frontages onto Rochdale Road and encourage footfall into the area. The public realm is designed for interaction, for health, for wellbeing and for biodiversity.

5.5 HOUSING DELIVERY

- NPPF confirms the Government's objective of "significantly boosting the supply of homes." Evidence underpinning the emerging PfE and the adopted Northern Gateway Framework all signal the need to boost housing on brownfield land in Manchester.
- The Core Strategy also identifies a need to deliver 16,500 dwellings within the City Centre area between 2012 and 2027 and specifically states: "Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester".
- The proposed re-development of this site will deliver high quality, high density housing on brownfield land within the SRF area in accordance with Core Strategy Policy H1. The scheme comprises a mix of uses which is appropriate for the area and will assist the City in delivering improved public realm supported by active frontages. The Proposed Development will therefore respond directly to the needs identified by MCC.
- The latest position statement on five-year housing land supply by Manchester City Council was published in April 2020 and states to have a five-year housing supply of 5.67 years which is made up of a mixture of sites.
- The latest Housing Delivery test published in 2020 shows that Manchester has achieved its housing delivery figures against its defined need with a measurement of 113% therefore no buffers are applicable.
- Despite just meeting its delivery figures, Manchester is under increasing pressure to deliver new housing. Under the Government's new Standard Methodology calculations, Manchester is identified as a local authority area which has to provide an uplift of 35% to extra housing on top of the figures initially generated by the Standard Method calculations.
- In terms of future planned housing delivery, the number of residential dwellings required in Manchester over the plan period (2021-2037) is 56,528 (3,533 per annum) which represents 34% of the overall PfE dwelling requirement. 84% of these dwellings are expected to comprise apartments while the remainder will be made up of housing. The 35% uplift was introduced after both the Core Strategy and the SRF were adopted, therefore the greater intensification of development on brownfield land is not reflected in those documents. Nor is it reflected in the HDT.

5.6 HIGH-QUALITY PUBLIC SPACE

- The Development Plan identifies that the Council will seek the provision of new open space where significant levels of development are proposed, and this space should be interconnected.
- The site is arranged to maximise the amount of public realm. These improvements as part of the proposals will aid the creation of a new neighbourhood district that responds to its use as a residential led scheme, with a coherent public realm that flows creating a legible city network. This will result in improved accessibility for pedestrians through the provision of pedestrianised streets in accordance with the requirements outlined within the Victoria North SRF.

Fifty-four new trees are proposed to be planted throughout the landscaping areas surrounding the public realm areas which represents an uplift in number and quality compared to the existing trees currently. The species have been chosen as a response to the climatic conditions of the site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will improve biodiversity, remove pollutants and help mitigate the urban heat island effect. Additionally, other planting types such as ornamental planting and rain garden planting have also been included within the design.

The proposed development very clearly satisfies the relevant Development Plan policies that encourage the creation of new public spaces within the City Centre. Furthermore, the City Council's clear vision and aspiration to create for high-quality public spaces within the SRF area is an important material consideration and one that weighs strongly in favour of proposal.

5.7 SOCIO-ECONOMIC BENEFITS

The proposals will generate various socio-economic benefits, including the provision of jobs during the construction phase, as well as some long-term employment associated with the commercial use and ongoing management and maintenance of the development.

The following will also be significant benefits of the scheme:

- The construction of the new development will create both direct and indirect construction jobs over the construction period;
- Gross value added – to the local economy by the temporary construction employment;
- The provision of duplexes providing a different type of dwelling in this area which could be used for family housing;
- The proposed development includes a commercial unit which will generate direct and indirect jobs over a range of positions including managers, store assistants, cleaners etc over both full and part time positions and increase footfall to an underused site benefiting commercial and leisure uses nearby; and
- Significant benefits arising from green infrastructure proposals woven throughout the design creating connections to wider green spaces will provide a key new space for local residents and users of the city centre improving physical and mental wellbeing.

5.8 ENVIRONMENTAL IMPROVEMENTS

Environmental benefits will be delivered through the implementation of an energy strategy that will underpin an energy efficient development. The commitment to achieving a modal shift away from reliance on cars will clearly have a positive impact on the environment in terms of reducing emissions and traffic levels in the area.

Landscaping in the form of trees and native ornamental grasses and sedges will be introduced creating a landscaped ecological mitigation area to generate year-round biodiversity benefits.

The project includes photovoltaic panels (PV) for renewable energy generation for future residents to help Manchester City Council continue to meet its ambitions towards net zero by 2038.

In this respect, the proposed development will enhance the natural and built environment in accordance with the requirements of paragraph 8 of the NPPF, including making effective use of



land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change.

5.9 SUMMARY

In light of the above, the proposed development will contribute vastly to the strategic ambitions of the Council by aligning with the pro-economic growth and regeneration policies of the NPPF, development plan and Victoria North SRF by delivering a high-density residential development, provision of commercial development and clear contributions towards the delivery of accessible and high-quality public realm.

It is therefore clear that there is policy support in principle in the Development Plan and other material considerations.

6

MATERIAL CONSIDERATIONS



6 MATERIAL CONSIDERATIONS

This section of the Planning Statement presents the assessment of all other material considerations, not covered within the previous sections.

6.2 AIR QUALITY

This application is supported by an Air Quality Assessment. The site is located within the AQMA which has been declared by the GMCA. The area spans large portions of the City of Manchester and surrounding boroughs, including key arterial roads such as Rochdale Road.

Policy EN16 seeks to reduce pollutants (particularly within Air Quality Management Areas, located along Manchester's principal traffic routes) to improve local air quality and improve health. Paragraph 185 of the NPPF also asserts that proposals must sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

The submitted Air Quality Assessment considered the future air quality at the proposed development site including during the construction phase to nearby sensitive receptors and its effects on future residents.

The residual dust impacts arising from the construction phase are not considered to be significant provided mitigation measures are undertaken.

Proposed mitigation targeting the underground car park in the ground floor of the main apartment building is included although overall vehicle emissions generated from development traffic is not considered to be significant.

Overall, the likely levels of vehicle movements are not predicated to have a significant effect upon air quality or traffic generation and therefore accords with Policy EN 16 Air Quality.

6.3 BROADBAND INFRASTRUCTURE

The accompanying Broadband Connectivity Assessment prepared by GTech Surveys demonstrates that the proposed development is capable of a full fibre connection, which would accord with paragraph 114 of NPPF.

6.4 CONSTRUCTION MANAGEMENT

An initial Construction Management Plan (CMP) has been prepared in support of the planning application and sets out the strategy for managing and mitigating construction phase impacts on residential amenity and the surrounding area.

There will be no nuisance generated during the demolition and construction phases as the development will seek to comply with the acceptable limits set out in code of practice for noise and vibration control associated with construction and open sites. This is in accordance with national and local planning policy which seeks to ensure developments safeguard and improve the environment during the construction stages.

6.5 CRIME AND SECURITY

- A Crime Impact Statement has been prepared by GMP's Design for Security team and is submitted as part of this planning application.
- Careful attention has been paid to the creation of a safe, inclusive and accessible development. The efforts made by the Applicant to ensure that the development is resistant to acts of criminal behaviour have been recognised by Greater Manchester Police; as articulated through the commentary contained within the Crime Impact Statement.
- There are some recommendations made by the Design for Security team that don't meet the aspirations of the design team and the SRF to create seamless transition between neighbouring development sites, i.e. fully permeable and accessible public routes. Should discussions be required with Design for Security to explain this, the design team would be pleased to assist.
- This scheme accords with paragraphs 92 and 130 of the NPPF and Core Strategy Policies DM1 and EC1 which highlights that development should create safe, inclusive and accessible places which promote health and well-being and that current best practice in security design should be applied which reduces opportunities for crime.

6.6 DAYLIGHT AND SUNLIGHT

- A daylight and sunlight assessment was undertaken to determine the potential impact of the proposals. It was undertaken using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'.
- The report documents the measured impact that the proposals will have on the daylight and sunlight amenity of the Site facing habitable rooms of neighbouring buildings located in the vicinity of the site and are of known residential use.
- Overall, the daylight and sunlight impact of the proposed development on the surrounding properties is considered to be appropriate, balanced and non-significant therefore acceptable given the city centre location and existing height and density in the area.

6.7 DESIGN

- The Design and Access Statement (DAS) and accompanying plans have been prepared by Jon Matthews Architects and Planit-IE. The proposals have been prepared in light of careful consideration and response to the site's context, nearby heritage assets and the site's opportunities and challenges.
- The site presents many opportunities as it is located in a prominent position on Rochdale Road and is in close proximity to Manchester City Centre. The challenges including access and the irregular shape of the site are addressed and justified through the proposed design.
- The design embraces these challenges and turns them into opportunities to produce a high-quality architectural aesthetic that will sit harmoniously in the urban context. The design has been fully considered with regards to use, amount, scale, layout, elevational treatment, appearance, accessibility, sustainability and materiality to ensure that the development benefits its immediate location but will also generate wider reaching long term community benefits for the town making a significant contribution to the continued regeneration of Manchester.

Given the surrounding regeneration context of the area, the redevelopment of this site will set a precedent for future redevelopment in this area and the design has worked hard to offer the best solution in layout terms taking into account existing and permitted schemes due to come forward in the near future. This accords with paragraphs 119, 126 and 130 of the NPPF which promotes an efficient use of land, the use previously developed land and optimising the potential of a site to accommodate appropriate development.

6.8 DRAINAGE

The proposed development will utilise Sustainable Urban Drainage Systems (SuDS) in the form of water butts and permeable paving with the aim to ensure the surface water run-off is managed as close to its source as possible. A Flood Risk Assessment and Drainage Strategy Report is included with the application.

The report concludes that there is no residual flood risk from the development site to the surrounding district due to the reduction of existing storm water flow rates therefore the proposals will not increase the risk of flooding to the other adjacent properties and roads.

The above strategy complies paragraph 163 and 165 of the NPPF and Core Strategy Policy EN 8 Adaptation to Climate Change and Policy EN 14 Flood Risk.

6.9 ECOLOGY

An Ecology Appraisal has been produced to identify whether the site has any biodiversity value. No designated sites are located within 1km of the site and none of the identified parcels of priority habitat are considered likely to be affected by the construction activities or operation of the proposed development due to its location within a highly urban environment.

The existing site consists of an area of hardstanding, which is a habitat of poor ecological value. The urban location of the site, and its use as a car park, mean it is a highly disturbed site, making it unsuitable habitat for protected species. There is no vegetation on site and therefore there is no cover from predation and foraging and no commuting habitat.

A bat survey has been undertaken and concluded that there was no evidence of bat roosts located within the present structures on the site. Opportunities for biodiversity enhancement include new native hedgerow planting, installation of wildlife structures, planting of trees and low-level lighting on site.

There are no ecological constraints to the development and the site could provide ecological enhancements to the locality. This accords with Core Strategy Policy EN 9 Green Infrastructure and paragraphs 179 and 180 of the NPPF.

6.10 ENERGY AND SUSTAINABILITY

Core Strategy Policy EN1, EN3 and DM1 expects all new development to be adaptable to climate change in terms of the design, layout, siting and function.

The design of the development has been developed with consideration for baseline environmental conditions. Mitigation of effects on the environment are therefore embedded in the design of the scheme and include the following measures:

- Photovoltaic Panels (PV);
- Natural daylight incorporated into designs;

- Exceedance of Thermal Insulation Standards;
- Ventilation Heat Recovery; and
- Electric heating and hot water generation.

■ An Energy Strategy prepared by Ridge is submitted with the application. It provides a detailed assessment of the carbon reduction measures to be incorporated in the development.

■ The overarching aim of the Energy Strategy is to assess how best to incorporate Low and Zero Carbon technologies into the proposed development in order to maximise efficiency.

■ The proposed development will feature PV solar panels on the roof.

■ The proposal accords with Core Strategy Policy EN4 insofar as it has been designed as per the energy hierarchy.

6.11 FIRE SAFETY

■ A Fire Statement has been prepared by Design Fire Consultants and is submitted with the application as required under the Town and Country Planning (Development management Procedure and Section 62A Applications) (England) (Amendment) Order 2021.

■ The Fire Statement provides details on fire safety issues relevant to land use and meeting Part B of Schedule 1 to the Building Regulations 2010 and assesses the proposals against a series of requirements surrounding fire safety.

■ Within the assessment, a fire service site plan is included which shows clear vehicle access routes, building access points and indicative location of dry riser inlet. In addition, technical complexities surrounding fire safety and general layout of internal buildings are assessed.

■ The assessment demonstrates that the proposal accords with planning legislation introduced for incorporating fire safety considerations early on within the planning process. In addition, the assessment accords with the emerging Places for Everyone (PfE) overall strategy which aims to reduce risks to human health including the promotion of high-levels of fire safety as a means to achieving that aim.

6.12 FLOODING

■ In accordance with the Environment Agency Flood Risk Maps, the site is located within Flood Zone 1 which is defined as having a low risk of flooding, with an annual probability of flooding from rivers or the sea of less than 1 in 1,000 (0.1%). In accordance with the NPPF, development under any of the flood risk vulnerability classifications is permitted within Flood Zone 1. Since the site is in Flood Zone 1, it is not anticipated that the proposed development will have any significant effects on flood risk, either within the site or elsewhere.

■ A flood risk and drainage strategy report is included in support of the application which concludes that there is no residual flood risk from the development site to the surrounding district due to the reduction of existing storm water flow rates which in turn does not increase the risk of flooding to other adjacent properties and roads.

■ Out of chamber or gully flooding for the extreme 100-year plus climate change event may occur within the development site and is classed as exceedance flows. Any flood water from this event will be contained within the development site and directed away to external hard and soft landscaped areas.

All forms of flood risk to the site have been assessed and it has been determined that there is low risk of flooding from all forms to the proposed development and accords with Core Strategy Policy EN 14 Flood Risk.

6.13 GROUND CONDITIONS

A Phase 1, ground conditions report has been undertaken of the site, including a walkover survey and desk study report including historical, geological and environmental appraisals.

Given the extent of previous investigation and initial findings of the latest investigation work, it can be concluded that the ground conditions at the site comprise concrete or asphalt capping as part of previous industrial unit floor and surrounding hardstanding area, then gravel of brick, ash, concrete, mudstone, clinker and slag underlain by granular subbase.

Potential contamination sources affecting the site were identified as heavy metals, asbestos, hydrocarbons, VOC and SVOC contamination. Groundwater has not been encountered during the initial exploratory works.

A detailed Phase 2 intrusive survey will be carried out across the site to investigate the identified potential pollutant linkages further. The initial findings from the sample probe holes indicate that design mitigation in the form of suitably designed cover systems for all areas of private garden, soft landscaping and public open space will be required to avoid the risk of heavy metals and non-volatile PAHs coming into contact with future end users.

Considering the above, the proposed development, its users and the environment will not be at risk from nor will it lead to the generation of any adverse impacts in terms of ground contamination and conditions following the completion of any necessary mitigation measures. This is in accordance with Core Strategy Policy EN 18 Contaminated Land and Ground Stability.

6.14 HERITAGE AND ARCHAEOLOGY

There are no designated heritage assets within the application site however, five listed buildings are located within 250m of the site boundary.

Reports by University of Salford consider the effect of the development upon the significance of the heritage assets. It considers the assets' significance and settings, and the potential for any harm to their significance.

The report considers that the proposals will have a substantial adverse effect on the non-designated heritage assets within the development area given that these mostly comprise structural remains associated with the historical uses at the site however, surviving remains are in poor conditions and pose a safety risk to the public therefore the benefits from the proposals outweigh harm caused by demolition of heritage assets.

The Assessment concludes that the proposals will have a negligible effect on designated heritage assets as views of the designated and non-designated heritage assets within the wider landscape are considered to have a low value and the magnitude of impacts is considered to be imperceptible, having a neutral impact on the settings of heritage assets located outside of the site boundary.

One phase of archaeological evaluation has been undertaken within the site boundary and concludes that the upstanding remains within the site that have been assessed as being related to the gas works will require recording via an archaeological building survey.

The evaluation results indicated that archaeological remains relating to the gas works are likely to survive beneath the surface of the site however the extent and condition of the remains will need to be established through a programme of archaeological evaluation trenching.

However, Salford University is satisfied that such works can be controlled via planning condition and that there is no need for any preservation.

The site can therefore be said to have the capacity to accommodate change without substantial harm to the designated heritage assets within the search area, their setting and significance or to the historic character of the wider urban and historic landscapes in line with NPPF paragraph 194 and 195 and UDP Policy 19.1.

6.15 LANDSCAPING

An extensive landscaping scheme has been prepared for the site by Planit-IE. Full details are contained in the submitted landscape strategy, landscape plans and design and access statement.

The landscape strategy ensures that the site's biodiversity is enhanced through use of different species and biodiversity rich planting and seeding mixes. Landscape areas will be designed and managed in a way to benefit wildlife, local residents and workers, introducing a variety of vegetation, habitats and publicly accessible spaces.

The landscaped areas will provide significant environmental benefits and boost the overall biodiversity of the local area. It also acts as a buffer between the existing residential area on Gould Street including Marble Arch Inn and proposed development.

As a result of the above, the proposal delivers significant enhancements in terms of landscaping and therefore accords with policies.

The proposed tree planting will assist in enhancing the visual amenity of the proposed development and will assist in creating attractive landscaped areas at various points within the site and along its boundaries. The proposals therefore accord with Policies NH/2 and NH/4 and NPPF paragraph 170.

6.16 NOISE

A Noise Impact Assessment by DBX Acoustics was conducted on-site to determine the existing noise climate around the proposed development and looked into various points including sound insulation performance, external amenity areas, noise break out assessments and plant noise.

The assessment included unattended environmental noise surveys at the site to establish a baseline and calculations were undertaken to determine the requirements for glazing to achieve internal noise levels limits in compliance with BS8233:2014.

In addition, the noise breakout assessments with regards to the proposed commercial areas, it is concluded that MCC requirements can be met while the assessment of the sound insulation performance of the wall and floor separating ground floor gymnasium from the apartments has been undertaken and recommendation provide mitigation.

In terms of noise and UDP Policy DC26.1, 26.2 and 26.4 the proposal incorporates mitigation measures to ensure noise effects are acceptable and meet the requirements of NPPF paragraphs 185 and 186.

6.17 TELEVISION AND RADIO RECEPTION

The accompanying Television and Radio Reception Impact Assessment prepared by GTech Surveys demonstrates that overall, the proposal is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast platform.

This report provides evidence that there are good levels of existing radio and television signal reception in the survey area to serve the development which would accord with paragraph 115 of NPPF.

6.18 TRANSPORT

Core Strategy Policies T1, T2 and DM1 seek to ensure that transport matters are suitably addressed and that sustainable developments are brought forward.

A Transport Assessment and Framework Travel Plan have been prepared by SK Transport in support of the application.

Transport Assessment

The site layout has been developed with people at its heart to allow spaces to be defined positively and to open access to all. Creating space for people, rather than cars, has the bonus of embedding healthy, inclusive, and accessible modes of transport right at the heart of the scheme. The people-focused strategy will also open access to the site to the whole community, accommodate sustainable and active travel modes and help to improve the environment.

Pedestrian access is provided from all highway routes fronting the site, this includes stopping up of the redundant highway stub on the north-eastern side of 85 Rochdale Road and the formation of new public realm in this area. Footways will be reinstated at redundant access points on the streets surrounding the site. Tactile paving and dropped kerbs will be provided at the site's car park access and at the A664 / Clive Street junction.

A vehicular access to the car park will be provided from Gould Street. Access will be controlled via a roller shutter, this will be set at the building line on this frontage, some 8m back from the carriageway edge.

29 parking spaces are provided in the basement and a further six spaces are provided for the duplexes, a total provision of 15%. Four of the spaces will be provided to a disabled standard (11% provision) and appropriate levels of EV charging will be provided. 100% cycle parking (232 spaces) will be provided for residents and Sheffield stands are provided in external locations for visitors.

Travel Plan

An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Interim Plan and is committed to its successful implementation on completion of the development.

The TS and TP submitted with this application shows that the site provides an excellent opportunity for a development in an area that is considered highly accessible by all means of transport. It is therefore in accordance with Core Strategy Policies T1 which supports promoting sustainable transport and paragraph 102 of the NPPF.

6.19 TOWNSCAPE AND VISUAL IMPACT

- Core Strategy policy DM1 and NPPF paragraph 130 identifies that the Proposed Development should have regard to the character of the surrounding area and should consider the impacts on landscape.
- The Townscape Visual Impact Assessment (TVIA) produced by Planit-IE considers the impact of the proposals from identified viewpoints across the City as agreed with MCC officers.
- The assessment concludes that the significance of effect on townscape and character is low, the magnitude of effect is minor and the nature of effect is beneficial with a likely direct, long-term, permanent moderate beneficial effect on townscape character.
- The proposed development fits well into the surrounding townscape and the design features are an integral part of the embedded townscape mitigation measures in visual terms.
- As such the proposals are wholly compliant with the Core Strategy and NPPF.

6.20 WASTE MANAGEMENT AND SERVICING

- A Waste Servicing Strategy has been produced and is incorporated within the Design and Access Statement produced by Jon Matthews Architects.
- In terms of waste management, Policy EN19 seeks to ensure all developers demonstrate the proposal is consistent with the principles of the waste hierarchy. Furthermore, all waste management practices should have full regard to the environmental, social and economic impacts of the development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.
- The accompanying Waste Servicing Strategy demonstrates that the sustainable management of waste has been given a high priority within the design of the proposed development. It is considered the waste management infrastructure that is proposed within the development would allow for the necessary segregations of materials in order to achieve a high rate of recycling which is in full accordance with Core Strategy Policy EN19.

6.21 WIND

- A desktop-based wind microclimate analysis of the proposals was undertaken by Architectural Aero to identify any adverse impact on microclimate specifically wind.
- The study involved computational modelling (CFD) to predict the strength of wind speeds that would likely be present following the completion and operation of development using the industry standard Lawson criteria to determine the suitability of wind conditions on site and impacts of the proposed development on the surrounding area.
- The report concludes that once the development is in operation, wind conditions within and around the site satisfy safety criteria and are unlikely to impact pedestrian activities, in addition there would not be an impact to users of balcony amenity spaces.
- It is therefore considered that the proposals have been assessed and will have a negligible impact in terms of wind effects as required in Core Strategy Policies relating to tall buildings.

7

SCHEME BENEFITS AND PLANNING BALANCE



7 SCHEME BENEFITS AND PLANNING BALANCE

This Planning Statement has been prepared by WSP on behalf of Portwood Developments Limited. The purpose of this Planning Statement is to assist Manchester City Council (the Council) in the consideration of a planning application at 87 Rochdale Road, Manchester for:

“Demolition of existing buildings and structures; development of three new buildings comprising residential apartments and duplex homes (Use Class C3), commercial unit (Use Class E), basement car parking, new landscaping and public realm, and associated engineering and infrastructure works.”

The proposal comprises sustainable development and accords with national and local planning policy. The NPPF is focused on reusing brownfield land such as the subject site and supporting sustainable development.

7.2 SCHEME BENEFITS

The development generates significant environmental, economic and social benefits:

SOCIAL

- The development regenerates a brownfield site in the urban area, in accordance with national policy which encourages the use of brownfield land to boost the supply of housing.
- It supports regeneration and the creation of sustainable communities envisaged by the adopted Victoria North Framework, improving the townscape, making it a more attractive area to bring people into this part of the City;
- Through the provision of commercial ground floor uses, active frontages will be created which will increase footfall and activity in the area and in doing so increase the vitality and viability of this part of the City;
- The new housing will deliver a range of types and tenures suitable for all ages and will help to diversify the housing stock; and
- There will be greater consideration of public and active transport links for safe and sustainable transport.

ECONOMIC

- It will deliver significant investment into the local area through increasing household expenditure;
- The delivery of a significant number of new homes will provide increased council tax receipts that can be reinvested in the area; and
- The redevelopment will have a positive impact by way of job creation in the construction industry during the build programme and occupation of commercial units.

ENVIRONMENTAL

- The public realm and open space facilities provided at the site as a whole will create a sense of community where residents can enjoy and socialise with their neighbours outside of their own homes. The development will therefore promote an accessible and inclusive environment for persons of all ages and disabilities to feel welcome; and
- There will be significant tree planting and landscaping in and around the scheme to soften this gateway location and contribute to climate change initiatives in the area.



PLANNING BALANCE

- The proposed development has been through extensive pre-application discussions with key stakeholders in addition to the local community through a comprehensive public consultation exercise.
- The development will create a high quality and striking residential led scheme in an appropriate and accessible town centre location. The redevelopment of the site, in addition to public realm and landscaping will improve the streetscene and enhance connectivity and permeability of the site with the wider community. It will integrate with adjacent developments and the surrounding area, to play its role creating an attractive and prosperous area of Manchester.
- The principle of development is therefore fully acceptable, and the proposal accords with policy.
- The extensive technical assessments demonstrate that the proposed development will not give rise to any significant adverse impacts on the area or amenity of nearby neighbours. Impacts can be successfully mitigated. The development therefore constitutes sustainable development and raises no material considerations which would outweigh its accordance with the development plan when taken as a whole.
- Therefore, the proposed development should be approved in accordance with paragraph 11 of the NPPF.

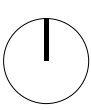
Appendix A

SITE LOCATION PLAN





Notes:
 Site Application Boundary



Project Name: 87 Rochdale Road		Title: Red Line Boundary Plan		Scale: 1:250 @ A1	
Drawn: JBe	Checked: MH	Status: Planning	Project: 136 ~JMA-MP-XX-P-A-001003	Drawing No: -	Rev: -
Details: 26/08/21 Issued for Planning					

Jon Matthews Architects

4th Floor Centurion House, 129 Deansgate, Manchester, M3 3WR 0161 974 3690

Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit www.jonmatthewsarchitects.com

Appendix B

EIA SCREENING REQUEST





Mulbury Homes

87 ROCHDALE ROAD, MANCHESTER

Request for EIA Screening Opinion



Mulbury Homes

87 ROCHDALE ROAD, MANCHESTER

Request for EIA Screening Opinion

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70077536

OUR REF. NO. RPT.003.ME.70077536

DATE: JULY 2021

Mulbury Homes

87 ROCHDALE ROAD, MANCHESTER

Request for EIA Screening Opinion

WSP

Aldermay House

10-15 Queen Street

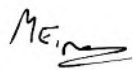
London

EC4N 1TX

Phone: +44 161 200 5000

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Final			
Date	21/07/21			
Prepared by	Mateo Espinosa			
Signature				
Checked by	Matthew Hard			
Signature				
Authorised by	Doug Hann			
Signature				
Project number	70077536			
Report number	rpt.003.MR – RR – EIA Screening Request (v3)			
File reference	rpt.003.MR – RR – EIA Screening Request (v3)			

CONTENTS

1.	INTRODUCTION	1
	BACKGROUND	1
	REQUIREMENT FOR EIA	1
2.	BACKGROUND	3
	THE SITE	3
	SITE HISTORY	3
	SURROUNDING AREA AND ENVIRONMENT	4
	PLANNING HISTORY	4
	Land Bound by Gould Street, Williamson Street, Bromley Street and Bilbrook Street	4
3.	PROPOSED DEVELOPMENT	6
	PHYSICAL CHARACTERISTICS	6
	DEMOLITION AND CONSTRUCTION	6
4.	SCREENING	8
	Schedule 1 Development	8
	Schedule 2 Development	8
	Schedule 3	8
5.	CHARACTERISTICS OF DEVELOPMENT (SCHEDULE 3 PART 1)	10
	Size and design of the development	10
	Cumulation with other existing development and/or approved development	10
	The use of natural resources	10
	Production of waste	11
	Pollution and nuisance	11
	The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge	11

The risk to human health	11
--------------------------	----

6. LOCATION OF DEVELOPMENT (SCHEDULE 3 PART 2) 12

Existing and approved land use	12
The relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground	12
The absorption capacity of the natural environment	12

7. TYPES AND CHARACTERISTICS OF THE POTENTIAL IMPACT (SCHEDULE 3 PART 3) 13

Transport and highways	13
Ecology	14
Townscape and visual impact	15
Noise and disturbance	15
Air Quality	16
Flood risk and drainage	17
Ground conditions	17
Conservation and Cultural Heritage	18
Archaeology	18

8. CONCLUSION 19

APPENDICES

APPENDIX A

SITE LOCATION PLAN

1. INTRODUCTION

BACKGROUND

- 1.1.1. WSP has prepared this request for an Environmental Impact Assessment (“EIA”) screening opinion on behalf of Mulbury Homes Limited (“the applicant”).
- 1.1.2. The request is prepared in support of a forthcoming full planning application for a proposal comprising:
- A maximum of 250 new dwellings across four buildings;
 - Commercial floorspace in Use Class E of no more than 200 sqm;
 - Underground private car parking;
 - New vehicular and pedestrian accesses;
 - New public realm;
 - Associated landscaping and engineering.
- 1.1.3. The enclosed Site Location Plan at **Appendix A** identifies the full extent of the site to which the proposed development relates.
- 1.1.4. This report is a formal request for a screening opinion, under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the Regulations”). It has been prepared having regard to Planning Practice Guidance (“PPG”) to assist the Council in making a ‘screening direction’ in determining whether the development is ‘EIA development’ as defined under the Regulations.
- 1.1.5. This EIA Screening Request follows extensive pre-application engagement with Manchester City Council (“MCC”). In parallel, engagement with the local community via a two-week public consultation exercise closed on 7th July 2021.

REQUIREMENT FOR EIA

- 1.1.6. The term ‘EIA’ describes a procedure that must be followed for certain types of project before it can be given ‘consent’. The procedure is a means of drawing together, in a systematic way, an assessment of a project’s likely significant environmental effects. This helps to ensure that the importance of the predicted effects and the scope for avoiding, preventing, reducing or, if possible, offsetting them are properly understood by the public and the authority granting consent (the ‘determining authority’) before it makes its decision.
- 1.1.7. The first stage of the procedure is to determine whether the proposal constitutes ‘EIA development’. In accordance with Regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the Regulations”), ‘EIA development’ means development which is either:
- Schedule 1 development; or
 - Schedule 2 development likely to have significant effects on the environment by virtue of factors, such as its nature, size or location.
- 1.1.8. In accordance with Regulation 2(1) of the Regulations, ‘Schedule 1 development’ means development (other than exempt development) of a description mentioned in Schedule 1 of the

Regulations. 'Schedule 2 development' means development (other than exempt development) of a description mentioned in column 1 of the table in Schedule 2 of the Regulations where:

- Any part of that development is to be carried out in a sensitive area; or
- Any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively exceeded or met in relation to that development.

1.1.9. The emerging scheme exceeds the thresholds set out at Schedule 10(b) of the Regulations which require urban development projects exceeding 150 dwellings to be screened.

1.1.10. Under Regulation 6(1) of the EIA Regulations 2017, there is a requirement for an applicant to make a request for a screening opinion to provide the following:

- A plan identifying the site (**Appendix A**);
- A description of the development, including a description of the physical characteristics of development, the proposed development and, where relevant, of demolition works and operation (Chapters 2 and 3);
- A description of the characteristics and location of development, with particular regard to the environmental sensitivity of geographical areas likely to be affected; and
- To the extent the information is available, a description of any likely effects of the proposed development on the environment.

1.1.11. The contents of this report have been prepared to the best of WSP's knowledge based on available information within the public domain, together with the results of surveys undertaken by a supporting team of specialist consultants to help inform our assessment and conclusions.

1.1.12. In summary, it is WSP's view that there are no significant environmental effects arising from the development and therefore it **does not** comprise EIA development as defined under the Regulations.

2. BACKGROUND

THE SITE

- 2.1.1. The site subject to this request for an EIA Screening Opinion is identified on the location plan contained at **Appendix A**. It is known as 87 Rochdale Road, Manchester, M4 4HU.
- 2.1.2. The site extends to approximately 0.5 ha and is bounded by Gould Street to the west, a surface car park to the north, Clive Street and Back St George Street to the east, and 73 and 85 Rochdale Road and Ashley Street to the south. It comprises three depot buildings with their associated parking and a large separate surface car park large towards the rear of the site. In addition, a small security building is located near to the access point.
- 2.1.3. Much of the site is covered with various pieces of hard standing and is being utilised as a surface car park, there are also some workshops on site. An off-licence building sits along the southern site boundary and a public house abuts the south-western boundary.
- 2.1.4. The site is generally level but is raised circa 5m above the level of land to the north.

SITE HISTORY

- 2.1.5. The site is captured on a detailed plan dating from 1793 showing the proposed plans for new streets in the area. Late 18th century and early 19th centuries saw the site develop into housing for local workers generally in the form of back to back, twin rows of one-up one-down house sharing a common rear wall. The majority of the surrounding housing types and condition of living standards in the area were widely reported by Engels and other commentators at the time as comprising one of the worst slums in the region by the end of the century.
- 2.1.6. During the industrial period, commercial processes for coal gas manufacture progressed rapidly and a second gas works was opened at Gould Street in 1824 (later known as Rochdale Road Gas Works) with the third gasometer erected in 1850, allowing the storage and the controlled release of their contents into the networks of gas-mains and pipes.
- 2.1.7. The Rochdale Gas Works expanded throughout the 19th century across the site which had necessitated the demolition of the majority of the terraced houses from the late 18th and early 19th centuries. The arrival of railway lines significantly upscaled the production of gas by allowing an increase of coal movements onto the premises resulting in a rise from 50,000 cubic feet to 7,000,000 cubic feet of gas production output. Working conditions at the site were reported to be precarious with frequent fatal accident and explosions on site recorded.
- 2.1.8. By 1951, OS maps shows that the warehouse within the site had been partially dismantled with railway lines still prominent. Additional depots were constructed along the southern boundary of the Site after 1950 however by 1989 the gas works to the north of the site had closed and former Gould Street School demolished.
- 2.1.9. A few remains are in-situ across the site and comprise arches and brick walls along the northern and western site boundary, reused warehouse associated with the Rochdale Road Gas Works, potential basements beneath the railway lines and gas works buildings and walls of a warehouse and the remains of the joiner's workshop on Gould Street adjacent to the western boundary of the site.

SURROUNDING AREA AND ENVIRONMENT

- 2.1.10. The surrounding area is largely a mix of residential apartment blocks and surface car parks, with some commercial buildings and employment uses.
- 2.1.11. The application site is not located within a Conservation Area nor is it located in close proximity of any identified Conservation Areas. The nearest Conservation Areas are as follows:
- Stevenson Square Conservation Area – located approximately 400m to the south of the site;
 - Cathedral Conservation Area – located approximately 400m to the north-west of the site; and
 - Ancoats Conservation Area – located approximately 370m to the south of the site.
- 2.1.12. A number of Grade II Listed Buildings are also located within close vicinity of the site boundary, including:
- Marble Arch Inn, 73 Rochdale Road; and
 - Warehouse on Sharp Street.
- 2.1.13. The site is located in the New Town area of the Northern Gateway Strategic Regeneration Framework, which is earmarked to be a new residential neighbourhood, representing an opportunity to establish a range of higher density housing types and to regenerate former industrial land.
- 2.1.14. The development site is also located close to and has access to amenities and services along Rochdale Road and the Angel Meadows area to the west, along with being in walking distance to the activities of the City Centre with its associated public transport facilities.

PLANNING HISTORY

- 2.1.15. The site itself has no relevant planning history. However, land immediately to the north has recently been subject to the following detailed application.

Land Bound by Gould Street, Williamson Street, Bromley Street and Bilbrook Street

- 2.1.16. In 2021, MCC's planning committee resolved to grant planning permission (ref: 128248/FO/2020) for a mixed-use development including residential apartments, commercial floorspaces and associated car parking, new vehicular and pedestrian access, public realm and landscaping on neighbouring land:
- The residential element of the application proposed the erection of nine buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments
 - The commercial element of the application proposed approximately 192 sqm of ground floor uses (Class E) with associated works, including landscaping and other associated works.
- 2.1.17. The above permission was accompanied by a full Environmental Statement which considered the following topic areas:
- Socio-economics;
 - Traffic and Transport;
 - Townscape and Visual Impact;

- Noise and Vibration;
- Air Quality;
- Flood Risk and Drainage;
- Contaminated Land;
- Wind;
- Daylight, Sunlight and Overshadowing;
- Population and Human Health;
- Climate Change; and
- Cumulative Impacts.

2.1.18. Other than the above application, there have been no recent notable applications in the last 10 years around the site.

3. PROPOSED DEVELOPMENT

- 3.1.1. The proposed development will comprise up to 250 residential dwellings (Use Class C3a) and up to 200sqm of ground floor commercial uses (Use Class E) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works.

PHYSICAL CHARACTERISTICS

- 3.1.2. The plan contained at **Appendix B** illustrates the currently envisaged extent of the elements of the application, but may change as the design evolves. The likely development comprises:
- Two small terraces of townhouses and / or small blocks of duplex apartments (up to four storeys in height);
 - Two apartment blocks connected by a ground-floor development, of which the block on the corner of Rochdale Road and Clive Street will be a maximum of 12 storeys and the block parallel to the northern boundary of the site will be a maximum of 10 storeys in height.
- 3.1.3. In addition to the proposed residential and commercial floorspace, the site-wide application comprises:
- Underground car parking for up to 30 cars, accessed from Gould Street;
 - Implementation of a hard and soft landscaping scheme across the site, incorporating public pocket parks and squares and some private amenity space;
 - Creation of new pedestrian and cycle links throughout the site for members of the public
 - Installation of secure cycle storage for future residents;
 - Other elements of engineering works and infrastructure as required.
- 3.1.4. Drainage will be sustainable, with a strategy for both surface water and foul to accompany the planning application, confirming appropriate discharge to the local networks.
- 3.1.5. Waste associated with the development will be typical of this kind of city centre mixed-use. A Waste Management Plan will accompany the application.
- 3.1.6. The development will not produce any hazardous, toxic or noxious substances or pollutants. Likewise, the development will not generate pollutants or contaminants that could affect ground or water resources.

DEMOLITION AND CONSTRUCTION

- 3.1.7. Controls on the emissions of noise, dust and vibration as well as impacts of construction traffic, operating hours and other potential nuisances will be suitably controlled through planning conditions.
- 3.1.8. A method statement would also be provided ahead of the demolition of buildings and structures on site.
- 3.1.9. There will be ground works as part of the development, to create the building plots, the public realm and for foundations. Nevertheless, they will be typical for a scheme of this scale. Extensive excavation is required as a basement level is proposed.
- 3.1.10. It is proposed that the main contractor shall operate under formal arrangements and will follow best practice construction management and pollution control guidelines. On site mitigation and contamination measures will be included, and the main contractor shall ensure energy, water and transport emissions are monitored onsite.

- 3.1.11. The production of waste associated with the proposed development will be typical of a mixed-use development of this scale but measures will be put in place to ensure any waste arising from the demolition phase will be mitigated and managed accordingly. Construction waste will be handled in accordance with best practice and is likely to be controlled via a planning condition and Construction Management Plan.
- 3.1.12. There will be no hazardous waste or substances used in the construction and the use of natural resources will be typical for city centre development.
- 3.1.13. The total construction process is expected to take around 24-36 months and last until around mid to end of 2024.

4. SCREENING

4.1.1. Having regard to the Regulations, we examine the key likely issues associated with the proposal on this site below. We highlight where details are already known or whether further details will be provided alongside the planning application. We firstly assess those issues of the most significance, and then consider other issues which may also be of relevance.

4.1.2. There are two schedules under the Regulations which, if a development falls into, EIA screening is required.

Schedule 1 Development

4.1.3. 'Schedule 1 development' is specifically defined – the proposal is not Schedule 1 development.

Schedule 2 Development

4.1.4. 'Schedule 2 development' is defined as development likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

4.1.5. Schedule 2 includes:

- Any part of a development is to be carried out in a sensitive area; or
- Any applicable threshold or criterion in the corresponding part of Column 2 of that table is exceeded or met in relation to that development.

4.1.6. The site is not located within or near a 'sensitive area' such as a Site of Special Scientific Interest ("SSSI"), National Park, Broads, World Heritage Site, Scheduled Ancient Monument or Area of Outstanding Natural Beauty.

4.1.7. Schedule 2 of the Regulations details development types where an EIA could be required, subject to certain thresholds being exceeded and subsequent screening against Schedule 3 of the Regulations.

4.1.8. The site falls within the following category:

- *Infrastructure projects*
- *(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas*

4.1.9. The site is around 0.5ha and comprises up to 250 dwellings which exceeds part (ii) of the Applicable Thresholds and Criteria of Schedule 10(b) of the Regulations.

4.1.10. Schedule 2 sets out the description of development and applicable thresholds and criteria for the purpose of the definition of 'Schedule 2 Development'. The thresholds are indicative, and each proposal is subject to its own assessment. In making this assessment, LPAs must take into account the relevant 'Selection Criteria' which are provided in Schedule 3 of the Regulations.

Schedule 3

4.1.11. Schedule 3 identifies three broad criteria which should be considered:

- The characteristics of the development (size, use of natural resources, quantities of waste and pollution generated and risk of accidents);
- The environmental sensitivity of the location; and

- The characteristics of the potential impact (extent, magnitude, probability, duration and frequency).

4.1.12. Planning Practice Guidance (PPG) (paragraph 018, ID 4-018-20170728) confirms that not all criteria from Schedule 3 will be relevant in every case.

4.1.13. The same paragraph of PPG states:

“Only a very small proportion of Schedule 2 development will require an Environmental Impact Assessment. While it is not possible to formulate criteria or thresholds which will provide a universal test of whether or not an assessment is required, it is possible to offer a broad indication of the type or scale of development which is likely to require an assessment. It is also possible to provide an indication of the sort of development for which an assessment is unlikely to be necessary. To aid local planning authorities to determine whether a project is likely to have significant environmental effects, a set of indicative thresholds and criteria have been produced. See the indicative thresholds and criteria. The table also gives an indication of the types of impact that are most likely to be significant for particular types of development.”

4.1.14. The PPG provides indicative screening thresholds, to help determine whether significant effects are likely. The relevant indicative criteria and thresholds are summarised below

- *Infrastructure projects*

(b) Urban Development Projects – (i) area of the scheme is more than 5 hectares; or (ii) it would provide a total of more than 10,000 m² of new commercial floorspace; or (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings). (Key issues: physical scale of such developments, potential increase in traffic, emissions and noise)

4.1.15. The proposed development does not exceed the indicative criteria or threshold for 10(b). However, PPG is clear that each development will need to be considered on its own merits, regardless of whether a development exceeds the indicative thresholds.

4.1.16. As such, the following chapters assess the proposal against the three broad criteria, to consider whether or not the proposed development would have a significant environmental impact on the local area.

5. CHARACTERISTICS OF DEVELOPMENT (SCHEDULE 3 PART 1)

- 5.1.1. Schedule 3 Part 1 of the Regulations states that the characteristics of development must be considered with particular regard to the following:

Size and design of the development

- 5.1.2. The site extends to circa 0.5 ha.
- 5.1.3. The proposed development will see the creation of up to 4 buildings above ground comprising up to 250 residential dwellings and up to 200 sqm of commercial space. The buildings will be mid-rise, with a maximum height of 12 storeys above ground level.
- 5.1.4. The development will be taller than existing developments adjacent to and to the west of the site, whilst to the east the land is undeveloped or low-rise. However the development is not as tall as many of the proposals and approved schemes in other parts of the Northern Gateway such as to the north on the former gasworks site.

Cumulation with other existing development and/or approved development

- 5.1.5. The planning application documents take account of surrounding developments, planning permissions and prior approvals within the surrounding area.

These include:

- “Gasworks New Town” – Former Gasworks Site, planning for 1202 residential dwellings in nine buildings up to 34-storeys in height along with 192sqm of commercial floorspace (Use Class E) (LPA Ref. 128248/FO/2020);
- “Meadowside” – Former Industrial units and surface car parks, planning approval for 765 residential apartments and commercial floorspace 616sqm (LPA Ref. 116366/FO/2017);
- 25 Rochdale Road – Erection of a part 8, part 15 storey building to provide 100 residential apartments with ground floor commercial uses (LPA Ref. 116777/FO/2017);
- “Victoria Riverside” – Erection of 3 towers of 37, 26 and 18 storeys to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222sqm) (LPA Ref.126944/FO/2020).

- 5.1.6. Whilst some of these proposals were EIA development, it is not the case that other development proposals must also be EIA development, nor that a new development proposal, in accumulation with approved or existing EIA development, will necessarily have significant effects. As explained later in this report, the most notable effects from the development proposal will be a change to the visual character of the site and the surrounding townscape. The TVIA that accompanies the planning application will take into account committed and existing development; in terms of the potential for accumulation of effects, the ongoing regeneration of east Manchester evidenced by the above applications means that the surrounding environment is relatively unsensitive to additional development and effects are unlikely to be significant.

The use of natural resources

- 5.1.7. Whilst the development would require the use of natural resources, some of which are non-renewable, these will be common with most residential developments. Furthermore, the proposed development would not involve any significant or unusual use of natural resources and would not result in the use of natural resources that are considered to be rare or of particular scarcity. On the

contrary, it is the applicant's intention to utilise highly sustainable and recycled construction materials where practicable.

- 5.1.8. There is unlikely to be any valuable land or soil on site, due to its previously-developed status. Water use will be typical of a scheme of this scale. The site has very little biodiversity interest.

Production of waste

- 5.1.9. Whilst waste arisings are inevitable, it will be subject to the waste hierarchy, including during construction and operation.
- 5.1.10. It is proposed that the production of waste and excavation arising from the construction works will remain on site as far as practical.
- 5.1.11. Waste generated from the construction phase will not be significant to have any harmful impact. Conditions can be secured to mitigate and control the management of waste exports from the site.

Pollution and nuisance

- 5.1.12. The proposed development will inevitably lead to some, albeit minimal, increase in noise and air pollution associated with the operation of plant and machinery and associated vehicle movements. However, any noise and air quality emissions are likely to be of limited significance and localised effects when assessed against existing background noise and air quality levels in the area – noting Rochdale Road immediately fronting the site.
- 5.1.13. The nearest residential receptors are existing residential properties located on Gould Street and living quarters above the Marble Arch public house. However, when coupled with the minimal increase in pollution anticipated, the potential for nuisance is likewise minimal and not likely to be classified as significant.
- 5.1.14. The planning application will be supported by detailed technical assessments – some of which are summarised in Chapter 7.
- 5.1.15. In summary, there is no likelihood of significant pollution or nuisance effects arising from the development (and in accordance with the criteria listed in PPG).

The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge

- 5.1.16. Given the type and quantum of development and controls that will be enforced by planning conditions, the risk of major accidents or disasters is minimal. As such, this aspect does not trigger the need for EIA.

The risk to human health

- 5.1.17. As summarised in Chapter 7, it is considered that there would be no significant risks to human health, including from water, air or noise pollution. In terms of ground conditions, suitable controls will be enforced by planning condition during the construction phase.

6. LOCATION OF DEVELOPMENT (SCHEDULE 3 PART 2)

- 6.1.1. Schedule 3 Part 2 of the Regulations states that the environmental sensitivity of geographical areas likely to be affected by the development must be considered.

Existing and approved land use

- 6.1.2. The site is an established brownfield industrial site comprising buildings with industrial operations along with ample hard standing for parking associated with the industrial operations but also as part of a wider offering for commuters who work in the city.
- 6.1.3. The most sensitive land use to the development is residential. The nearest residential receptors are considered to be the existing residential properties located on Gould Street approximately 10m to the west of the site. Residential development has been approved to the north, and the applicant for this approved scheme has shared information with the applicant for the redevelopment of 87 Rochdale Road.

The relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground

- 6.1.4. There are no known natural resources within the area or beneath the ground that would be affected by the proposed development.

The absorption capacity of the natural environment

- 6.1.5. There would be no impact upon the absorption capacity of the natural environment on the basis that none of the following are present on site:
- Wetlands, riparian areas, river mouths;
 - Coastal zones and the marine environment;
 - Mountain and forest areas;
 - European sites and other areas classified or protected under national legislation;
 - Areas in which there has been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure.
- 6.1.6. In terms of the “densely populated areas”, it is noted that the surrounding area is densely populated; this would potentially be sensitive to new land uses and development, but as the proposal is for a residential development, the likelihood of significant effects is limited.
- 6.1.7. In terms of “landscapes and sites of historical cultural or archaeological significance”, the surrounding landscape and townscape is a transitional area from the high-density, high-rise city to the surrounding inner city and suburban parts of east Manchester. This landscape has limited significance. The site itself has some historic, cultural and archaeological significance, as it was formerly part of a gasworks. Work done to date by Salford University on the historic and archaeological significance of the site concludes that archaeological remains relating to the gas works are likely to survive beneath the surface of the site however the extent and condition of the remains will need to be established through a programme of archaeological evaluation trenching, but are not likely to be required to be preserved.

7. TYPES AND CHARACTERISTICS OF THE POTENTIAL IMPACT (SCHEDULE 3 PART 3)

- 7.1.1. Schedule 3 states that the likely significant effects of the development on the environment must be considered in relation to criteria set out in chapters 5 and 6 (characteristics and location of development), with regard to the impact of the development on the factors specified in Regulation 4(2), taking into account eight considerations, as follows:
- a) Magnitude and spatial extent of the impact;
 - b) Nature of the impact;
 - c) Transboundary nature of the impact;
 - d) Intensity and complexity of the impact;
 - e) Probability of the impact;
 - f) Expected onset, duration, frequency and reversibility of the impact; and
 - g) Possibility of reducing the impact.
- 7.1.2. An assessment of the potential impacts has been made on the basis of advice from a number of specialist consultants and a thorough understanding of the baseline conditions. This understanding is informing the proposed development to ensure that any possible effects can be managed and mitigated, so as not to cause any significant adverse environmental effects.
- 7.1.3. The following potential impacts have been considered and will be addressed in the forthcoming planning application, where necessary:
- Transport and highways;
 - Ecology;
 - Landscape and visual;
 - Noise and disturbance;
 - Air quality;
 - Ground conditions;
 - Heritage;
 - Archaeology;
- 7.1.4. Overall, the proposal is unlikely to have significant environmental effects for the reasons set out below.
- Transport and highways**
- 7.1.5. A Transport Assessment (or Statement) and Travel Plan will be submitted with the application and will include a review of the existing transport networks around the site and a summary of the national and local transport planning policies. It will assess the potential traffic impact on local junctions, as well as the impact on walking, cycling and public transport.
- 7.1.6. The Travel Plan will promote the use of sustainable forms of transport to future residential occupiers within the development.
- 7.1.7. It is recognised that Rochdale Road is sensitive to increased pressure at peak times but in order to limit the operational effects of the development, a restrained approach to car parking on-site is proposed to mitigate potential peak hour traffic effects. This would be supported by a sustainable travel plan applicable to all residents of the site.

- 7.1.8. The site is located approximately 600m from Victoria Station which lies to the south-west of the site and approximately 1km from Manchester Piccadilly which lies to the south-east. The mainline rail network can be accessed from both stations which provide services across the UK including to other major cities and local services in the North West.
- 7.1.9. In terms of other public transport provision, Shudehill Interchange is 450m from the site providing access to both Metrolink and bus services serving destinations across Greater Manchester. Rochdale Road provides bus services in and out of Manchester City Centre with bus stops provided immediately adjacent to the site. The stops provide regular access to services to the local area as well as Rochdale, Bury and Chorlton.
- 7.1.10. The development proposals are conveniently located within a future cycling “Beeway” linking Northern and Eastern Manchester through Ancoats and the surrounding areas which will include new pedestrian and cycle links across Rochdale Road facilitating the transition from a car dependent environment to one increasing opportunities for non-motorised travel and reducing travel distances. The proposed development would therefore increase opportunities for residents to live and work locally and would help to contain trips within the area.
- 7.1.11. The site is ideally located for access to the city centre and public transport. The proposal would result in the loss of a surface car park encouraging active travel journey modes. The limited proposed parking for the development will have significantly fewer parking spaces than are currently on site.
- 7.1.12. There are likely to be no significant transport impacts as a result of the proposed development given its sustainable location and limited parking provided.
- 7.1.13. Well-lit cycle parking facilities would also be provided in convenient locations on site to make cycling to the site more attractive for existing and future residents at the site. Bus stops and street lighting on Rochdale Road could also be improved via s106 developer contributions.

Construction Phase Effects

- 7.1.14. A CEMP (“Construction Environmental Management Plan”) would be implemented and would include restrictions on vehicle routing to the site. Access routing for construction vehicles would be assessed and the least disruptive routes for HGV movement would be progressed.
- 7.1.15. The CEMP would also restrict the hours of operation and access to the site during construction. This would avoid peak highway hours when Rochdale Road is sensitive and times of day when children are travelling to and from school.
- 7.1.16. With the CEMP in place, construction effects are unlikely to be significant from a transport perspective. The construction traffic effects would also be phased and would be of a temporary nature.
- 7.1.17. It is considered that the proposed development will not result in any adverse environmental effects such that an EIA is required.

Ecology

- 7.1.18. There are no internationally designated sites within 5 km of the site and no statutory designated sites within 1 km of the site. There are two non-statutory designated sites within 1.5 km of the site. The site has very low ecology and biodiversity value. Initial ecology surveys suggest that Wall

cotoneaster was identified and is proposed to be eradicated prior to development in-line with current guidance.

- 7.1.19. A bat survey has been undertaken and concluded that there was no evidence of bat roosts located within the present structures on the site.
- 7.1.20. Opportunities for biodiversity enhancement include new native hedgerow planting, installation of wildlife structures, planting of trees and low-level lighting on site.
- 7.1.21. It is concluded that there will not be any significant adverse effects to biodiversity or ecology as a result of the development and it is likely that the proposals could provide ecological enhancements to the locality.

Townscape and visual impact

- 7.1.22. The site is located in the “Northern Gateway Strategic Regeneration Framework” area now known as Victoria North. The site contains existing industrial buildings, areas of parking, internal access roads and retaining historic boundary walls.
- 7.1.23. To the north of the site lies the former Gas Works, which is being redeveloped for up to 1,202 new dwellings and 192m² of commercial floorspace. A feature of this development is that a landmark building would be provided which would positively add to the area and cityscape. The proposals will take full account of the neighbouring redevelopment site and will be designed to complement the urban form.
- 7.1.24. To the west is Angel Meadow park and the Meadowside development plots that surround it. The park has gone a series of improvement works over the last ten years and further improvements to the adjacent streets and public realm is due to be delivered as part of the Meadowside works.
- 7.1.25. As such the site is considered to be ‘urban’ in character and well contained within the surrounding townscape. This will be confirmed by a Townscape and Visual Impact Appraisal which will be submitted with the planning application and will include computer modelling to provide accurate images to illustrate the impact on the townscape from agreed views on a 360 degree basis to allow the full impact of the scheme to be understood.
- 7.1.26. The proposed development is considered to be entirely in keeping with the existing nearby uses, and despite the new built form, there will be no discernible changes to the townscape character of the site and its surroundings. Localised views of the development would be a change from the existing view of a part car parking part industrial unit site, but the magnitude, intensity and complexity of the impact is limited having regard to the baseline urban environment.
- 7.1.27. Where development is visible in the surrounding townscape, it will be seen in the context of the existing mixed-use office, commercial and residential buildings and it is considered that while views will be impacted, the proposals would add a new development to views highlighting the growth of the city centre into the area.
- 7.1.28. Overall, given the site location, context and nature of the proposed development, which seeks to build on an existing concentration of residential and commercial development in an urban context, it is concluded that there will not be any significant adverse effects of townscape character and views.

Noise and disturbance

- 7.1.29. A Noise Assessment will be undertaken and submitted with the planning application.

- 7.1.30. The assessment will be in accordance with BS4142, local and national planning policy and guidance. It will assess the potential impact of noise emissions from mechanical plant associated with the development at the positions of existing sensitive receptors in the area along with an assessment of potential construction noise and vibration.
- 7.1.31. Construction noise and vibration requirements will be based on BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on construction and open sites.
- 7.1.32. Appropriate limits for noise from mechanical plant will be established as part of the assessment based on relevant local and national planning policy and guidance.
- 7.1.33. It is anticipated that noise emissions from required plant will again be within the acceptable limits and can suitably be controlled through planning conditions.
- 7.1.34. As such, the proposed development will not result in any significant adverse effects in terms of noise and disturbance.

Air Quality

- 7.1.35. The site is located within an Air Quality Management Area (AQMA) which has been declared by the Greater Manchester Combined Authority (GMCA). The area spans large portions of the City of Manchester and surrounding environs, including key arterial roads linking to satellite towns such as Rochdale Road.
- 7.1.36. The proposed development is not predicted to cause any exceedances of any relevant National Air Quality Objectives (NAQO). To help maintain low levels of air pollution and comply with IAQM planning guidance, reductions in air pollution can still be considered. A non-exhaustive list of measures that have been implemented to help reduce the impacts of the development is given below:
 - Provision of good walking and cycling routes to and from the development that integrate with existing routes;
 - Minimising car parking on site and incorporating electric vehicle charging (EV) points; and
 - Bicycle parking facilities.
- 7.1.37. Once the development is complete, the principle emissions to air will be road and traffic emissions. Given the urban nature of the surrounding area, the impact of traffic generation and emissions and resultant potential impacts on air quality and residential amenity will be taken into consideration in the development of the site.
- 7.1.38. The type and operation of the development will not result in any adverse emissions once operational. The modal shift being promoted as part of the transportation strategy and eventual Travel Plan will help encourage a reduction in vehicle usage and the use of more sustainable transport means which should help to minimise air quality emissions arising from the development.
- 7.1.39. Construction phase emissions, such as dust, will be temporary and can be suitably controlled through a Construction Environmental Management Plan and Dust Mitigation Plan, the requirement and implementation of which can be secured by planning condition.
- 7.1.40. Overall, it is considered that the proposed development will not result in any significant adverse effects in terms of air quality. An Air Quality Assessment will support the planning application and set out any recommendations to decrease potential exposure.

Flood risk and drainage

- 7.1.41. In accordance with the Environment Agency Flood Risk Maps, the site is located within Flood Zone 1 which is defined as having a low risk of flooding, with an annual probability of flooding from rivers or the sea of less than 1 in 1,000 (0.1%). In accordance with the NPPF, development under any of the flood risk vulnerability classifications is permitted within Flood Zone 1. Since the site is in Flood Zone 1, it is not anticipated that the proposed development will have any significant effects on flood risk, either within the site or elsewhere.
- 7.1.42. All forms of flood risk to the site have been assessed and it has been determined that there is low risk of flooding from all forms to the proposed development.
- 7.1.43. The proposed development will utilise Sustainable Urban Drainage Systems (SuDS) unless there are practical reasons for not doing so and aim to ensure the surface water run-off is managed as close to its source as possible.
- 7.1.44. Considering the above, adoption of the drainage strategy outlined, the proposed development will neither result in, nor will existing or future users be at risk from, any adverse effects in terms of flooding and drainage. It is likely that the introduction of green infrastructure across the site as part of the proposals would enable better surface water management than the current setting.

Ground conditions

- 7.1.45. A Phase 1, ground conditions report has been undertaken by E3P of the site, including a walkover survey, desk study report encompassing historical, geological and environmental appraisals and initial series of window sample probe holes.
- 7.1.46. It identified that the surrounding area has mainly been developed for industrial purposes. The site currently comprises occupied carpark and Car Tyre depot repair garage and sales forecourt. The report identified potentially significant thickness of Made Ground fill deposits and obstructions on the site with potentially former covered subterranean structures, retaining walls, former foundations and infrastructure representing a risk.
- 7.1.47. Given the extent of previous investigation and initial findings of the latest investigation work, it can be concluded that the ground conditions at the site comprise concrete or asphalt capping as part of previous industrial unit floor and surrounding hardstanding area, then gravel of brick, ash, concrete, mudstone, clinker and slag underlain by granular subbase.
- 7.1.48. Potential contamination sources affecting the site were identified as heavy metals, asbestos, hydrocarbons, VOC and SVOC contamination. Groundwater has not been encountered during the initial exploratory works.
- 7.1.49. A detailed Phase 2 intrusive survey will be carried out across the site to investigate the identified potential pollutant linkages further. The initial findings from the sample probe holes indicate that design mitigation in the form of suitably designed cover systems for all areas of private garden, soft landscaping and public open space will be required to avoid the risk of heavy metals and non-volatile PAHs coming into contact with future end users.
- 7.1.50. Considering the above, the proposed development, its users and the environment will not be at risk from nor will it lead to the generation of any adverse impacts in terms of ground contamination and conditions following any necessary mitigation measures.

- 7.1.51. Irrespective of this baseline position, the nature of the proposed development will not introduce any significant adverse environmental effects in terms of contamination or pollution, furthermore, it will ensure any future risks are minimised or removed.

Conservation and Cultural Heritage

- 7.1.52. The site does not lie within a Conservation Area and does not contain any listed buildings. The nearest designated heritage asset abuts the site's western boundary – the Grade II Listed Marble Arch Inn (list entry: 1247604) located on the corner of Gould Street and Rochdale Road.
- 7.1.53. Given the nearby urban setting which the proposals are located in and closeness to the heritage asset, the proposed development will take full consideration of design proposals from an early stage and will be guided by the recommendations within a heritage statement which will involve consultation with local heritage officers prior to submission of the application. The proposals are unlikely to result in any significant adverse effects on cultural heritage and therefore does not constitute EIA development.

Archaeology

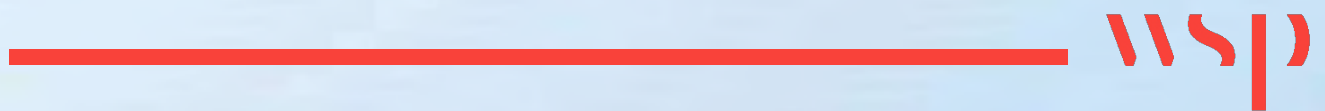
- 7.1.54. The application site has an extensive history, within the 16th Century it lay on the eastern fringe of Manchester's medieval settlement. The site laid undeveloped and was meadowland and rolling fields dotted with weavers' cottages running down to the River Irk until the industrial revolution in the late 18th century heralded a massive period of growth in Manchester.
- 7.1.55. The Rochdale Road Gas Works became established on the site in 1843 and during the mid-19th century, the Manchester – Leeds railway viaduct was built which to the north of the site. Remnants of the gas works can still be found, including parts of the historic walls and other built structures across the site.
- 7.1.56. One phase of archaeological evaluation has been undertaken within the site boundary and concludes that the upstanding remains within the site that have been assessed as being related to the gas works will require recording via an archaeological building survey.
- 7.1.57. The evaluation results indicated that archaeological remains relating to the gas works are likely to survive beneath the surface of the site however the extent and condition of the remains will need to be established through a programme of archaeological evaluation trenching.
- 7.1.58. However, Salford University is satisfied that such works can be controlled via planning condition and that there is no need for any preservation.
- 7.1.59. As such, it is unlikely that the proposed development will have a significant effect on archaeology and therefore does not constitute EIA development in this regard.

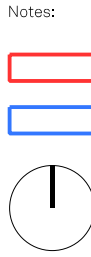
8. CONCLUSION

- 8.1.1. This EIA screening report considers the likelihood of significant environmental effects arising from the proposed development, including in cumulation and approved developments. It accords with the Regulations and has regard to relevant PPG.
- 8.1.2. The extent of the impact of the new proposal would be limited and localised due to the nature and characteristics of the end use, and mitigation measures will be adopted and controlled through planning conditions, where necessary.
- 8.1.3. Whilst there will be noticeable permanent visual and townscape changes in the immediate vicinity of the site, the location of the development is not of such a sensitive nature that such changes would be significant effects, and the magnitude, spatial extent, intensity and complexity of the impacts are also moderated such that they would be likely to be significant.
- 8.1.4. The forthcoming planning application will be accompanied by a suite of technical reports and assessments, which will enable a full understanding of the scheme's potential impacts without the need for an EIA.
- 8.1.5. Considering the site location and surrounding environment, the characteristics of the development and the potential types and characteristics of potential effects, it is concluded that there will be no significant environmental effects such that the proposed development should constitute EIA development. Therefore, the preparation of an Environmental Statement is not required in support of this application.

Appendix A

SITE LOCATION PLAN





Notes:

- Site Application Boundary
- Site Ownership Boundary

Project Name: 87 Rochdale Road		Title: Existing Site Location Plan		Scale: 1:1250 @ A1	
Drawn: JBe	Checked: MH	Status: Information	Project: 136~JMA-MP-XX-P-A-001000	Drawing No: Rev	
Details: - XX/XX/21		Issued for XXXX			

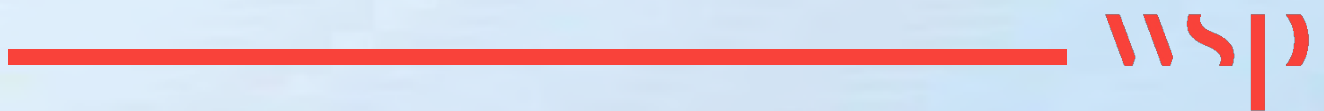
Jon Matthews Architects

22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT0161 974 3690

Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit www.jonmatthewsarchitects.com

Appendix B

EIA SCREENING REQUEST





Mulbury Homes

87 ROCHDALE ROAD, MANCHESTER

Request for EIA Screening Opinion



Mulbury Homes

87 ROCHDALE ROAD, MANCHESTER

Request for EIA Screening Opinion

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70077536

OUR REF. NO. RPT.003.ME.70077536

DATE: JULY 2021

Mulbury Homes

87 ROCHDALE ROAD, MANCHESTER

Request for EIA Screening Opinion

WSP

Aldermay House

10-15 Queen Street

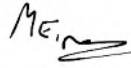
London

EC4N 1TX

Phone: +44 161 200 5000

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Final			
Date	21/07/21			
Prepared by	Mateo Espinosa			
Signature				
Checked by	Matthew Hard			
Signature				
Authorised by	Doug Hann			
Signature				
Project number	70077536			
Report number	rpt.003.MR – RR – EIA Screening Request (v3)			
File reference	rpt.003.MR – RR – EIA Screening Request (v3)			

CONTENTS

1.	INTRODUCTION	1
	BACKGROUND	1
	REQUIREMENT FOR EIA	1
2.	BACKGROUND	3
	THE SITE	3
	SITE HISTORY	3
	SURROUNDING AREA AND ENVIRONMENT	4
	PLANNING HISTORY	4
	Land Bound by Gould Street, Williamson Street, Bromley Street and Bilbrook Street	4
3.	PROPOSED DEVELOPMENT	6
	PHYSICAL CHARACTERISTICS	6
	DEMOLITION AND CONSTRUCTION	6
4.	SCREENING	8
	Schedule 1 Development	8
	Schedule 2 Development	8
	Schedule 3	8
5.	CHARACTERISTICS OF DEVELOPMENT (SCHEDULE 3 PART 1)	10
	Size and design of the development	10
	Cumulation with other existing development and/or approved development	10
	The use of natural resources	10
	Production of waste	11
	Pollution and nuisance	11
	The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge	11

The risk to human health	11
--------------------------	----

6. LOCATION OF DEVELOPMENT (SCHEDULE 3 PART 2) 12

Existing and approved land use	12
The relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground	12
The absorption capacity of the natural environment	12

7. TYPES AND CHARACTERISTICS OF THE POTENTIAL IMPACT (SCHEDULE 3 PART 3) 13

Transport and highways	13
Ecology	14
Townscape and visual impact	15
Noise and disturbance	15
Air Quality	16
Flood risk and drainage	17
Ground conditions	17
Conservation and Cultural Heritage	18
Archaeology	18

8. CONCLUSION 19

APPENDICES

APPENDIX A

SITE LOCATION PLAN

1. INTRODUCTION

BACKGROUND

- 1.1.1. WSP has prepared this request for an Environmental Impact Assessment (“EIA”) screening opinion on behalf of Mulbury Homes Limited (“the applicant”).
- 1.1.2. The request is prepared in support of a forthcoming full planning application for a proposal comprising:
- A maximum of 250 new dwellings across four buildings;
 - Commercial floorspace in Use Class E of no more than 200 sqm;
 - Underground private car parking;
 - New vehicular and pedestrian accesses;
 - New public realm;
 - Associated landscaping and engineering.
- 1.1.3. The enclosed Site Location Plan at **Appendix A** identifies the full extent of the site to which the proposed development relates.
- 1.1.4. This report is a formal request for a screening opinion, under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the Regulations”). It has been prepared having regard to Planning Practice Guidance (“PPG”) to assist the Council in making a ‘screening direction’ in determining whether the development is ‘EIA development’ as defined under the Regulations.
- 1.1.5. This EIA Screening Request follows extensive pre-application engagement with Manchester City Council (“MCC”). In parallel, engagement with the local community via a two-week public consultation exercise closed on 7th July 2021.

REQUIREMENT FOR EIA

- 1.1.6. The term ‘EIA’ describes a procedure that must be followed for certain types of project before it can be given ‘consent’. The procedure is a means of drawing together, in a systematic way, an assessment of a project’s likely significant environmental effects. This helps to ensure that the importance of the predicted effects and the scope for avoiding, preventing, reducing or, if possible, offsetting them are properly understood by the public and the authority granting consent (the ‘determining authority’) before it makes its decision.
- 1.1.7. The first stage of the procedure is to determine whether the proposal constitutes ‘EIA development’. In accordance with Regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (“the Regulations”), ‘EIA development’ means development which is either:
- Schedule 1 development; or
 - Schedule 2 development likely to have significant effects on the environment by virtue of factors, such as its nature, size or location.
- 1.1.8. In accordance with Regulation 2(1) of the Regulations, ‘Schedule 1 development’ means development (other than exempt development) of a description mentioned in Schedule 1 of the

Regulations. 'Schedule 2 development' means development (other than exempt development) of a description mentioned in column 1 of the table in Schedule 2 of the Regulations where:

- Any part of that development is to be carried out in a sensitive area; or
- Any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively exceeded or met in relation to that development.

1.1.9. The emerging scheme exceeds the thresholds set out at Schedule 10(b) of the Regulations which require urban development projects exceeding 150 dwellings to be screened.

1.1.10. Under Regulation 6(1) of the EIA Regulations 2017, there is a requirement for an applicant to make a request for a screening opinion to provide the following:

- A plan identifying the site (**Appendix A**);
- A description of the development, including a description of the physical characteristics of development, the proposed development and, where relevant, of demolition works and operation (Chapters 2 and 3);
- A description of the characteristics and location of development, with particular regard to the environmental sensitivity of geographical areas likely to be affected; and
- To the extent the information is available, a description of any likely effects of the proposed development on the environment.

1.1.11. The contents of this report have been prepared to the best of WSP's knowledge based on available information within the public domain, together with the results of surveys undertaken by a supporting team of specialist consultants to help inform our assessment and conclusions.

1.1.12. In summary, it is WSP's view that there are no significant environmental effects arising from the development and therefore it **does not** comprise EIA development as defined under the Regulations.

2. BACKGROUND

THE SITE

- 2.1.1. The site subject to this request for an EIA Screening Opinion is identified on the location plan contained at **Appendix A**. It is known as 87 Rochdale Road, Manchester, M4 4HU.
- 2.1.2. The site extends to approximately 0.5 ha and is bounded by Gould Street to the west, a surface car park to the north, Clive Street and Back St George Street to the east, and 73 and 85 Rochdale Road and Ashley Street to the south. It comprises three depot buildings with their associated parking and a large separate surface car park large towards the rear of the site. In addition, a small security building is located near to the access point.
- 2.1.3. Much of the site is covered with various pieces of hard standing and is being utilised as a surface car park, there are also some workshops on site. An off-licence building sits along the southern site boundary and a public house abuts the south-western boundary.
- 2.1.4. The site is generally level but is raised circa 5m above the level of land to the north.

SITE HISTORY

- 2.1.5. The site is captured on a detailed plan dating from 1793 showing the proposed plans for new streets in the area. Late 18th century and early 19th centuries saw the site develop into housing for local workers generally in the form of back to back, twin rows of one-up one-down house sharing a common rear wall. The majority of the surrounding housing types and condition of living standards in the area were widely reported by Engels and other commentators at the time as comprising one of the worst slums in the region by the end of the century.
- 2.1.6. During the industrial period, commercial processes for coal gas manufacture progressed rapidly and a second gas works was opened at Gould Street in 1824 (later known as Rochdale Road Gas Works) with the third gasometer erected in 1850, allowing the storage and the controlled release of their contents into the networks of gas-mains and pipes.
- 2.1.7. The Rochdale Gas Works expanded throughout the 19th century across the site which had necessitated the demolition of the majority of the terraced houses from the late 18th and early 19th centuries. The arrival of railway lines significantly upscaled the production of gas by allowing an increase of coal movements onto the premises resulting in a rise from 50,000 cubic feet to 7,000,000 cubic feet of gas production output. Working conditions at the site were reported to be precarious with frequent fatal accident and explosions on site recorded.
- 2.1.8. By 1951, OS maps shows that the warehouse within the site had been partially dismantled with railway lines still prominent. Additional depots were constructed along the southern boundary of the Site after 1950 however by 1989 the gas works to the north of the site had closed and former Gould Street School demolished.
- 2.1.9. A few remains are in-situ across the site and comprise arches and brick walls along the northern and western site boundary, reused warehouse associated with the Rochdale Road Gas Works, potential basements beneath the railway lines and gas works buildings and walls of a warehouse and the remains of the joiner's workshop on Gould Street adjacent to the western boundary of the site.

SURROUNDING AREA AND ENVIRONMENT

- 2.1.10. The surrounding area is largely a mix of residential apartment blocks and surface car parks, with some commercial buildings and employment uses.
- 2.1.11. The application site is not located within a Conservation Area nor is it located in close proximity of any identified Conservation Areas. The nearest Conservation Areas are as follows:
- Stevenson Square Conservation Area – located approximately 400m to the south of the site;
 - Cathedral Conservation Area – located approximately 400m to the north-west of the site; and
 - Ancoats Conservation Area – located approximately 370m to the south of the site.
- 2.1.12. A number of Grade II Listed Buildings are also located within close vicinity of the site boundary, including:
- Marble Arch Inn, 73 Rochdale Road; and
 - Warehouse on Sharp Street.
- 2.1.13. The site is located in the New Town area of the Northern Gateway Strategic Regeneration Framework, which is earmarked to be a new residential neighbourhood, representing an opportunity to establish a range of higher density housing types and to regenerate former industrial land.
- 2.1.14. The development site is also located close to and has access to amenities and services along Rochdale Road and the Angel Meadows area to the west, along with being in walking distance to the activities of the City Centre with its associated public transport facilities.

PLANNING HISTORY

- 2.1.15. The site itself has no relevant planning history. However, land immediately to the north has recently been subject to the following detailed application.

Land Bound by Gould Street, Williamson Street, Bromley Street and Bilbrook Street

- 2.1.16. In 2021, MCC's planning committee resolved to grant planning permission (ref: 128248/FO/2020) for a mixed-use development including residential apartments, commercial floorspaces and associated car parking, new vehicular and pedestrian access, public realm and landscaping on neighbouring land:
- The residential element of the application proposed the erection of nine buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments
 - The commercial element of the application proposed approximately 192 sqm of ground floor uses (Class E) with associated works, including landscaping and other associated works.
- 2.1.17. The above permission was accompanied by a full Environmental Statement which considered the following topic areas:
- Socio-economics;
 - Traffic and Transport;
 - Townscape and Visual Impact;

- Noise and Vibration;
- Air Quality;
- Flood Risk and Drainage;
- Contaminated Land;
- Wind;
- Daylight, Sunlight and Overshadowing;
- Population and Human Health;
- Climate Change; and
- Cumulative Impacts.

2.1.18. Other than the above application, there have been no recent notable applications in the last 10 years around the site.

3. PROPOSED DEVELOPMENT

- 3.1.1. The proposed development will comprise up to 250 residential dwellings (Use Class C3a) and up to 200sqm of ground floor commercial uses (Use Class E) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works.

PHYSICAL CHARACTERISTICS

- 3.1.2. The plan contained at **Appendix B** illustrates the currently envisaged extent of the elements of the application, but may change as the design evolves. The likely development comprises:
- Two small terraces of townhouses and / or small blocks of duplex apartments (up to four storeys in height);
 - Two apartment blocks connected by a ground-floor development, of which the block on the corner of Rochdale Road and Clive Street will be a maximum of 12 storeys and the block parallel to the northern boundary of the site will be a maximum of 10 storeys in height.
- 3.1.3. In addition to the proposed residential and commercial floorspace, the site-wide application comprises:
- Underground car parking for up to 30 cars, accessed from Gould Street;
 - Implementation of a hard and soft landscaping scheme across the site, incorporating public pocket parks and squares and some private amenity space;
 - Creation of new pedestrian and cycle links throughout the site for members of the public
 - Installation of secure cycle storage for future residents;
 - Other elements of engineering works and infrastructure as required.
- 3.1.4. Drainage will be sustainable, with a strategy for both surface water and foul to accompany the planning application, confirming appropriate discharge to the local networks.
- 3.1.5. Waste associated with the development will be typical of this kind of city centre mixed-use. A Waste Management Plan will accompany the application.
- 3.1.6. The development will not produce any hazardous, toxic or noxious substances or pollutants. Likewise, the development will not generate pollutants or contaminants that could affect ground or water resources.

DEMOLITION AND CONSTRUCTION

- 3.1.7. Controls on the emissions of noise, dust and vibration as well as impacts of construction traffic, operating hours and other potential nuisances will be suitably controlled through planning conditions.
- 3.1.8. A method statement would also be provided ahead of the demolition of buildings and structures on site.
- 3.1.9. There will be ground works as part of the development, to create the building plots, the public realm and for foundations. Nevertheless, they will be typical for a scheme of this scale. Extensive excavation is required as a basement level is proposed.
- 3.1.10. It is proposed that the main contractor shall operate under formal arrangements and will follow best practice construction management and pollution control guidelines. On site mitigation and contamination measures will be included, and the main contractor shall ensure energy, water and transport emissions are monitored onsite.

- 3.1.11. The production of waste associated with the proposed development will be typical of a mixed-use development of this scale but measures will be put in place to ensure any waste arising from the demolition phase will be mitigated and managed accordingly. Construction waste will be handled in accordance with best practice and is likely to be controlled via a planning condition and Construction Management Plan.
- 3.1.12. There will be no hazardous waste or substances used in the construction and the use of natural resources will be typical for city centre development.
- 3.1.13. The total construction process is expected to take around 24-36 months and last until around mid to end of 2024.

4. SCREENING

4.1.1. Having regard to the Regulations, we examine the key likely issues associated with the proposal on this site below. We highlight where details are already known or whether further details will be provided alongside the planning application. We firstly assess those issues of the most significance, and then consider other issues which may also be of relevance.

4.1.2. There are two schedules under the Regulations which, if a development falls into, EIA screening is required.

Schedule 1 Development

4.1.3. 'Schedule 1 development' is specifically defined – the proposal is not Schedule 1 development.

Schedule 2 Development

4.1.4. 'Schedule 2 development' is defined as development likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

4.1.5. Schedule 2 includes:

- Any part of a development is to be carried out in a sensitive area; or
- Any applicable threshold or criterion in the corresponding part of Column 2 of that table is exceeded or met in relation to that development.

4.1.6. The site is not located within or near a 'sensitive area' such as a Site of Special Scientific Interest ("SSSI"), National Park, Broads, World Heritage Site, Scheduled Ancient Monument or Area of Outstanding Natural Beauty.

4.1.7. Schedule 2 of the Regulations details development types where an EIA could be required, subject to certain thresholds being exceeded and subsequent screening against Schedule 3 of the Regulations.

4.1.8. The site falls within the following category:

- *Infrastructure projects*
- *(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas*

4.1.9. The site is around 0.5ha and comprises up to 250 dwellings which exceeds part (ii) of the Applicable Thresholds and Criteria of Schedule 10(b) of the Regulations.

4.1.10. Schedule 2 sets out the description of development and applicable thresholds and criteria for the purpose of the definition of 'Schedule 2 Development'. The thresholds are indicative, and each proposal is subject to its own assessment. In making this assessment, LPAs must take into account the relevant 'Selection Criteria' which are provided in Schedule 3 of the Regulations.

Schedule 3

4.1.11. Schedule 3 identifies three broad criteria which should be considered:

- The characteristics of the development (size, use of natural resources, quantities of waste and pollution generated and risk of accidents);
- The environmental sensitivity of the location; and

- The characteristics of the potential impact (extent, magnitude, probability, duration and frequency).

4.1.12. Planning Practice Guidance (PPG) (paragraph 018, ID 4-018-20170728) confirms that not all criteria from Schedule 3 will be relevant in every case.

4.1.13. The same paragraph of PPG states:

“Only a very small proportion of Schedule 2 development will require an Environmental Impact Assessment. While it is not possible to formulate criteria or thresholds which will provide a universal test of whether or not an assessment is required, it is possible to offer a broad indication of the type or scale of development which is likely to require an assessment. It is also possible to provide an indication of the sort of development for which an assessment is unlikely to be necessary. To aid local planning authorities to determine whether a project is likely to have significant environmental effects, a set of indicative thresholds and criteria have been produced. See the indicative thresholds and criteria. The table also gives an indication of the types of impact that are most likely to be significant for particular types of development.”

4.1.14. The PPG provides indicative screening thresholds, to help determine whether significant effects are likely. The relevant indicative criteria and thresholds are summarised below

- *Infrastructure projects*

(b) Urban Development Projects – (i) area of the scheme is more than 5 hectares; or (ii) it would provide a total of more than 10,000 m² of new commercial floorspace; or (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings). (Key issues: physical scale of such developments, potential increase in traffic, emissions and noise)

4.1.15. The proposed development does not exceed the indicative criteria or threshold for 10(b). However, PPG is clear that each development will need to be considered on its own merits, regardless of whether a development exceeds the indicative thresholds.

4.1.16. As such, the following chapters assess the proposal against the three broad criteria, to consider whether or not the proposed development would have a significant environmental impact on the local area.

5. CHARACTERISTICS OF DEVELOPMENT (SCHEDULE 3 PART 1)

- 5.1.1. Schedule 3 Part 1 of the Regulations states that the characteristics of development must be considered with particular regard to the following:

Size and design of the development

- 5.1.2. The site extends to circa 0.5 ha.
- 5.1.3. The proposed development will see the creation of up to 4 buildings above ground comprising up to 250 residential dwellings and up to 200 sqm of commercial space. The buildings will be mid-rise, with a maximum height of 12 storeys above ground level.
- 5.1.4. The development will be taller than existing developments adjacent to and to the west of the site, whilst to the east the land is undeveloped or low-rise. However the development is not as tall as many of the proposals and approved schemes in other parts of the Northern Gateway such as to the north on the former gasworks site.

Cumulation with other existing development and/or approved development

- 5.1.5. The planning application documents take account of surrounding developments, planning permissions and prior approvals within the surrounding area.

These include:

- “Gasworks New Town” – Former Gasworks Site, planning for 1202 residential dwellings in nine buildings up to 34-storeys in height along with 192sqm of commercial floorspace (Use Class E) (LPA Ref. 128248/FO/2020);
- “Meadowside” – Former Industrial units and surface car parks, planning approval for 765 residential apartments and commercial floorspace 616sqm (LPA Ref. 116366/FO/2017);
- 25 Rochdale Road – Erection of a part 8, part 15 storey building to provide 100 residential apartments with ground floor commercial uses (LPA Ref. 116777/FO/2017);
- “Victoria Riverside” – Erection of 3 towers of 37, 26 and 18 storeys to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222sqm) (LPA Ref.126944/FO/2020).

- 5.1.6. Whilst some of these proposals were EIA development, it is not the case that other development proposals must also be EIA development, nor that a new development proposal, in accumulation with approved or existing EIA development, will necessarily have significant effects. As explained later in this report, the most notable effects from the development proposal will be a change to the visual character of the site and the surrounding townscape. The TVIA that accompanies the planning application will take into account committed and existing development; in terms of the potential for accumulation of effects, the ongoing regeneration of east Manchester evidenced by the above applications means that the surrounding environment is relatively unsensitive to additional development and effects are unlikely to be significant.

The use of natural resources

- 5.1.7. Whilst the development would require the use of natural resources, some of which are non-renewable, these will be common with most residential developments. Furthermore, the proposed development would not involve any significant or unusual use of natural resources and would not result in the use of natural resources that are considered to be rare or of particular scarcity. On the

contrary, it is the applicant's intention to utilise highly sustainable and recycled construction materials where practicable.

- 5.1.8. There is unlikely to be any valuable land or soil on site, due to its previously-developed status. Water use will be typical of a scheme of this scale. The site has very little biodiversity interest.

Production of waste

- 5.1.9. Whilst waste arisings are inevitable, it will be subject to the waste hierarchy, including during construction and operation.
- 5.1.10. It is proposed that the production of waste and excavation arising from the construction works will remain on site as far as practical.
- 5.1.11. Waste generated from the construction phase will not be significant to have any harmful impact. Conditions can be secured to mitigate and control the management of waste exports from the site.

Pollution and nuisance

- 5.1.12. The proposed development will inevitably lead to some, albeit minimal, increase in noise and air pollution associated with the operation of plant and machinery and associated vehicle movements. However, any noise and air quality emissions are likely to be of limited significance and localised effects when assessed against existing background noise and air quality levels in the area – noting Rochdale Road immediately fronting the site.
- 5.1.13. The nearest residential receptors are existing residential properties located on Gould Street and living quarters above the Marble Arch public house. However, when coupled with the minimal increase in pollution anticipated, the potential for nuisance is likewise minimal and not likely to be classified as significant.
- 5.1.14. The planning application will be supported by detailed technical assessments – some of which are summarised in Chapter 7.
- 5.1.15. In summary, there is no likelihood of significant pollution or nuisance effects arising from the development (and in accordance with the criteria listed in PPG).

The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge

- 5.1.16. Given the type and quantum of development and controls that will be enforced by planning conditions, the risk of major accidents or disasters is minimal. As such, this aspect does not trigger the need for EIA.

The risk to human health

- 5.1.17. As summarised in Chapter 7, it is considered that there would be no significant risks to human health, including from water, air or noise pollution. In terms of ground conditions, suitable controls will be enforced by planning condition during the construction phase.

6. LOCATION OF DEVELOPMENT (SCHEDULE 3 PART 2)

- 6.1.1. Schedule 3 Part 2 of the Regulations states that the environmental sensitivity of geographical areas likely to be affected by the development must be considered.

Existing and approved land use

- 6.1.2. The site is an established brownfield industrial site comprising buildings with industrial operations along with ample hard standing for parking associated with the industrial operations but also as part of a wider offering for commuters who work in the city.
- 6.1.3. The most sensitive land use to the development is residential. The nearest residential receptors are considered to be the existing residential properties located on Gould Street approximately 10m to the west of the site. Residential development has been approved to the north, and the applicant for this approved scheme has shared information with the applicant for the redevelopment of 87 Rochdale Road.

The relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground

- 6.1.4. There are no known natural resources within the area or beneath the ground that would be affected by the proposed development.

The absorption capacity of the natural environment

- 6.1.5. There would be no impact upon the absorption capacity of the natural environment on the basis that none of the following are present on site:
- Wetlands, riparian areas, river mouths;
 - Coastal zones and the marine environment;
 - Mountain and forest areas;
 - European sites and other areas classified or protected under national legislation;
 - Areas in which there has been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure.
- 6.1.6. In terms of the “densely populated areas”, it is noted that the surrounding area is densely populated; this would potentially be sensitive to new land uses and development, but as the proposal is for a residential development, the likelihood of significant effects is limited.
- 6.1.7. In terms of “landscapes and sites of historical cultural or archaeological significance”, the surrounding landscape and townscape is a transitional area from the high-density, high-rise city to the surrounding inner city and suburban parts of east Manchester. This landscape has limited significance. The site itself has some historic, cultural and archaeological significance, as it was formerly part of a gasworks. Work done to date by Salford University on the historic and archaeological significance of the site concludes that archaeological remains relating to the gas works are likely to survive beneath the surface of the site however the extent and condition of the remains will need to be established through a programme of archaeological evaluation trenching, but are not likely to be required to be preserved.

7. TYPES AND CHARACTERISTICS OF THE POTENTIAL IMPACT (SCHEDULE 3 PART 3)

- 7.1.1. Schedule 3 states that the likely significant effects of the development on the environment must be considered in relation to criteria set out in chapters 5 and 6 (characteristics and location of development), with regard to the impact of the development on the factors specified in Regulation 4(2), taking into account eight considerations, as follows:
- a) Magnitude and spatial extent of the impact;
 - b) Nature of the impact;
 - c) Transboundary nature of the impact;
 - d) Intensity and complexity of the impact;
 - e) Probability of the impact;
 - f) Expected onset, duration, frequency and reversibility of the impact; and
 - g) Possibility of reducing the impact.
- 7.1.2. An assessment of the potential impacts has been made on the basis of advice from a number of specialist consultants and a thorough understanding of the baseline conditions. This understanding is informing the proposed development to ensure that any possible effects can be managed and mitigated, so as not to cause any significant adverse environmental effects.
- 7.1.3. The following potential impacts have been considered and will be addressed in the forthcoming planning application, where necessary:
- Transport and highways;
 - Ecology;
 - Landscape and visual;
 - Noise and disturbance;
 - Air quality;
 - Ground conditions;
 - Heritage;
 - Archaeology;
- 7.1.4. Overall, the proposal is unlikely to have significant environmental effects for the reasons set out below.
- Transport and highways**
- 7.1.5. A Transport Assessment (or Statement) and Travel Plan will be submitted with the application and will include a review of the existing transport networks around the site and a summary of the national and local transport planning policies. It will assess the potential traffic impact on local junctions, as well as the impact on walking, cycling and public transport.
- 7.1.6. The Travel Plan will promote the use of sustainable forms of transport to future residential occupiers within the development.
- 7.1.7. It is recognised that Rochdale Road is sensitive to increased pressure at peak times but in order to limit the operational effects of the development, a restrained approach to car parking on-site is proposed to mitigate potential peak hour traffic effects. This would be supported by a sustainable travel plan applicable to all residents of the site.

- 7.1.8. The site is located approximately 600m from Victoria Station which lies to the south-west of the site and approximately 1km from Manchester Piccadilly which lies to the south-east. The mainline rail network can be accessed from both stations which provide services across the UK including to other major cities and local services in the North West.
- 7.1.9. In terms of other public transport provision, Shudehill Interchange is 450m from the site providing access to both Metrolink and bus services serving destinations across Greater Manchester. Rochdale Road provides bus services in and out of Manchester City Centre with bus stops provided immediately adjacent to the site. The stops provide regular access to services to the local area as well as Rochdale, Bury and Chorlton.
- 7.1.10. The development proposals are conveniently located within a future cycling “Beeway” linking Northern and Eastern Manchester through Ancoats and the surrounding areas which will include new pedestrian and cycle links across Rochdale Road facilitating the transition from a car dependent environment to one increasing opportunities for non-motorised travel and reducing travel distances. The proposed development would therefore increase opportunities for residents to live and work locally and would help to contain trips within the area.
- 7.1.11. The site is ideally located for access to the city centre and public transport. The proposal would result in the loss of a surface car park encouraging active travel journey modes. The limited proposed parking for the development will have significantly fewer parking spaces than are currently on site.
- 7.1.12. There are likely to be no significant transport impacts as a result of the proposed development given its sustainable location and limited parking provided.
- 7.1.13. Well-lit cycle parking facilities would also be provided in convenient locations on site to make cycling to the site more attractive for existing and future residents at the site. Bus stops and street lighting on Rochdale Road could also be improved via s106 developer contributions.

Construction Phase Effects

- 7.1.14. A CEMP (“Construction Environmental Management Plan”) would be implemented and would include restrictions on vehicle routing to the site. Access routing for construction vehicles would be assessed and the least disruptive routes for HGV movement would be progressed.
- 7.1.15. The CEMP would also restrict the hours of operation and access to the site during construction. This would avoid peak highway hours when Rochdale Road is sensitive and times of day when children are travelling to and from school.
- 7.1.16. With the CEMP in place, construction effects are unlikely to be significant from a transport perspective. The construction traffic effects would also be phased and would be of a temporary nature.
- 7.1.17. It is considered that the proposed development will not result in any adverse environmental effects such that an EIA is required.

Ecology

- 7.1.18. There are no internationally designated sites within 5 km of the site and no statutory designated sites within 1 km of the site. There are two non-statutory designated sites within 1.5 km of the site. The site has very low ecology and biodiversity value. Initial ecology surveys suggest that Wall

cotoneaster was identified and is proposed to be eradicated prior to development in-line with current guidance.

- 7.1.19. A bat survey has been undertaken and concluded that there was no evidence of bat roosts located within the present structures on the site.
- 7.1.20. Opportunities for biodiversity enhancement include new native hedgerow planting, installation of wildlife structures, planting of trees and low-level lighting on site.
- 7.1.21. It is concluded that there will not be any significant adverse effects to biodiversity or ecology as a result of the development and it is likely that the proposals could provide ecological enhancements to the locality.

Townscape and visual impact

- 7.1.22. The site is located in the “Northern Gateway Strategic Regeneration Framework” area now known as Victoria North. The site contains existing industrial buildings, areas of parking, internal access roads and retaining historic boundary walls.
- 7.1.23. To the north of the site lies the former Gas Works, which is being redeveloped for up to 1,202 new dwellings and 192m² of commercial floorspace. A feature of this development is that a landmark building would be provided which would positively add to the area and cityscape. The proposals will take full account of the neighbouring redevelopment site and will be designed to complement the urban form.
- 7.1.24. To the west is Angel Meadow park and the Meadowside development plots that surround it. The park has gone a series of improvement works over the last ten years and further improvements to the adjacent streets and public realm is due to be delivered as part of the Meadowside works.
- 7.1.25. As such the site is considered to be ‘urban’ in character and well contained within the surrounding townscape. This will be confirmed by a Townscape and Visual Impact Appraisal which will be submitted with the planning application and will include computer modelling to provide accurate images to illustrate the impact on the townscape from agreed views on a 360 degree basis to allow the full impact of the scheme to be understood.
- 7.1.26. The proposed development is considered to be entirely in keeping with the existing nearby uses, and despite the new built form, there will be no discernible changes to the townscape character of the site and its surroundings. Localised views of the development would be a change from the existing view of a part car parking part industrial unit site, but the magnitude, intensity and complexity of the impact is limited having regard to the baseline urban environment.
- 7.1.27. Where development is visible in the surrounding townscape, it will be seen in the context of the existing mixed-use office, commercial and residential buildings and it is considered that while views will be impacted, the proposals would add a new development to views highlighting the growth of the city centre into the area.
- 7.1.28. Overall, given the site location, context and nature of the proposed development, which seeks to build on an existing concentration of residential and commercial development in an urban context, it is concluded that there will not be any significant adverse effects of townscape character and views.

Noise and disturbance

- 7.1.29. A Noise Assessment will be undertaken and submitted with the planning application.

- 7.1.30. The assessment will be in accordance with BS4142, local and national planning policy and guidance. It will assess the potential impact of noise emissions from mechanical plant associated with the development at the positions of existing sensitive receptors in the area along with an assessment of potential construction noise and vibration.
- 7.1.31. Construction noise and vibration requirements will be based on BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on construction and open sites.
- 7.1.32. Appropriate limits for noise from mechanical plant will be established as part of the assessment based on relevant local and national planning policy and guidance.
- 7.1.33. It is anticipated that noise emissions from required plant will again be within the acceptable limits and can suitably be controlled through planning conditions.
- 7.1.34. As such, the proposed development will not result in any significant adverse effects in terms of noise and disturbance.

Air Quality

- 7.1.35. The site is located within an Air Quality Management Area (AQMA) which has been declared by the Greater Manchester Combined Authority (GMCA). The area spans large portions of the City of Manchester and surrounding environs, including key arterial roads linking to satellite towns such as Rochdale Road.
- 7.1.36. The proposed development is not predicted to cause any exceedances of any relevant National Air Quality Objectives (NAQO). To help maintain low levels of air pollution and comply with IAQM planning guidance, reductions in air pollution can still be considered. A non-exhaustive list of measures that have been implemented to help reduce the impacts of the development is given below:
 - Provision of good walking and cycling routes to and from the development that integrate with existing routes;
 - Minimising car parking on site and incorporating electric vehicle charging (EV) points; and
 - Bicycle parking facilities.
- 7.1.37. Once the development is complete, the principle emissions to air will be road and traffic emissions. Given the urban nature of the surrounding area, the impact of traffic generation and emissions and resultant potential impacts on air quality and residential amenity will be taken into consideration in the development of the site.
- 7.1.38. The type and operation of the development will not result in any adverse emissions once operational. The modal shift being promoted as part of the transportation strategy and eventual Travel Plan will help encourage a reduction in vehicle usage and the use of more sustainable transport means which should help to minimise air quality emissions arising from the development.
- 7.1.39. Construction phase emissions, such as dust, will be temporary and can be suitably controlled through a Construction Environmental Management Plan and Dust Mitigation Plan, the requirement and implementation of which can be secured by planning condition.
- 7.1.40. Overall, it is considered that the proposed development will not result in any significant adverse effects in terms of air quality. An Air Quality Assessment will support the planning application and set out any recommendations to decrease potential exposure.

Flood risk and drainage

- 7.1.41. In accordance with the Environment Agency Flood Risk Maps, the site is located within Flood Zone 1 which is defined as having a low risk of flooding, with an annual probability of flooding from rivers or the sea of less than 1 in 1,000 (0.1%). In accordance with the NPPF, development under any of the flood risk vulnerability classifications is permitted within Flood Zone 1. Since the site is in Flood Zone 1, it is not anticipated that the proposed development will have any significant effects on flood risk, either within the site or elsewhere.
- 7.1.42. All forms of flood risk to the site have been assessed and it has been determined that there is low risk of flooding from all forms to the proposed development.
- 7.1.43. The proposed development will utilise Sustainable Urban Drainage Systems (SuDS) unless there are practical reasons for not doing so and aim to ensure the surface water run-off is managed as close to its source as possible.
- 7.1.44. Considering the above, adoption of the drainage strategy outlined, the proposed development will neither result in, nor will existing or future users be at risk from, any adverse effects in terms of flooding and drainage. It is likely that the introduction of green infrastructure across the site as part of the proposals would enable better surface water management than the current setting.

Ground conditions

- 7.1.45. A Phase 1, ground conditions report has been undertaken by E3P of the site, including a walkover survey, desk study report encompassing historical, geological and environmental appraisals and initial series of window sample probe holes.
- 7.1.46. It identified that the surrounding area has mainly been developed for industrial purposes. The site currently comprises occupied carpark and Car Tyre depot repair garage and sales forecourt. The report identified potentially significant thickness of Made Ground fill deposits and obstructions on the site with potentially former covered subterranean structures, retaining walls, former foundations and infrastructure representing a risk.
- 7.1.47. Given the extent of previous investigation and initial findings of the latest investigation work, it can be concluded that the ground conditions at the site comprise concrete or asphalt capping as part of previous industrial unit floor and surrounding hardstanding area, then gravel of brick, ash, concrete, mudstone, clinker and slag underlain by granular subbase.
- 7.1.48. Potential contamination sources affecting the site were identified as heavy metals, asbestos, hydrocarbons, VOC and SVOC contamination. Groundwater has not been encountered during the initial exploratory works.
- 7.1.49. A detailed Phase 2 intrusive survey will be carried out across the site to investigate the identified potential pollutant linkages further. The initial findings from the sample probe holes indicate that design mitigation in the form of suitably designed cover systems for all areas of private garden, soft landscaping and public open space will be required to avoid the risk of heavy metals and non-volatile PAHs coming into contact with future end users.
- 7.1.50. Considering the above, the proposed development, its users and the environment will not be at risk from nor will it lead to the generation of any adverse impacts in terms of ground contamination and conditions following any necessary mitigation measures.

- 7.1.51. Irrespective of this baseline position, the nature of the proposed development will not introduce any significant adverse environmental effects in terms of contamination or pollution, furthermore, it will ensure any future risks are minimised or removed.

Conservation and Cultural Heritage

- 7.1.52. The site does not lie within a Conservation Area and does not contain any listed buildings. The nearest designated heritage asset abuts the site's western boundary – the Grade II Listed Marble Arch Inn (list entry: 1247604) located on the corner of Gould Street and Rochdale Road.
- 7.1.53. Given the nearby urban setting which the proposals are located in and closeness to the heritage asset, the proposed development will take full consideration of design proposals from an early stage and will be guided by the recommendations within a heritage statement which will involve consultation with local heritage officers prior to submission of the application. The proposals are unlikely to result in any significant adverse effects on cultural heritage and therefore does not constitute EIA development.

Archaeology

- 7.1.54. The application site has an extensive history, within the 16th Century it lay on the eastern fringe of Manchester's medieval settlement. The site laid undeveloped and was meadowland and rolling fields dotted with weavers' cottages running down to the River Irk until the industrial revolution in the late 18th century heralded a massive period of growth in Manchester.
- 7.1.55. The Rochdale Road Gas Works became established on the site in 1843 and during the mid-19th century, the Manchester – Leeds railway viaduct was built which to the north of the site. Remnants of the gas works can still be found, including parts of the historic walls and other built structures across the site.
- 7.1.56. One phase of archaeological evaluation has been undertaken within the site boundary and concludes that the upstanding remains within the site that have been assessed as being related to the gas works will require recording via an archaeological building survey.
- 7.1.57. The evaluation results indicated that archaeological remains relating to the gas works are likely to survive beneath the surface of the site however the extent and condition of the remains will need to be established through a programme of archaeological evaluation trenching.
- 7.1.58. However, Salford University is satisfied that such works can be controlled via planning condition and that there is no need for any preservation.
- 7.1.59. As such, it is unlikely that the proposed development will have a significant effect on archaeology and therefore does not constitute EIA development in this regard.

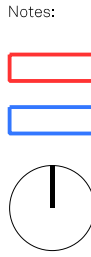
8. CONCLUSION

- 8.1.1. This EIA screening report considers the likelihood of significant environmental effects arising from the proposed development, including in cumulation and approved developments. It accords with the Regulations and has regard to relevant PPG.
- 8.1.2. The extent of the impact of the new proposal would be limited and localised due to the nature and characteristics of the end use, and mitigation measures will be adopted and controlled through planning conditions, where necessary.
- 8.1.3. Whilst there will be noticeable permanent visual and townscape changes in the immediate vicinity of the site, the location of the development is not of such a sensitive nature that such changes would be significant effects, and the magnitude, spatial extent, intensity and complexity of the impacts are also moderated such that they would be likely to be significant.
- 8.1.4. The forthcoming planning application will be accompanied by a suite of technical reports and assessments, which will enable a full understanding of the scheme's potential impacts without the need for an EIA.
- 8.1.5. Considering the site location and surrounding environment, the characteristics of the development and the potential types and characteristics of potential effects, it is concluded that there will be no significant environmental effects such that the proposed development should constitute EIA development. Therefore, the preparation of an Environmental Statement is not required in support of this application.

Appendix A

SITE LOCATION PLAN





Notes:

- Site Application Boundary
- Site Ownership Boundary

Project Name:		Title:		Scale:	
87 Rochdale Road		Existing Site Location Plan		1:1250 @ A1	
Drawn:	Checked:	Status:	Project:	Drawing No:	Rev:
JBe	MH	Information	136~JMA-MP-XX-P-A-001000		
Details:					
- XX/XX/21		Issued for XXXX			

Jon Matthews Architects

22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT

0161 974 3690

Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit www.jonmatthewsarchitects.com

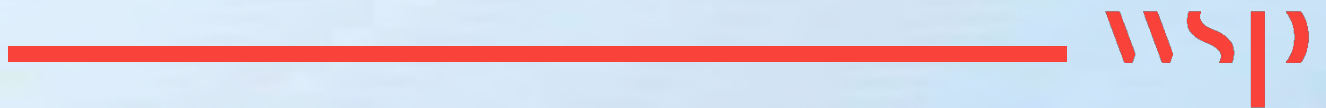


8 First Street
Manchester
M15 4RP

wsp.com

Appendix C

EIA SCREENING RESPONSE





**MANCHESTER
CITY COUNCIL**

Julie Roscoe

Director of Planning, Building
Control and Licensing

Growth and Development
Directorate

PO Box 532
Town Hall
Manchester M60 2LA

Mr Mateo Espinosa

WSP in the UK
8 First Street
Manchester
M15 4RP

Contact: Miss Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk

17 August 2021

Our reference: JA/DMN

Your reference:

Dear Mr Espinosa

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
(ENGLAND) REGULATIONS 2017**

**FORMAL SCREENING REQUEST FOR ENVIRONMENTAL IMPACT ASSESSMENT
'SCREENING' UNDER PART 2 REGULATION 6**

PROPOSED DEVELOPMENT AT 87 ROCHDALE ROAD MANCHESTER

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Thank you for your letter dated 30 July 2021 in respect of your request for a screening opinion at the above site.

In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) is required to support the proposed development, Manchester City Council, as Local Planning Authority, has taken into account the supporting information contained within your letter, site location plan and supporting appendices.

The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. The regulations state that the threshold where a development is likely to have significant effects on the environment, by virtue of factors such as nature, size or location, are developments exceeding 150 dwellings.

Your letter of the 30 July 2021 sets out the reasons why you believe an EIA is not required to support the proposed development.

Within the Planning Policy Guidance (PPG), general considerations relating to the need for an EIA for Schedule 2 developments is identified within paragraph 18 of the guidance. This references the selection criteria in relation to Schedule 3 of the Regulations. This criteria which must be taken into account in determining whether a development is likely to have significant effects on the environment. The criteria is as follows:

- I. Characteristics of Development (e.g. its size, use of natural resources, quantities of pollution and waste generated);
- II. Location of Development (e.g. environmental sensitivity of geographical areas);
- III. Characteristics of the potential impact (e.g. its magnitude and duration).

Below is a consideration as to whether an EIA is required to support a planning application for the above development.

CONTEXT AND PROPOSED DEVELOPMENT

The development site, subject to this screening opinion, is bounded by Gould Street to the west, a surface car park to the north, Clive Street and Back St George Street to the east and 73 and 85 Rochdale Road and Ashley Street to the south and is approximately 0.5 hectares.

The site comprises three depot buildings with their associated parking and a large surface car park towards the rear of the site. A small security building is located near to the access point. The topography of the site is generally flat but rises 5 metres above the level of land to the north.

The site is not located in a conservation area nor is it located close to a conservation area. The nearest conservation areas are as follows:

- Stevenson Square conservation area – 400 metres to the south of the site;
- Cathedral conservation area – 400 metres to the north west of the site;
- Ancoats conservation area – 370 metres to the south of the site.

There are two listed buildings in close vicinity to the site – Marble Arch Inn (Grade II) and warehouse on Sharp Street (Grade II).

The development site is located within Flood Zone 1 together with being in a critical drainage area.

The site is not known for its ecology, biodiversity, archaeology or contamination.

The surrounding area is a mixture of commercial and industrial uses together with a number of residential apartment buildings. The site is considered to be in a highly sustainable location being located in close proximity to Manchester Victoria Train Station and the amenities of the city centre.

The proposed development would consist of up to four buildings comprising 250 residential dwellings and 200 sqm of commercial floor space. Two apartment buildings are proposed, connected at the ground floor. One block would be located on the corner of Rochdale Road and Clive Street and would extend to a height of 12 storeys.

The block parallel to the northern boundary of the site would be a maximum of 10 storeys in height.

30 car parking spaces are proposed accessed from Gould Street. New areas of hard and soft landscaping would be provided along with new pedestrian and cycle links.

It is considered that the potential impacts from a development of this nature are as follows:

- Visual/landscape character;
- Heritage and archaeology;
- Ecology and biodiversity;
- Traffic and access;
- Air quality and pollution;
- Daylight and sunlight;
- Use of resources including water;
- Creation of waste;
- Land contamination;
- Impact on climate change and human health;
- Noise/dust/emissions from construction and operations of the development; and
- Cumulative impacts.

This assessment would determine whether any of the above impacts are significant in nature and warrant consideration by an EIA.

ASSESSMENT

As detailed above, an assessment would now take place based on the three criteria within Schedule 3 of the regulations.

Characteristics of Development

Size of Development

The development site is approximately 0.5 hectares and would see the creation of up to 250 residential apartments and 200 sqm of commercial floorspace within up to 4 buildings ranging in height from 12, 10 and 4 storeys.

The proposed development is therefore above the threshold, within Schedule 2 10 (b) of the Regulations, and therefore significant effects on the environment are considered to be likely to arise.

It is noted that the site is currently in use as commercial use and surface car park. Whilst the site has been previously developed, the proposal would represent a change in the use of the land with a development of a different scale and character to the previous land use.

Notwithstanding this, it is not considered that the development would result in any significant visual or amenity impacts that would warrant consideration by an EIA. The development site is located in a regeneration area where a level of development activity is likely to take place over the coming years. The site also forms part of the city centre which is dominated by dense, urban developments of different heights, scale and uses.

There is likely to be some local disruption during the construction phase of the development from construction traffic and noise. However, the effects are considered to be temporary and predictable. When the development becomes operational, there are likely to be less vehicle trips associated with the use. This would minimise traffic, noise, emissions and impact on local air quality conditions.

It is noted from the supporting information that there would be no need to upgrade any local infrastructure or any major modification to the highway network that would warrant consideration by an EIA.

On this basis, whilst a proposal of this scale and nature would have some impacts (as a result of the density of the proposal) it is considered that this would not be of more than local significance and would not be of a scale of warrant consideration by an EIA.

Cumulation with other development

A screening opinion should be adopted on its own merits, and on the basis of what is being proposed, however, in judging whether the effects of a development are likely to be significant, regard should be had to the possible cumulative effects with any existing or approved development.

The development site forms part of a wider neighbourhood development strategy to regenerate Victoria North. This strategy identifies a number of key sites which would come forward for development.

Your supporting information provides details of a number of planning permissions in close proximity to the development site. This could result in a number of large scale developments being brought forward at the same time in close proximity to each other.

In particular, this could result in cumulative impacts from construction traffic, noise and air quality during the construction phase. Although this would result in some impacts, these are not considered to be of more than local significance, would be short term and would largely be confined to the construction phase of the development.

These impacts can be suitably mitigated through coordinated management of the highways together measures to manage air quality and noise (such as dust suppression measures, not leaving vehicles idle, silencers on equipment and appropriate working hours).

In terms of the operational phase of the development, it is considered that the impacts would be less significant and would be similar in nature to other surrounding apartment buildings. There would be up to 30 car parking spaces onsite parking which would generate less traffic and emissions than the existing use.

Use of natural resources

The site is not known to contain any natural resources. In addition, given the scale of the development, it is not believed that a development of this nature would require any excessive use of natural resources in the construction process that are in short supply.

It is noted within your supporting information that any natural resources that would be needed would be minimised through sustainable design and construction. In particular, energy efficient measures, in terms of water and waste minimisation and recycling, would be employed throughout the construction and operational phases of the development.

It is therefore considered the use of natural resources would not be significant in respect of this development and therefore does not warrant consideration by an EIA.

Production of waste

Developments of this scale would inevitably create waste both in the construction and operational phases of the development.

During the construction phase, waste would be minimised given there are only a modest amount of existing structures to be removed from the site. Whilst there would be site excavation, and therefore material needing to be removed off site, this would be done in accordance with the relevant regulations in relation to the disposal and treatment of waste (particularly contaminated waste).

I note the site does not present any specific challenges in this regard that are significant, unusual, complex or any more than local significance.

Once the development becomes operational, 250 residential apartments, and 200 sqm of commercial floor space, would generate waste. It is anticipated that the impacts of this are predictable and of no more than local significance. A large amount of waste that would be generated would be able to be recycled and therefore minimising the amount of waste that would have to go to landfill. It is considered that any waste that does have to go to landfill would be predictable and would not warrant consideration by an EIA.

On the basis of the above, whilst waste would be created at the development, this would be minimised through careful management of the construction and demolition process along with having a clear management strategy for when the development is operational.

As such, I consider that the production of waste would not be significant, localised in nature and predictable and therefore do not require consideration by an EIA.

Pollution and nuisances

The development, both from the construction process and the operational phases of the development, are not likely to give rise to any pollutants which are hazardous, toxic or noxious. However, there would be dust, noise, vibrations and traffic from these phases which require consideration.

In terms of the construction phase, there would be dust, noise, emissions and vibrations from traffic on the local highway network and the breaking of the ground/site excavation together with the use of plant and machinery. In order to access the site, vehicles would need to travel along routes in the local area which contain a mixture of commercial, residential and schools developments. Vehicle movements and noise is therefore likely to be noticeable to local residents, businesses and other sensitive receptors.

This is likely to result in give rise to disruption to nearby residents, businesses and others have an impact on local air quality conditions.

Such effects would only be temporary in nature for the duration of the construction period and therefore predictable and do not require consideration by an EIA.

In terms of the operational phases of the development, the noise and disturbances from the development would be more domestic in nature, than the current commercial and car park use. The scale of the development, providing 250 residential apartments and 200 sqm of the commercial floor space within buildings ranging between 12, 10 and 4 storeys, would be similar in scale and size to other building in the local area. The operational effects are therefore predictable and not considered significant.

Vehicle traffic and emissions from the development would be low given the limited on site car parking which would not worsen existing air quality conditions. There would be space for secure cycle stands internally to the building together with being in walking distance to public transport nodes.

The proposed building would be designed to be low carbon and to minimise the effects on climate change. It is not considered that the effects of the development on climate change would be significant and any effects are predictable and can be suitably mitigated.

I consider that there would be noticeable impacts from noise, vibrations, emissions and traffic from the construction and operational phases of the development. Construction impacts would give rise to some short term disruption in the local area, however, the effects are predictable and temporary in nature. The operational phase of the development would also generated some impact but these are considered predictable and in line with the effects of other similar scaled developments in the area and would not warrant considered as part of an EIA.

Risk of accidents

The main risks in terms of a development of this nature are the contamination of land and/or water from spillages and leak. However, it is not considered that the construction or the operational stages of the development pose a significant risk in this regard given the existing conditions at the site and the substances that are likely to be used, particularly in the construction process. Measures can be put in place to minimise any risks in this regard.

It is considered that given the scale and nature of the development, such impacts are not likely to be of more than local significance, short in duration and predictable. In addition, the development is not likely to give rise to any risks to human health from dangerous substances.

Location of development

Existing land use

The development site is considered to be previously developed land and contains commercial uses and a surface level car park and other minor structures. There is minimal vegetation at the site.

The current condition of the site is in anticipation of the sites redevelopment as part of the implementation of the Northern Gateway SRF.

The site is not located within a Conservation Area. The nearest listed building to the development site is the Grade II Marble Arch Inn and Warehouse along Sharpe Street. There may be some limited items of below-ground archaeology, of local significance only on the site, but requiring preliminary survey work. The impact on the historic

environment is considered to be of no more than local significance and would not warrant consideration by an EIA.

There are no Tree Preservation Orders (TPOs) on the site. Indeed, there is limited vegetation of any quality at the site. The site does not contain any international or national ecological designations. There is no evidence of bat activity at the application site. Wall cotoneaster has been identified at the site and would be eradicated in line with guidelines.

It is not considered that the loss of the vegetation and impact on local ecology and biodiversity is of more than local significance and therefore does not warrant consideration by an EIA.

The site is located within flood zone 1 '*low risk to flooding*', however, the site does fall within the Manchester critical drainage area and is located in close proximity to the Canal. Whilst there would be some minor impacts from the development on the surface water run off it is not considered that the impacts would be significant in view of the scale of the development and the limited amount of hard surface around the sites. I note a drainage strategy would be prepared as part of the proposal would be devise any mitigation in this regard including use of SuDS.

There is historical evidence of land contamination at the sites. However, I am aware that this site is not particularly complex in this regard and therefore low to moderate risk. Best practice method would be employed to minimise risk to ground water. As such, the development proposal does not warrant consideration by an EIA on this basis given that the contamination levels are not significant.

The area around the development site is not known to be heavily congested with traffic and therefore both the effects of the construction and operational phase of the development would therefore be limited and effects which do occur can be appropriately mitigated. The site is in close proximity to a number of public transport interchanges which would support travel options of both construction workers and residents along with on site cycle provision and access to cycle routes.

There are nearby buildings in close proximity to the development sites. However, given the urban context of the surrounding area, it is considered that any development of this site would be compatible with the use of surrounding sites. There are no immediate buildings which would be affected by the development in terms of daylight and sunlight effects. The scale of the building is also not anticipated to impact on local tv signals.

Overall, it is considered that the development sites would have some impacts on the heritage assets, the Conservation Area and the visual amenity of the area along with impacting on drainage and ground conditions. However, these impacts are considered to be predictable and are not considered to be of significance to require consideration as part of an EIA.

Relative abundance, quality and regenerative capacity of natural resources in the area

The site is not known to contain any natural resources that would be affected by the development.

Absorption capacity of the natural environment

The sites are not designated for its ecological interest and there are no international or nationally protected sites near to the development site. Indeed, the site mainly comprises of hardstanding.

The bare ground and removal of the limited vegetation on site may result in short term, but predictable, disruption to habitats for birds and bats. However, the site is not known for its ecological value and therefore such impacts can be managed as part of the process and would therefore not require consideration by an EIA.

The development site falls within the Manchester City Centre Air Quality Management Area (AQMA). Whilst the construction phase is likely to generate vehicles movements that would release emissions into the atmosphere, along with dust from the construction process, it is not considered that these impacts would be significant and detrimental to the environment in the long term. The impacts are predictable and manageable and are not considered to result in effects on human health which would warrant consideration by an EIA.

In terms of the occupation of the development, it is noted that the proposal would remove an existing car park. There would be no more than 30 car parking spaces associated with the development. Cycle provision and travel planning measures would promote the sustainable location. This would minimise any significant impacts on local air quality conditions from vehicle emissions and any effects are not considered to result in impacts on human health which would warrant consideration by an EIA.

Overall, it is considered that the impacts on the natural environment would be of no more than local significance and the impacts from the construction phase can be carefully managed to minimise any impacts on and nearby sensitive receptors. On that basis the development is unlikely to give rise to any significant impacts and therefore consideration by an EIA is not considered necessary.

Characteristics of the potential impact

There would be no transfrontier impact as a result of the development and impacts of the development are local in nature.

The site clearance, and the erection of the proposed development, would result in a permanent change to the appearance of the site which would only be reversed if the development was to be removed. The visual impacts of the new development, particularly from the scale, would alter the visual amenity and character of the site in the local area. In addition, there would be associated impacts on the historic environment. However, it is considered that such changes are of no more than local significance with the development reflecting the scale, height, form and materiality of buildings in the local area and envisaged as part of the emerging regeneration aspirations for this part of the city centre.

There would be noise, vibrations and traffic from the construction and operational phases of the development along with associated impacts on the local highway network when servicing the development site. However, I consider these impacts are not of a magnitude of more than local significance and therefore do not warrant consideration by an EIA.

In terms of the duration, frequency and reversibility of the impacts, it is acknowledged that the scale of the construction activity, along with the operational phases, would have a local impact on the area that would be greater than the current land use which is a car park.

However, the construction activities would be short term, predictable and temporary in nature. When the development is complete there would be a permanent change in the visual amenity of the area which could only be reserved if the building was to be demolished.

On that basis, I do not consider that impacts from the development would be of more than local significance and therefore do not require consideration by an EIA.

Paragraph 58 of Appendix 2 of the NPPG (Screening Checklist)

Paragraph 58, contained within appendix 2 of the NPPG, provides a screening checklist as to which types of cases in which an EIA is more likely to be required for particular types of developments.

This goes on to state that an EIA is unlikely to be required for the redevelopment of land unless the new development is on a significant greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.

For sites which have not previously been intensively developed the following criteria is relevant:

- (i) area of the scheme is more than 5 hectares; or
- (ii) it would provide a total of more than 10,000 m² of new commercial floorspace; or
- (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).

The site has been previously development. The redevelopment of the site would result in a development which would change the use, character and appearance of the site when compared to the current use. The site is located in an area where change is expected to take place.

Mitigation if development is not EIA development 'General Provisions relating to Screenings' Under Part 2 Regulation 5

Regulation 5 (5) (b) and paragraph 18 of the NPPG states "if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment".

As detailed above it is considered that the potential impacts from a development of this nature are as follows:

- Visual/landscape character;
- Heritage and archaeology;
- Ecology and biodiversity;
- Traffic and access;
- Air quality and pollution;
- Use of resources including water;
- Creation of waste;
- Land contamination;
- Impact on climate change and human health; and
- Noise/dust/emissions from construction and operations of the development.

It is considered that whilst some there would be environmental impacts associated with this development, these can be suitably mitigated against. This is detailed below:

- Visual amenity/landscape character – The site development does not contain any significant green infrastructure of vegetation and is characterised by existing car park and vacant land. The proposed development would alter the site and result in a development of scale. The development would suitably mitigate against any visual harm through careful design and change in massing of the building which can be considered through a visual assessment as such the proposal does not warrant any consideration by EIA.
- Heritage and archaeology – The development is located in an area where there are a number of listed buildings and other non-designated heritage assets. A heritage assessment and targeted archaeology would consider this further. Any heritage considerations are considered to be of no more than local significance.
- Ecology and biodiversity – It is considered that there would be limited impact on the ecology on the site given is largely vacant nature. The proposal has the opportunity to improve overall biodiversity at the site through new landscaping and biodiversity improvements.
- Traffic and access –Traffic and highway implications from the construction aspects of the site can be mitigated through a highway management plan being implemented for the duration of the construction works. There would be minimal impact from the operation of the development as there would be no on site car parking together with an effective travel plan and cycle provision to take advantage of the city centre location.
- Air quality and pollution – Mitigation can be put in place to minimise impact on local air quality during the construction through a dust suppression strategy and reducing vehicle emissions through not leaving construction vehicles idle. The impact on local air quality would be minimised during the operation of the development by the limited on site car parking, promotion of the travel plan and ensure adequate ventilation is installed in the apartments to ensure existing air quality conditions and mitigated and minimise the impact on the occupants of the development.
- Use of resources including water – The proposal would not utilise any resources which are in short supply. There would also be a drainage strategy for the site which would ensure that surface water is managed effectively as part of the development.
- Creation of waste – Waste management strategies would be in place for both the construction and operational aspects of the development which includes ensuring that recycling is an integral part of the scheme.
- Land contamination – The land is not complex in this regard and mitigation can be put in place in the form of a remediation strategy to deal with any contamination found.

- Impact on climate change and human health – An Environmental Standards Assessment of the proposed development would establish measures to minimise the impact of the development on climate change and ensure that appropriate strategies are secured to ensure the building is low carbon and incorporates the most up-to-date technologies. Mitigation measures to minimise the impact on human health, particularly impacts from air quality, would be required during the construction and operational phases of the development.
- Noise – The proposal would generate a degree of noise from comings and goings in the local area both during the construction and operations of the development. Mitigation can be put in place during the construction in the form of a construction management strategy. For the occupation of the development, the building would be acoustically insulated and the comings and goings would be commensurate with the residential neighbourhood.

CONCLUSION

This response is based on the letter of the 30 July 2021 from Mr Mateo Espinosa of WSP.

It is concluded that this development would have some impact on the surrounding area. However, it has been judged that these would not be significant to warrant a formal Environmental Impact Assessment. Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is not required in this instance.

This screening opinion relates to the requirements of an Environmental Impact Assessment only and does not imply or confer any approval of such a proposal.

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

Yours sincerely



Dave Roscoe

Deputy Director of Planning



8 First Street
Manchester
M15 4RP

wsp.com

PUBLIC