

**Environmental Statement Volume 1:
Non-Technical Summary**

Proposed Residential-Led Development

**Land bound by Rochdale Road, Shellard Road,
Harrowby Drive, Johnny King Close, Thornton
Street North, Stretton Close and Marston Street,
Collyhurst, Manchester**

January 2021

Contents

1.	Introduction	1
2.	EIA Approach and Methodology	2
3.	Site Location and Description	4
4.	Alternatives	6
5.	The Proposed Development	8
6.	Planning Policy Context	10
7.	Townscape and Visual	11
8.	Flood Risk and Drainage	13
9.	Transport and Access	15
10.	Air Quality and Dust	18
11.	Noise and Vibration	19
12.	Socioeconomics	21
13.	Human Health	23
14.	Climate Change	26
15.	Cumulative Effects	27
16.	Summary and Conclusions	29

Appendices

Appendix 1 Site Location Plan

Appendix 2 Site Layout Plan

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For and on behalf of Avison Young

1. Introduction

- 1.1 Far East Consortium International Limited (FEC) and Manchester City Council (MCC) (hereafter referred to as the 'Applicants') is seeking to obtain planning permission for a residential-led development on land bound by Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close and Marston Street, Collyhurst, Manchester, known as 'Collyhurst Village' (hereafter referred to as the 'site'). The site location plan is presented at **Appendix 1**.
- 1.2 The proposed development is located within the administrative authority of Manchester City Council (MCC) and lies within the ward of Harpurhey.
- 1.3 Avison Young has been commissioned by the Applicants to co-ordinate the Environmental Impact Assessment (EIA) process and produce the Environmental Statement (ES) for the proposed development. Specialist consultants have been appointed to undertake the component studies of the EIA.
- 1.4 This ES has been produced by competent EIA experts who specialise in the coordination and production of such assessments. As such, this ES has been coordinated by Avison Young's environmental management team who are members of the Institute of Environmental Management and Assessment (IEMA).
- 1.5 This document is the Non-Technical Summary (NTS) and is Volume 1 of the ES. It has been prepared by Avison Young in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (SI 2017 No. 571) and National Planning Practice Guidance (NPPG).

2. EIA Approach and Methodology

- 2.1 An EIA predicts the positive and negative environmental impacts associated with a development proposal to provide the Local Planning Authority (LPA) with sufficient information to make an informed decision on the granting of planning consent.
- 2.2 Once the need for EIA was established a 'scoping' study was undertaken and an EIA Scoping Report was formally submitted to MCC on 13th March 2020. The process of scoping identifies the range of possible environmental impacts and the technical assessments that need to be considered further within the EIA process. The scoping process involved a site walkover, initial desk-based work and consultation with MCC.
- 2.3 A formal Scoping Opinion was issued by MCC on 20th April 2020 and, in addition, the EIA team has sought to directly liaise with the various officers at MCC and other appropriate stakeholders where possible to agree the scope of the technical assessments.
- 2.4 The scoping process concluded that there were potentially significant environmental effects in relation to the below topics and that these should be included in the EIA:
- Townscape and Visual;
 - Drainage and Flood Risk;
 - Transport and Access;
 - Air Quality;
 - Noise and Vibration;
 - Socioeconomics;
 - Human Health; and
 - Climate Change.
- 2.5 MCC's Scoping Opinion confirmed that the proposed approach to assessment was acceptable for a number of the above topics. MCC also provided comments on the proposed scope of specific topics. In particular, MCC requested that some additional topics were scoped into the EIA, namely human health and climate change.
- 2.6 As part of this scoping process, a planning application search of the MCC planning portal was undertaken to identify any committed developments (those which are existing and / or approved) with the potential for cumulative effects. Committed developments located within the vicinity of the proposed development were included in the cumulative developments to be assessed.

- 2.7 Each environmental topic adopts the same approach to ensure consistency and the final results are presented to MCC as a document referred to as an Environmental Statement (ES). The chapters assessing the environmental topics first establish the baseline conditions on the site before predicting the potential impacts during both the construction phase and the operational phase of development.
- 2.8 The EIA has identified and assessed the significance of potential environmental effects relating to the topics listed above. The assessment of 'significance' has been undertaken for all potential effects to determine their relative importance.
- 2.9 The type of effect can be adverse, negligible (neutral) or beneficial; a brief description is provided below:
- **Adverse** - a negative impact on a sensitive receptor or the existing environment;
 - **Negligible** - no discernible effect on a sensitive receptor or the existing environment; and
 - **Beneficial** - a positive effect on a sensitive receptor or the existing environment.
- 2.10 In addition, the degree of significance can be minor, moderate or major; and a brief description is provided below:
- **Minor** - slight, short-term, or localised effect on a sensitive receptor or the existing environment;
 - **Moderate** - a noticeable effect on a sensitive receptor or the existing environment; and
 - **Major** - a substantial effect on a sensitive receptor or the existing environment.
- 2.11 When a significant adverse impact is identified as a result of the assessment process, then measures to avoid, reduce and, if possible, offset significant adverse environmental effects associated with the proposal are outlined within the assessment. These measures are referred to as mitigation. Embedded mitigation is measures which have been 'designed-in' to the proposed development to mitigate potential adverse environmental effects. Identifying and implementing mitigation measures is a key part of the EIA process and the residual impacts which remain after mitigation have been identified and their significance stated.

3. Site Location and Description

- 3.1 The site is irregular in shape and occupies approximately 4.7ha of land to the east of Rochdale Road, Manchester, within the ward of Harpurhey. The Site Location Plan for the Collyhurst Village site is presented at **Appendix 1**.
- 3.2 The site comprises 29 residential dwellings, a convenience shop, areas of hardstanding, amenity grassland and trees. The site is bound to the west by Rochdale Road (A664), to the north by an unnamed footpath, woodland and a car dealership, to the east by Anslow Close, Churnet Street and Thornton Street North and to the south by Shellard Road. Paget Street bisects the centre of the site in an east / west orientation.
- 3.3 Manchester Victoria Station is the nearest railway station and is located approximately 2km southwest of the site. The station predominantly provides local and regional mainline services to the north of England.
- 3.4 Metrolink services are also available in the area, the closest of which is located at Monsall, approximately 470m northeast of the site.
- 3.5 There are no designated heritage assets (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the site boundary. There is one listed building located within 500m of the proposed development, the Grade II Listed Brierley Statue in Queens Park to west of Park Entrance, located approximately 460m north of the site. The Grade II listed Queens Park Registered Park and Garden is located approximately 290m north of the site.
- 3.6 A war memorial is located adjacent to the site's southwestern border.
- 3.7 There are no statutory ecologically designated sites within 2km of the site. The nearest statutory designated site is the Rochdale Canal Site of Special Scientific Interest ("SSSI") and Special Area of Conservation ("SAC"), located approximately 3.4km northwest of the site boundary. The site lies within the Impact Risk Zone of the Rochdale Canal SSSI. However, the proposed development does not exceed any threshold that would require MCC to consult with Natural England regarding the potential impacts on the SSSI.
- 3.8 One non-statutory designated ecological site is located within 1km of the site which is the Rochdale Canal Stott's Lane – Ducie Street Basin Site of Biological Importance (SBI) located approximately 1km east of the site
- 3.9 Moston Brook is culverted beneath Thornton Street North to the east as well as beneath the northern extent of the site. Moston Brook is a tributary of the River Irk (located approximately 240m west of the site). Both Moston Brook and the River Irk are designated as a Main River by the Environment Agency.
- 3.10 The site is located entirely within Flood Zone 1, indicating a less than 1 in 1,000 annual probability of flooding. The majority of the site is at Very Low risk with regards to pluvial flooding. Some isolated Low to High risk areas are located on areas of hardstanding and existing roads on site. The site is not at risk of flooding from reservoirs.

- 3.11 The western extent of the site is located within the Greater Manchester Air Quality Management Area (AQMA). This AQMA covers the city centre and major roads in and out of the city.
- 3.12 The site is not located in an Area of Outstanding Natural Beauty (AONB) or any other area designated for its landscape value.
- 3.13 According to British Geological Survey (BGS) maps the superficial deposits on site comprise Devensian Glacial Till, and the underlying bedrock is that of the Pennine Middle Coal Measures Formation; Pennine Upper Coal Measures Formation; and Worsley Delf Rock - Sandstone.
- 3.14 A review of the Coal Authority Mining Risk GIS System indicates the site is located within a coal mining reporting area. The south eastern border of the site encroaches into a Development High Risk zone.
- 3.15 The existing noise climate is dominated by road traffic noise emanating from Rochdale Road.

Summary

- 3.16 The information regarding the site, its history and characteristics, has been used to inform the assessment of significant effects and through the evolution of the design. In the absence of the proposed development the site would likely remain in its current condition,

4. Alternatives

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

The 'Do-Nothing' Alternative

- 4.2 The EIA considered the implications of the development not coming forward, referred to as the 'do nothing' alternative. The do-nothing alternative was considered in the context that in the absence of the development the site would remain in its current format, as a predominantly brownfield site with 28 residential dwellings and a shop.
- 4.3 As described in the technical sections of the ES, the potential environmental impacts of the proposed development are predominantly **negligible** or **minor adverse / beneficial** once mitigation measures have been taken into account which are **not significant**. **Moderate adverse** impacts after mitigation are anticipated relating to impacts on noise sensitive receptors and **moderate neutral** impacts are anticipated with regards to townscape and visual amenity during the construction phase. Though these are **significant**, they are reversible and temporary in nature. A number of **moderate**, and **major beneficial** impacts have also been identified at the completed development stage which relate to the beneficial impacts on the townscape and visual amenity and increase in employment and increase in housing stock. These impacts are **significant** and permanent.

Design Evolution

- 4.4 A design evolution process has been undertaken for the proposed development which has culminated as the result of ongoing consultation between the Applicants, the Council and key stakeholders. The design has principally evolved as a result of:
- Consultation; and
 - Identifying site constraints and opportunities.
- 4.5 The key points of design evolution of the proposed development are as follows:
- 4.6 key points of design evolution of the proposed development are as follows:
- Ensuring the majority of dwellings are houses as opposed to apartments;
 - Reducing the number of apartment blocks from three to two;
 - Restricting the height of the apartments blocks to five and six storeys respectively;

- Avoiding construction over the existing culverts beneath the site;
- [TBC – NEED FINAL DAS TO FINALISE]

4.7 The current vision for the site has culminated as a result of ongoing consultation and collaboration between the Applicants, the Council and key stakeholders, and the findings of the series of studies that have made up the EIA.

Alternative Sites

4.8 No alternative sites were considered for the development. The site is within the Applicant's control and is located within the Northern Gateway SRF in the Collyhurst Village neighbourhood which is identified as being suitable for residential development.

5. The Proposed Development

- 5.1 The planning application seeks full planning permission for the construction of a residential-led development on land bound by Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close and Marston Street, Collyhurst, Manchester.
- 5.2 The proposals comprise circa 244 high quality homes at Collyhurst Village in the Collyhurst Village neighbourhood of the Northern Gateway. Collyhurst Village will comprise a mix of tenures including private dwellings and social renting.
- 5.3 The development will also feature commercial uses within one of the two apartment blocks and New Collyhurst Park.
- 5.4 A Site Layout Plan of the proposed development is presented at **Appendix 2**.
- 5.5 To confirm, the proposed development sought for approval as part of the planning application is as follows:
- 244 residential dwellings (Use Class C3);
 - 162.6 sqm of commercial space (Use Class E);
 - 79.9sqm of residents' communal space;
 - 0.82 ha of park;
 - Access; and
 - Associated infrastructure.
- 5.6 The quantum of development is outlined in Table 5.1 below.

Table 5.1: Quantum of Development

Use	Quantum
Residential Units (Use Class C3)	Apartment Block 1: 50 Apartment Block 2: 26 Houses: 168
Floors	Apartment Block 1: 6 storeys Apartment Block 2: 5 storeys Houses: 3 – 4 storeys

Use	Quantum
Commercial floorspace	162.6m ²
Communal Space	79.9m ²
Cycle storage	380
Car Parking Spaces	204
Scooter / motorcycle parking	8

5.7 The proposed development is defined on the planning application forms as:

"Full planning application proposing the demolition of the existing 29 residential properties, the Collyhurst Village Store, and associated car parking on Thornton Street North, Harrowby Drive, Johnny King Close, Anslow Close and Churnet Street and erection of a residential led-development comprising 3 and 4 storey houses; 2no 5 and 6 storey apartment buildings (Use Class C3) with ground floor flexible commercial units (Use Class E); and the creation of a new park with associated car parking, cycle and refuse storage, landscaping, public realm and infrastructure"

5.8 The planning application is accompanied by plans which set the parameters for the development. The assessment parameters include the detailed layout plans, sections and elevations. These plans will be tied to the planning permission by a planning condition. The red edge boundary plan along with the description of the proposed development also form the parameters for assessment which has informed the EIA.

6. Planning Policy Context

6.1 The Environmental Statement identifies and sets out the relevant planning policy context against which the development proposals should be considered. All of the relevant planning policies which form the Local Development Plan in addition to relevant national planning policy and guidance. The proposed development has been assessed in light of the National Planning Policy Framework (NPPF) and the adopted Development Plan for the area which includes:

- The Manchester Core Strategy (adopted July 2012) and Proposals Map; and
- Saved policies from the Unitary Development Plan (2004).

7. Townscape and Visual

- 7.1 Townscape effects associated with a development relate to changes in the character and quality of the townscape and how it is experienced. Visual effects relate closely to townscape effects, but they concern changes in views. The assessment of visual effects takes account of people's perception and response to change in views, particularly in terms of new elements that cause visual intrusion or new features that obstruct views.
- 7.2 An analysis of the Townscape and Visual Effects of the proposed development was carried out, according to the Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013), by The Landscape Institute and the Institute of Environmental Management and Assessment.
- 7.3 Townscape receptors which could potentially be impacted on by the proposed development include:
- Listed Buildings;
 - Registered Parks and Gardens;
 - National Cycle Routes;
 - National Character Area (NCA) Profile 55: Manchester Conurbation;
 - Landscape Character Types;
 - Collyhurst Neighbourhood (as identified in the Northern Gateway SRF); and
 - Site character.
- 7.4 The likely visual effects associated with the development proposals have been ascertained through the consideration of 11 representative viewpoints.
- 7.5 Visual receptors at the following locations have been identified and are assessed as part of the Townscape and Visual Impact Assessment (TVIA):
- Viewpoint 1 – Collyhurst Park (located 60m east of site);
 - Viewpoint 2 – Viewpoint Fitzgeorge Street – Sand Hills Park (located 44m southwest of site);
 - Viewpoint 3 – Dalbury Drive (located 135m west of site);
 - Viewpoint 4 – Rochdale Road at Glendower Drive (located 31m northwest of site);
 - Viewpoint 5 – Rochdale Road at Park View (located 320m north of site);
 - Viewpoint 6 – Monsall Street, Monsall Metrolink Station (located 410m northeast of site);
 - Viewpoint 7 – Queens Road (located 270m east of site);
 - Viewpoint 8 – Rochdale Road at Roach Court (located 520m south east of site);

- Viewpoint 9 – Queens Park (located 490m north of site);
- Viewpoint 10 – Manchester General Cemetery (located 710m northwest of site); and
- Viewpoint 11 – Moston Vale (located 910m north of site).

- 7.6 Mitigation of the likely construction effects on townscape and views will be largely achieved through the implementation of Construction Environmental Management Plan (CEMP) which could cover measures relating to site hoardings, construction lighting, construction traffic routes, working hours, and site compounds.
- 7.7 The majority of the potential impacts at the construction phase of the development are anticipated to range from **minor adverse** which is **not significant** to **major adverse** which is **significant**. The **significant** impacts related to the introduction and removal of built fabric as the demolition of the existing buildings and construction of the new dwellings will result in a change to the visual receptors at Viewpoints 1, 2 and 4 in the surrounding areas. Construction impacts are at the local level and are reversible in the short / medium term.
- 7.8 At the completed development phase, a Landscape Management Plan (LMP) will be implemented. The LMP will cover the ongoing maintenance of all hard and soft landscape elements within the proposed development. The LMP will ensure that the embedded mitigation in the form of the new park, improved streets and public spaces will continue to perform as appropriate mitigation for the proposed development.
- 7.9 Impacts at the completed development phase are anticipated to range from **negligible** to **major beneficial** which are **not significant** once the landscaping elements have matured.

8. Flood Risk and Drainage

- 8.1 A drainage and flood risk assessment has been undertaken which seeks to establish the baseline conditions currently existing at the site and surroundings, the potential direct and indirect impacts of the development arising from changes to the existing drainage regime at the site, the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts. The assessment has been undertaken by Civic Engineers.
- 8.2 The entirety of the site is located within Flood Zone 1 which means the site is considered to be at less than 0.1% chance of flooding in any year and so is not at risk of fluvial flooding.
- 8.3 As the proposed site is approximately 45km from the nearest coastal body of water, the risk from tidal flooding is considered to be Low.
- 8.4 The Manchester City Council Local Flood Risk Management Strategy document notes that flood risk from groundwater has not been historically significant.
- 8.5 The Flood Risk for Planning maps shows the majority of the site is at Very Low risk of surface water flooding with some areas indicated as being within a Low to High risk.
- 8.6 During the construction phase of the development, mitigation measures will be implemented through a CEMP to reduce the potential impacts of the proposed development. Measures will include:
- Site-specific construction techniques will be adopted to ensure that no migration pathways are created to jeopardise groundwater quality;
 - The use of appropriate measures as outlined in Environment Agency Pollution Prevention Guidance to prevent spillage of potentially polluting substances, such as:
 - Appropriate storage and handling measures for all hydrocarbon fuels and lubricating oils, including the use of bunded storage areas or the use of double-skinned storage tanks;
 - Appropriate storage and handling measures for all hydrocarbon fuels and lubricating oils, including the use of bunded storage areas or the use of double-skinned storage tanks;
 - The use of drip trays for static plant and designated refuelling areas for mobile plant;
 - The implementation of appropriate spillage contingency measures to mitigate the impact of such spillages on the surface water; and
 - Appropriate personnel awareness training of the potential environmental implications of all construction work on Site.
 - Timely site phasing and engineering, thus minimising un-surfaced and un-vegetated areas of the Site to as small as practicably possible;

- The provision of measures to intercept and treat such run-off prior to it leaving the Site, including the use of peripheral cut-off ditches, settlement facilities, filtration and/or use of flocculants to effect the removal of water borne particulates;
 - The provision of wheel-cleaning equipment for site plant to prevent the tracking of mud onto the public highway and therefore into the off-site surface water drainage systems;
 - Site access points will be regularly cleaned to prevent build-up of dust and mud;
 - Earth movement will be controlled to reduce the risk of silt combining with the site runoff;
 - Properly contained wheel wash facilities will be used (where required) to isolate sediment rich runoff;
 - Cut-off ditches and/or geotextile silt-fences will be installed around excavations, exposed ground, stockpiles to prevent the uncontrolled release of sediments from the site;
 - Sediment traps will be required on all surface water drains in the surrounding region; and
 - Silty water abstracted during excavations will be discharged to settlement tanks. Cleaned runoff will be discharged through the existing foul sewer drains. If sewer capacity is limited, then silty water will need to be stored and removed from the Site by tanker and disposed of at a suitably licensed location. A discharge consent detailing volumes and rates of discharge will be agreed with UU prior to the commencement of works, if necessary.
- 8.7 The potential effects during the construction stage following the implementation of the mitigation methods outlined above are anticipated to be **negligible** which is **not significant**.
- 8.8 The residual effects at the completed development phase are anticipated to be primarily **negligible** with the exception of the additional demand on the sewerage network in the area due to the introduction of new foul flows which will result in **minor adverse** effects. These effects are **not significant**.

9. Transport and Access

- 9.1 A transport assessment has been undertaken to determine the existing traffic conditions around the site and to assess the potential effects of the proposed development on pedestrian, bicycle, public transport and private car conditions in the local area. The assessment has been prepared by Civic Engineers.
- 9.2 The Collyhurst Village site is bounded by Rochdale Road to the west, Shellard Road to the south, Anslow Close, Churnet Street and Thornton Road North to the east and an unnamed footpath to the north, which runs between Stretton Close and Rochdale Road. Collyhurst Village is around 2.4km northeast of Manchester City Centre.
- 9.3 There are employment sites, schools and shops within walking distance of the site. Pedestrian crossing points are located on Rochdale Road. Dropped kerbs and tactile paving are provided at many of the junctions around the site to aid the movement of people with mobility problems and visual impairments, as well as people with young children in pushchairs. The site is well located for access on foot.
- 9.4 Rochdale Road has on-road cycle lanes travelling northbound past the site but intermittent facilities southbound. There are also on-road cycle lanes on Queens Road and Oldham Road. Most of Manchester City Centre can be accessed within a 15-minute cycle ride from the site. The site is well located for access by bicycle.
- 9.5 Monsall Metrolink tram stop is a 10-minute walk or 3-minute cycle from Collyhurst Village and a 16-minute walk or 5-minute cycle from South Collyhurst. Monsall is on the Pink line, which runs between East Didsbury and Rochdale town centre. There are trams every 12 minutes in both directions.
- 9.6 There are over 30 buses per hour running along Rochdale Road from early in the morning until after 2300. Destinations include Piccadilly Gardens, Shudehill Interchange, Manchester Royal Infirmary, Bury, Rochdale, Middleton and Higher Blackley. The site is very well connected by bus.
- 9.7 The site has been assessed by Transport for Greater Manchester (TfGM) as having a Greater Manchester Accessibility Levels (GMAL) rating of 8 out of a possible 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility. GMAL are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester Local Link (flexible transport service), taking into account walk access time and service availability. The site is therefore very well located for access by public transport.
- 9.8 In order to reduce the potential impacts during the construction phase measures will be implemented through the CEMP which will include:
- Preferred routes for heavy good vehicles (HGVs) to and from the site to be identified and agreed with the local highway authority;

- Tracking of mud from site entrances to be addressed by on-site wheel cleaning;
 - Efforts to be made to minimise dust and mud emissions generated from HGV movements (HGVs to be sheeted);
 - The highway in the vicinity of all site access to be kept free from dirt generated by the site clearance activities;
 - Any abnormal loads to be scheduled in consultation with both the local highway authorities and the local Constabulary and to be advertised well in advance in order to minimise possible disruption;
 - HGV movements to be confined to a designated operational period, the precise hours to be agreed with the highway authority;
 - The operator should ensure that all drivers are informed of the requirement to drive slowly and safely on approaches to the site. Supplementary road signs enforcing such instructions could also be erected, if this is felt necessary;
 - Warning signs indicating the presence of the site entrances and directing HGV traffic to be erected;
 - Car parking to be provided on-site for contractor vehicles; and
 - Instructing HGV drivers that they are not to arrive at the site outside of the site's permitted period of operation and that they should not park/lay-over on the adjacent highway network.
- 9.9 It is anticipated that a planning condition will be attached to any planning consent to cover these aspects.
- 9.10 Additional measures to be considered within the CEMP should include, but are not limited to, areas inclusive of:
- Construction Travel Plan;
 - Agreed vehicle route plan;
 - Agreed hours of operation;
 - Details of wheel washes;
 - Details of dust limitation; and
 - Details of road cleaning.
- 9.11 The residual impacts following the implementation of the mitigation measures at the construction phase are anticipated to be **negligible** which is **not significant**.
- 9.12 The completed development will include 203 car parking spaces. The houses all have one space in a driveway within the curtilage of the property, 50% of these will have EV charging installed while the remaining will have infrastructure to enable instalment in the future. The apartments have communal parking courts located in the centre of the blocks, 10% of the spaces (3 parking spaces) in the communal parking will have EV charging. 16 of these spaces are intended for visitor parking.

- 9.13 380 cycle parking spaces will be provided in secure cycle stores located within gardens or driveways of the houses and in secure indoor stores on the ground floor with direct access from the street for the apartments, which is in accordance with Manchester City Council guidelines. A cycle lane is proposed to run parallel to the footway along Rochdale Road and onto Shellard Road.
- 9.14 A Travel Plan has been developed which identifies potential measures to promote the available sustainable transport options to users of the site and minimise single occupancy car trips associated with the development. The subsequent reduction in traffic will mitigate the impacts of the development in terms of severance, driver delay, pedestrian delay, pedestrian amenity and road safety.
- 9.15 The residual impacts following the implementation of the mitigation measures at the operational phase are anticipated to be **negligible** which is **not significant**.

10. Air Quality and Dust

- 10.1 An Air Quality Assessment has been undertaken to establish the baseline conditions currently existing at the site and surrounding area, the potential direct and indirect impacts of the development arising from construction and operation, the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts on air quality. The assessment has been prepared by Redmore Environmental.
- 10.2 The air quality assessment considered the potential for the proposed development to impact on local air quality at identified existing receptor locations, during its construction and operation, and the exposure of future occupants of the development to pollutant concentrations.
- 10.3 The proposed development is partially located within a designated AQMA. This has been declared by MCC due to exceedances of the annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO₂).
- 10.4 There are a number of residential properties within the vicinity of the site which may be affected by any fugitive dust emissions during construction of the development. Additionally, there are a number of residential properties within the vicinity of roads which may be affected by changes in traffic flow and associated increases in vehicle exhaust emissions as a result of the operation of the development.
- 10.5 The undertaking of activities such as demolition, earthworks, construction and trackout has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul road and highway surfaces.
- 10.6 The impact of the construction of the proposed development was considered in accordance with the latest Defra guidance. The assessment defined the sensitivity of the area and the risk of the construction of the development to cause dust impacts. Site specific dust mitigation measures have been recommended which will be incorporated into the CEMP. With the implementation of these measures the residual impacts from construction activities were considered to be **not significant** in accordance with IAQM guidance (IAQM, 2014).
- 10.7 The Travel Plan will promote sustainable means of travel and reduce the number of single occupancy car journeys.
- 10.8 The residual impact of the proposed development at the completed development stage is considered to be **negligible** which is **not significant**.

11. Noise and Vibration

- 11.1 A noise and vibration impact assessment has been carried out to assess the likely impacts associated with the construction and operation of the proposed development as well as assessing the suitability of the site for residential development. The assessment has been undertaken by Sandy Brown.
- 11.2 The surrounding area of the site is predominantly a residential area. Other noise sensitive receptors include the Church of the Saviour church and school approximately 150m west of the site boundary.
- 11.3 Best Practice Measures will be applied during the construction phase of the development to minimise construction noise and vibration on neighbouring sensitive receptors. Additional mitigation options available to the contractor to reduce noise associated with demolition and construction activities. Additional mitigation measures that the contractor/s shall be required to explore and implement include:
- The production of a construction noise and vibration report that evaluates the construction activities and provides specific BPM to reduce noise and vibration;
 - Limiting high impact activities (e.g. demolition) to specific times during the day, e.g. 1 hour on – 1 hour off, or 09:00-12:00 and 14:00-17:00;
 - Plant is to be properly maintained and operated in accordance with the manufacturer's recommendations. Electrically powered plant is preferred, where practicable, to mechanically powered alternatives;
 - Where feasible, all stationary plant would be located so that the noise effect at all occupied residential and commercial premises is minimised and, if practicable, every item of static plant when in operation is to be sound attenuated using methods based on the guidance and advice given in BS 5228;
 - Trade contractors would at all times apply the principle of Best Practicable Means as defined in Section 72 of the COPA and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum; and
 - The timing of building operations will be critical in avoiding noise and vibration nuisance to surrounding areas and premises. The contractor would identify particularly sensitive periods in the works so that the potential problems can be minimised and that early and good public relations with the adjacent occupants of buildings are maintained.
- 11.4 Based on the guidance provided in BS 5228, the following measures will be used where appropriate to control noise associated with construction activities:
- Unnecessary revving of engines will be avoided and equipment switched off when not required;
 - Internal haul routes will be well maintained with steep gradients avoided;
 - Rubber linings will be used in chutes, dumpers etc. as required reducing impact noise;

- Drop heights of materials will be minimised;
- Plant and vehicles will be started up sequentially rather than all together;
- The movement of plant onto and around the site shall have regard for the normal operating hours of the Site and the location of noise sensitive receptors as is reasonably practicable; and
- Audible reversing warning systems on mobile plant and vehicles will be of the type which, whilst ensuring that they give proper warning, has a minimum noise impact on persons outside open sites. When reversing, mobile plant and vehicles will travel in a direction away from noise sensitive receptors wherever possible.

- 11.5 The residual impact during the construction phase is anticipated to be **negligible** which is **not significant**.
- 11.6 At the completed development stage, in order to mitigate potential impacts from fixed plant equipment noise, plant noise limits will be set to ensure that no significant adverse impacts on existing or proposed receptors are experienced. Residual impacts with regards to fixed plant noise is **negligible** which is **not significant**.
- 11.7 The potential impacts with relation to traffic noise are anticipated to be **negligible** which is **not significant**.
- 11.8 There is a potential for entertainment noise from commercial unit, however, these impacts are anticipated to be **negligible** at all receptors which is **not significant**.

12. Socioeconomics

- 12.1 A socioeconomic assessment has been undertaken to establish the baseline socio-economic conditions on site and in the surrounding areas and to assess the potential impact the proposed development may have on the existing socio-economic conditions. It has been written by Avison Young.
- 12.2 The resident population of MCC was estimated to be 547,600 in 2018, of which 70.4% were aged 16-64.
- 12.3 The Indices of Multiple Deprivation use a combination of information relating to income, employment, education, health, skills and training, barriers to housing and services and crime to create an overall score of deprivation for local authorities, with 1 being the lowest rank and 319 being the highest rank. Manchester was ranked 2 out of 319 district local authorities in the Indices of Multiple Deprivation 2019.
- 12.4 The proportion of individuals classified as 'economically active' in Manchester between October 2018 and September 2019 was 71.7%, which was lower than the average across the North West (77.4%) and Great Britain (78.9%). The jobs density (i.e. the number of jobs divided by the individuals aged 16-64) within Manchester was 1.17 in 2018, which indicates a greater availability of employment opportunities compared with the regional (0.84) and national (0.86) averages. However, this is likely to mask disparities in employment opportunities across the administrative area of MCC, with the majority of jobs focussed in the City Centre. In Manchester, Services is the largest employment sector, with Wholesale and Retail Trade, Repair and Vehicles and Motorcycle the largest sub-sector of employment.
- 12.5 The site includes 28 residential units and a shop (the Collyhurst Village Store). There are currently no social infrastructure or community facilities within the site. However, within 1 mile of the site there are 10 General Practitioner (GP) surgeries, 12 primary schools and three secondary schools.
- 12.6 There are no formal amenity / open spaces within the site. In the vicinity of the site, there are open green spaces including Queen's Park to the north, Collyhurst Village Park and Rochdale Canal to the east and the River Irk valley to the west. The MCC's 'City Wide Open Spaces, Sport & Recreation Study' (2009) identifies that the facilities in the areas of the sites are of poorer quality than in other areas of Manchester and accessibility to these green spaces is an issue for local communities.
- 12.7 A Local Employment Scheme would be implemented in conjunction with MCC to retain some of the employment benefits in the local area.
- 12.8 Construction of the proposed development will support 135 direct and indirect jobs during construction period. This is assessed as a **moderate beneficial** short-term impact at the district level (Manchester), which is **significant**. This is a **negligible** impact at the sub-regional level (Greater Manchester) which is **not significant**.

- 12.9 Due to the commercial floorspace proposed, it is anticipated that employment opportunities will be created by the completed development. The 183sqm is estimated to generate a direct, net 4 - 9 full time equivalent (FTE) jobs and create 1 indirect and induced FTE job. This is **negligible** at the district and sub-regional levels which is **not significant**.
- 12.10 The net additional household expenditure generated by the new residential population at the proposed development was estimated to be £3,050,127.6 per annum. This is a **moderate beneficial** impact at the district level which is **significant** and a **negligible** impact at the sub-regional level which is **not significant**.
- 12.11 The increase in housing stock as a result of the proposed development will include 144 private dwellings and 100 dwellings for social renting. This is anticipated to result in **moderate beneficial** impacts at the district level which is **significant** and **minor beneficial** at the sub-regional level which is **not significant**.
- 12.12 The proposed development will result in a **negligible** impact on demand on social and community infrastructure including education, healthcare and community facilities which is **not significant**.
- 12.13 **Minor beneficial** impacts are anticipated as a result of the increase in open space due to the creation of a new Collyhurst Park which is **not significant**.

13. Human Health

- 13.1 A health impact assessment has been undertaken to establish the potential direct and indirect impacts on the health and well-being of residential communities and other human receptor groups that may be affected during the operation and construction of the proposed development.
- 13.2 Manchester has a total population of 545,501. Within this, the Cheetham ward accounts for 4.5% of the population. Life expectancy at birth for the Harpurhey Ward (2015) is 72.6 for males, compared to 76.4 for Manchester; for females it is 76.3, compared to 80.3 for Manchester. Healthy Life Expectancy (HLE) is a measure of the average number of years a person would expect to live in good health. The HLE for the Cheetham Ward was 51.8 for males, compared to 56.1 for Manchester and 63.5 for England; for females the HLE was 52.1 compared to 57.2 for Manchester and 64.8 for England.
- 13.3 The Index of Multiple Deprivation (IMD) ranks each small area in England from most deprived to least deprived. There are 7 domains of deprivation, which combine to create the IMD: Income; Employment; Education; Health; Crime; Barriers to Housing & Services; and the Living Environment. According to the MCCFM, the Harpurhey Ward is one of the ten most deprived wards in the city with an IMD Score of 59 (2019); this compares with an IMD of 40 for Manchester City as a whole.
- 13.4 With regards to the potential impacts on health as a result of townscape and visual, flood risk, transport air quality, noise, and socioeconomics, these have been covered in previous sections and no significant adverse impacts are anticipated with the exception of potential noise impacts during the construction phase. However, these are anticipated to be short-term and reversible.
- 13.5 **Healthy Housing:** The additional dwellings are expected to accommodate 561 residents which will contribute to housing targets, accounting for over 0.41% of the MCC total housing target over the Local Plan period and 2.31% of the annual need across Greater Manchester identified in the GMSF. This is considered to represent an effect of **moderate beneficial** significance at the district level and **minor beneficial** significance at the sub-regional level. Provision of good quality housing is known to contribute positively to health and wellbeing.
- 13.6 Buildings have been designed to reduce vulnerability and risk to key effects associated with climate change – overheating, flooding, and extreme weather – both to protect the health and safety of users and to enhance the resilience of the proposed development itself. Likely **major beneficial** effects.
- 13.7 **Active Travel:** With implementation of a CEMP, the impacts of the construction vehicles upon the traffic and transport-related environmental factors are anticipated to be **negligible** in the short term (temporary) at the local level, which is **not significant**. During the operational phase, the effects on severance, driver delay and driver stress are anticipated to be negligible; and the effects on pedestrian amenity and pedestrian delay are anticipated to be moderately beneficial while the potential impact on accidents and safety likely to see a minor beneficial

impact. Opportunities for supporting more sustainable transport would indicate further **beneficial** effects on health and wellbeing, both physical and mental, through implementation of the Travel Plan. The increase in more sustainable movement is likely to increase social interaction with potential for enhancements to mental health and general wellbeing.

- 13.8 In the longer-term, once all Northern Gateway developments are operational, the new comprehensive movement network across the area that promotes green travel will be established and will further encourage more sustainable transport that will have **major beneficial** effects for human health and wellbeing – both direct and indirect, and with **minor beneficial** impacts due to perception of increased safety through the increased numbers of pedestrians and cyclists.
- 13.9 **Healthy Environment:** The delivery of a high-quality development will have **moderate-minor beneficial** long-term impacts on the local townscape, which is not significant in EIA terms. There will be **major-moderate beneficial effects** on 3 of the 11 viewpoints investigated and this is **significant** in EIA terms. Such beneficial effects on the local townscape and local views will contribute to healthier visual environment with benefits for wellbeing.
- 13.10 The risks of harm to health and wellbeing through flood risk and foul water discharge have been managed through project design and compliance with various regulations and standards in accordance with national requirements.
- 13.11 The risk of dust emissions during the demolition and construction phases has been managed to effects that are **negligible – not significant**. The effect of road traffic exhaust emissions arising from the development was investigated, including consideration of sensitive receptors, and likely effects were found to be **negligible – not significant**. The location of the site close to sustainable transport modes and the development proposals that encourage more sustainable movement, supported by a Travel Plan, may have synergistic effects on health and wellbeing through the negligible effects on air quality and the encouragement of more active movement through walking and cycling. Such health benefits are likely to be more significant in the longer-term once all Northern Gateway developments are operational with the new comprehensive movement network.
- 13.12 The risks and vulnerability to health and wellbeing associated with climate change effects such as overheating, flooding, and extreme weather have been considered as an integral part of the project design, seeking to reduce such risks as far as possible. The reduction in such risks will positively affect the quality of the whole environment for human health and the wider ecosystem through the landscaping design.
- 13.13 **Vibrant Neighbourhoods:** The local area is characterised by high deprivation and low economic activity. Jobs will be created at the demolition/construction and completed phases of the proposed development with likely **moderate beneficial** effects at the district level. The new residents will contribute to an increase in household spend that is estimated to be of **moderate beneficial** significance. Therefore, overall, the new residents will contribute to the aims for and sustainment of more vibrant neighbourhoods. The provision of employment and economic activity is known to contribute positively to health and wellbeing.

- 13.14 The potential risks of climate change from increased temperatures and precipitation increase has been considered and integrated into the overall project design. This will help to ensure social public benefit and contribute overall to the vibrancy of the neighbourhoods. The layout of the apartment blocks and the layout of the site facilitates social interactions that will contribute to more vibrancy of residential groups and neighbourhoods.

14. Climate Change

- 14.1 A climate change assessment has been undertaken by Watt Energy and Consulting Engineers. Three aspects of climate change assessment are considered in the ES:
- Assessment of Impacts: A conventional impact assessment considers the potential effects of the Proposed Development (i.e. greenhouse gas (GHG) emissions on the climate);
 - Mitigation of Climate Change: An overview of how the Proposed Development aids in the mitigation of climate change; and
 - Vulnerability and Risk Assessment: A qualitative discussion of the vulnerability of the Proposed Development to climate change effects
- 14.2 The baseline scenario does not consider a “do nothing scenario” in which no development is constructed. It assumes that there is a need for the development and will be constructed. In doing so, recognition must be paid to the fact that emissions will still be caused by the introduction of a new development and these will contribute to global warming. The baseline scenario in the climate change assessment is considered to be a ‘typical’ development, delivering the same outputs as the proposed development, but built to standard building regulations and using normal construction practices and therefore allows comparison of relative effect.
- 14.3 The site is currently occupied by 29 dwellings and a shop however estimating the emissions associated without proper calculations is unrealistic.
- 14.4 The assessment considers the operational CO₂ emissions over an 80-year period.
- 14.5 The ‘typical’ development emissions for the 80-year operational lifespan has been modelled as 53,732.0 tCO₂e.
- 14.6 Mitigation measures at the construction stage include using materials that have low embodied emissions and reducing the distance travelling to the site.
- 14.7 Potential impacts at the construction stage are anticipated to be **neutral** and **not significant**.
- 14.8 The total absolute emissions for the 80-year operational lifespan has been modelled as 18,748.0 tonnes of CO₂e. This figure takes account of the decarbonisation of the national grid over the 80-year period.
- 14.9 The predicted relative emissions reduction over the lifetime of the development including embedded mitigation, is 48.01% for the proposed development. This would result in a **major beneficial** impact which is **significant**.

15. Cumulative Effects

- 15.1 A review of MCC planning portal has confirmed that there are a number of developments which have the potential to interact with the proposed development and generate cumulative effects. Therefore, a cumulative assessment has been undertaken. The cumulative developments are listed in Table 18.1 below.

Table 15.1: Cumulative Effects

Planning Ref.	Description	Approx. Distance
125596/FO/2019	Planning Application for housing-led mixed use redevelopment comprising: a maximum of 410 new dwellings (Class C3); and comprising Class A1 (retail), Class A3 (restaurant/cafe) Class B1 (business/office use) (maximum floorspace 744 sq.m GIA in total); recreation open space and landscaping; and associated access off Hulme Hall Lane, Varley Street and Iron Street, infrastructure provision and car parking	970m southeast
114860/FO/2016	Erection of a part 6, part 10, part 15, part 24 storey building to form 415 residential apartments (Use Class C3a) together with commercial floor space (268 sqm) (Use Classes A1, A2, A3, A4, B1 and/or D2) with associated car parking, public realm, hard and soft landscaping, access from Dantzic Street and other associated works following demolition of existing buildings	1km southwest
121401/FO/2018	Erection of 57 properties with a mix of two and three storey semi-detached / terraced properties and six apartments in one block with associated road access, parking and landscaping.	940m southeast
123735/FO/2019	Erection of 13 residential properties with a mix of two and three storey semi-detached / terraced properties with associated road access, parking, landscaping and boundary treatment	1.4km south
123887/FO/2019	Erection of 37 dwellinghouses with a mix of two and three storey semi-detached / terraced properties with associated road access, parking and landscaping	1.2km south
124738/FO/2019	Erection of 10 dwellinghouses (Class C3) comprising a mix of two and three storey semi-detached / terraced properties with associated access, parking and landscaping	750m south

Planning Ref.	Description	Approx. Distance
125927/FO/2020	Erection of 22, two and three storey residential dwellinghouses (C3a) with associated landscaping, car parking, boundary treatment and other associated works	690m southwest
126467/FO/2020	Erection of 22 two and three storey dwellinghouses (Use Class C3a) with associated access, car parking, boundary treatment and landscaping	620m south
n/a – Collyhurst South	Construction of 30 residential dwellings (Use Class C3)	360m south

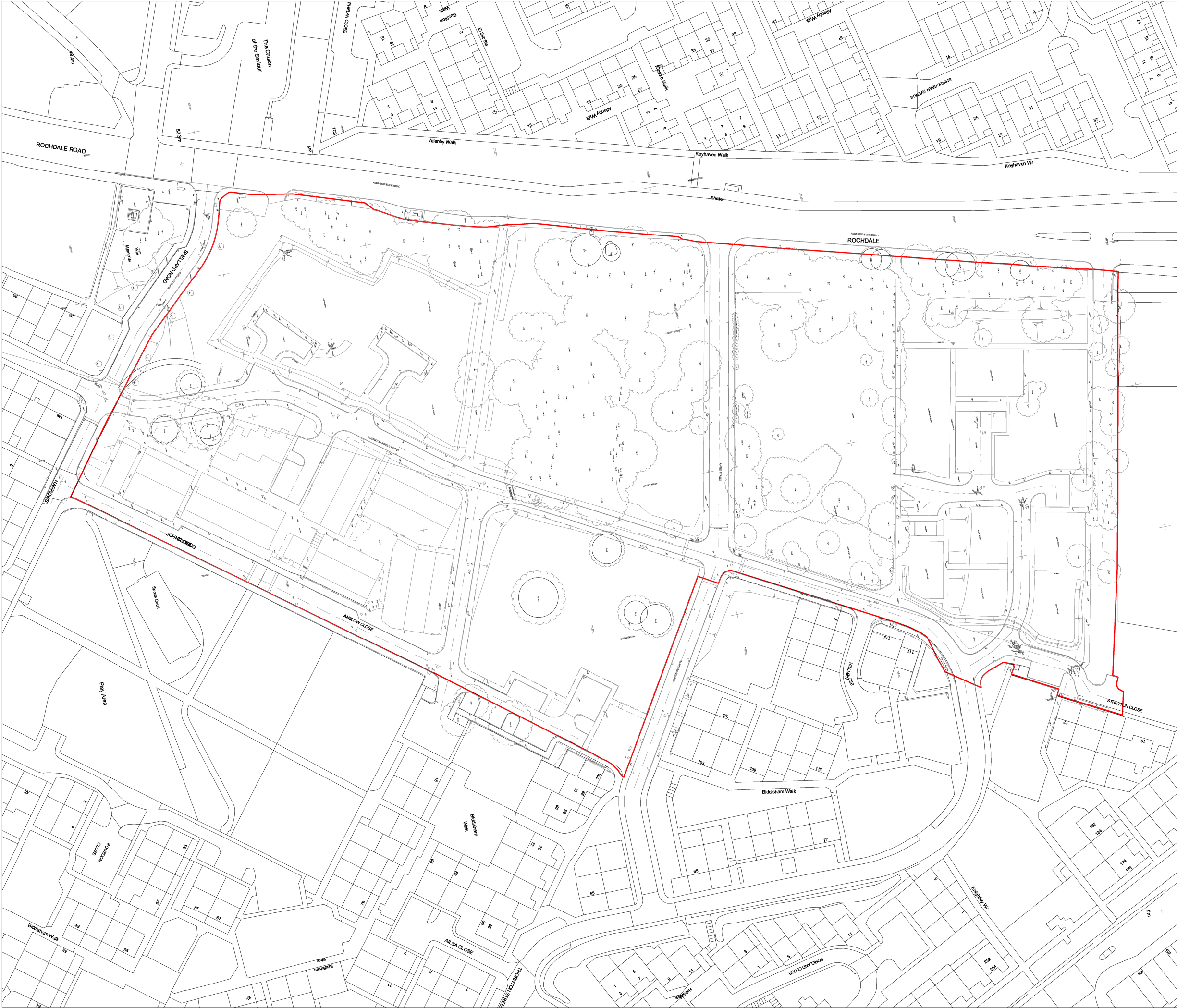
- 15.2 The results have identified that there is not anticipated to be any significant adverse cumulative effects between the proposed and committed developments at either the construction or completed development phase.
- 15.3 Significant beneficial impacts are anticipated with regard to the socioeconomic effects of the increase in housing in the surrounding area.

16. Summary and Conclusions

- 16.1 A comprehensive assessment of the potential effects of the construction and operational phases of the proposed development has been undertaken as part of this EIA to establish the environmental changes associated with the development.
- 16.2 The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures. Those effects associated with the construction activities will be controlled by a CEMP.
- 16.3 Effects during construction period are considered to be short term **minor adverse, negligible or minor beneficial** for the majority of impacts which are considered **not significant**. **Major adverse, Major-moderate adverse** and **moderate neutral** impacts are anticipated due to changes to the changes in views which is **significant**. There are some **moderate adverse** impacts relating to potential noise impacts on local receptors which is **significant**. There are also **moderate beneficial (significant)** impacts associated with local job creation and local expenditure during the construction phase. Construction phase impacts are deemed to be short-term and reversible.
- 16.4 Potential environmental impacts of the completed development range from **minor adverse** to **major beneficial**. **Significant beneficial** impacts are anticipated with regards to townscape and visual amenity due to the comprehensive regeneration of the area, with new high-quality built form, new facilities, routes and public spaces. **Significant beneficial** impacts are also anticipated with regards to socioeconomics and climate change. **Significant neutral** effects are also anticipated with regards to townscape and visual amenity. No significant adverse impacts are anticipated at the completed development phase.
- 16.5 The proposed development constitutes a sustainable, high quality development which accords with national and local planning policy. There are some **significant adverse impacts** associated with townscape and visual amenity and noise during demolition and construction, however, these impacts are temporary and reversible. There are **significant beneficial impacts** associated with socioeconomics during construction. There are anticipated to be **significant beneficial impacts** at the completed development phase with regards to townscape and visual amenity, socioeconomics and climate change. Ultimately, the completed development will bring about a sympathetically designed development that contributes to the economic, social and environmental aspirations of the city and wider region.

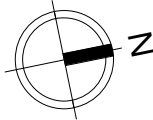
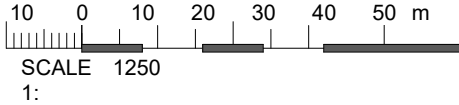
Appendix 1

Site Location Plan



Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Site Boundary



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Client FEC and MCC
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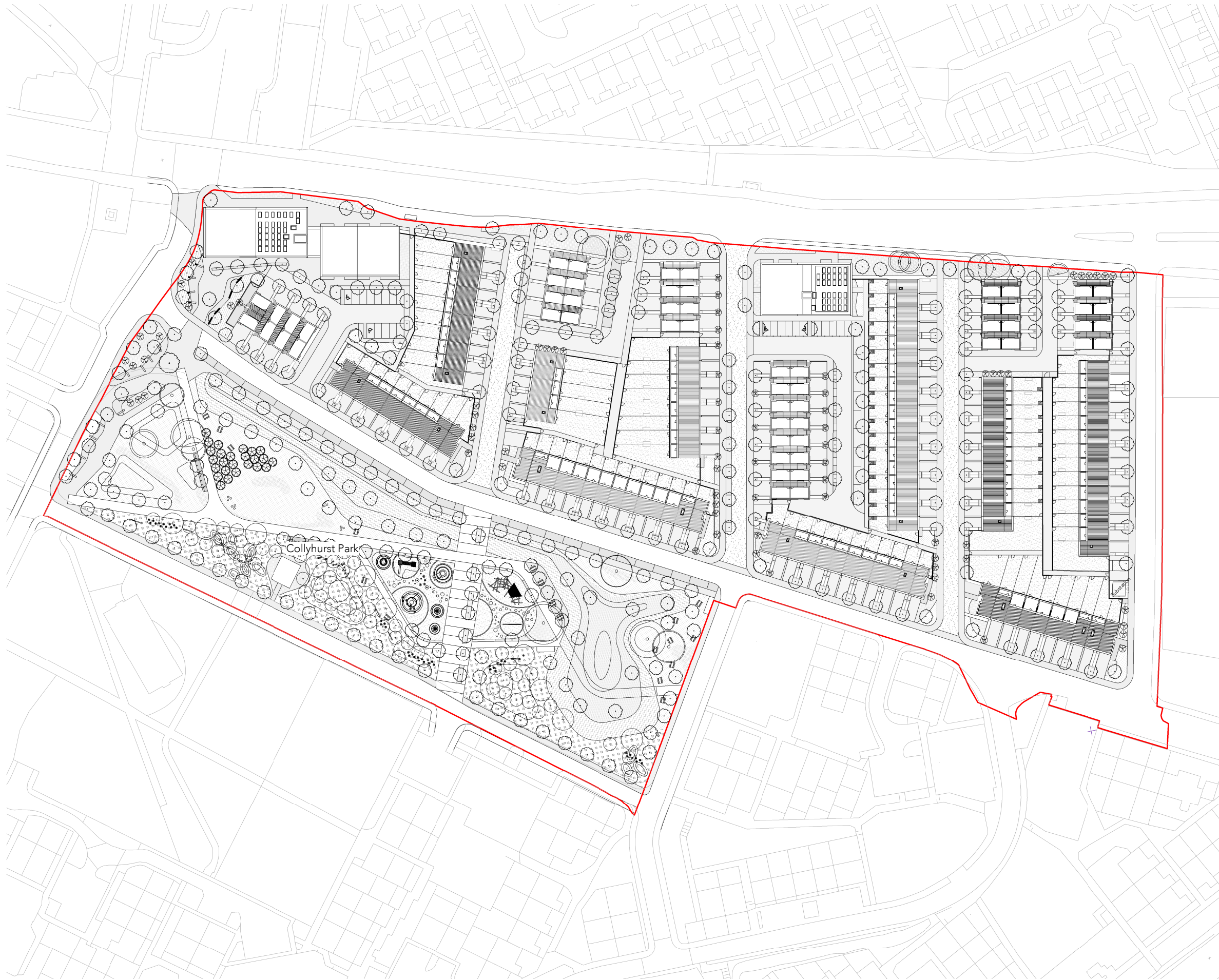
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Appendix 2

Site Layout Plan



Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
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Plot A

Houses: 28
No. of Apartments: 50
Apartment Storeys: 6 Storeys
Apartment Building Height: 23.100m (Top of Lift Overrun)

Plot B

Houses: 43
Tallest housetype 4 storeys (top level roof garden): 11.2m to roof ridge.

Plot C

Houses: 46
No. of Apartments: 26
Apartment Storeys: 5 Storeys
Apartment Building Height: 17.325m (Top of Lift Overrun)

Plot D

Houses: 51
Tallest housetype 4 storeys (top level roof garden): 11.2m to roof ridge.

Total 244

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