

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

15 March 2021

Dear Sir/Madam,

Planning application for the temporary change of use land at Red Bank Car Park from a car park to a temporary compound and storage with associated fencing in association with the Transpennine Route Upgrade.

On behalf of our client, Network Rail, I enclose a planning application for a temporary change of use in respect of Red Bank Car Park known as 'the Site'.

The proposed development is for:

'Change of use from car park to a temporary compound and storage with associated fencing at Red Bank Car Park'.

The planning application is being submitted with Planning Portal under reference PP-XX. The following documents and drawings are submitted with the application:

- Completed Application Form (including completed Ownership Certificates) and fee;
- Planning Application Cover Letter (this document) (including planning policy context); and

Proposed drawings:

Drawing Title	Drawing Number
Site Location Plan	151667-TSA-SKE-RBC-001
Proposed Site Arrangement Plan	151667-TSA-SKE-RBC-002
Proposed Temporary Container Details	21-0134-001a
Image 20-x-8-steel-container	n/a

We trust that the enclosed provides the information required to register the application as valid and enable the processing of the application. If you require further information, or have any queries regarding the application, please do not hesitate to contact me.

Transpennine Route Upgrade

Transpennine Route Upgrade Programme (TRU) has been established to deliver longer, more frequent, and more reliable services on route between Manchester Victoria and York, via Huddersfield and Leeds. TRU is a key part of a wider scheme, consisting of targeted upgrades to the rail network across the North of England, targeting investment that will contribute to the long-term economic prosperity of the Northern Powerhouse.

The route in totality covers some:

- 76 miles of track (122km);
- 8 tunnels;
- 15 viaducts;
- 25 stations;
- 270 bridges.

Site Location and Site Context

The 'Site' (all land within the red line boundary in Site Location Plan, plan number 151667-TSA-SKE-RBC-001 is located at Red Bank Car Park, Roger Street, Manchester, M4 4EN. The Site is located 292 metres from Manchester City Centre, National Grid Reference: 384339 (Easting), 399315 (Northings). This is illustrated in Figure 1 showing an extract from the Site Location Plan of Red Bank Car Park.



Figure 1 – Site Location.

Red Bank Car Park is a small area of land bordered by Back Red Bank, Roger Street and Faber Street and Dantzic Street. The Site is currently a hardstanding area used for car parking. To the north of the Site lies industrial premises and hardstanding areas for car parking. The River Irk runs adjacent to the Site from the north to the south on the eastern side. Further to the east lies Manchester Victoria Railway Line that spans through to Manchester City Centre.

The Site is approximately 0.5 hectares in size. The Environment Agency Flood Map shows that the Site lies primarily within a Flood Zone 2 area (medium risk) with adjacent River Irk within a Flood Zone 3 area (High Risk).

Designations in close proximity to the site include:

- St Michael's Flags & Angel Meadow Park, approximately 108.57 metres from the Site;
- River Irk approximately 36 metres: and
- Manchester Victoria's Railway Line, a Rail Environmental Improvement Route, approximately 44 metres from the Site.

Proposed Development

The proposed development will include the installation of portacabins providing personal needs facilities for workers, storage facilities, such as sheds or portable storage containers, parking of vehicles and the storage of building materials and other items to support the Transpennine Route Upgrade Railway works at Dantzic Street, out of Manchester Victoria, Manchester in 2021. A small section of the eastern quarter of the existing Red Bank Car Park will be used, taking up approximately 100 spaces until August 2021.

The following key dates are the current assumptions for the installation and decommission of the proposed development:

Table 1 Proposed works at Red Bank Car Park

Activity	Timescale
Installation	June 2021
Decommission	August 2021

The temporary compound is necessary to support the delivery of railway upgrades in the vicinity of the area. The cabins are temporary in nature and have been designed to be removed after the completion of the adjacent Network Rail works in connection with the railway, whilst not impacting the nearby surrounding area. The area will be secured with temporary security fencing around the site to keep it enclosed and for general site management to be undertaken. It is proposed that the fencing will be 2.4 metres in height and will be freestanding.

Planning History and Planning Policy Context

Relevant Planning History

A search for planning applications at Red Bank Car Park has identified no recent planning history on the Site. Previously a planning application was submitted for a proposed kiosk and entrance feature to the existing car park (planning reference 042498) and a closure of existing entrance and construction of new entrance and exit off Faber Street (planning reference 043694/FO/NORTH1/93).

Relevant Planning Policy

This section reviews the relevant planning policy framework against which the proposed development is to be considered. This includes relevant planning policy and guidance at the national level, as well as adopted policies in the adopted Manchester Core Strategy ('MCS') and saved policies of the Manchester Unitary Development Plan ('MUDP').

Planning Policy Context

Planning applications at the Site will be required to give consideration to the following planning policy documents:

- National Planning Policy Framework (NPPF) (2019)
- National Design Guide (2019)
- Manchester Local Development Plan (2021)
- Local Flood Risk Management Strategy (LFRMS) (2014)
- Transport Strategy for Manchester City Centre (2010)

National Planning Policy Framework (February 2019)

A fundamental principle of the National Planning Policy Framework (NPPF) is the presumption in favour of sustainable development, which requires the planning system to perform three roles:

- An economic role – contributing to building a strong, responsible and competitive economy;
- A social role – supporting strong, vibrant and healthy communities; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment.

The NPPF sets out 13 key planning policies of which the most applicable policies to the proposal are considered below.

Section 6: Building a strong, competitive economy: Planning policy should seek to address potential barriers to investment in business including infrastructure and services.

Section 9: Promoting sustainable transport: This section of the NPPF seeks to avoid and mitigate any adverse effects and maximise net environmental gains relating to traffic and transport infrastructure. It is also specified in this section that planning policies should identify and protect sites and routes that could be critical in developing wider transport infrastructure choice. Furthermore paragraph 109 of the NPPF provides 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.

Section 12: Achieving well designed places states that the creation of high-quality 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.

Section 14: Meeting the challenge of climate change, flooding and coastal change: New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change

Section 15: Conserving and enhancing the natural environment: The planning system has a responsibility to contribute to and enhance the natural environment. Development proposals where the primary objective is to conserve or enhance biodiversity should be permitted. Opportunities to incorporate biodiversity in and around developments should be encouraged.

Planning Practice Guidance

Planning Practice Guidance (PPG) is intended to support the NPPF and provide further detail to supplement its policies. The key sections of the PPG that have been considered as part of preparing this planning application are as follows:

- National Design Guide (2019) (NDG)

The NDG states that well-designed places have “accessible local public transport, service and facilities to ensure sustainable development”.

NDG Policy I1, Respond to existing local character and identity advises to consider views, height, scale and massing; as the compound is temporary the long-term physical affect is limited but care has been taken to ensure amenity is protected.

NDG Policy R2, Selection of materials and construction techniques supports durable, adaptable development and well-designed proposals for new development.

Local Policy

The application site is located within the administrative boundary of Manchester City Council (MCC). The Development Plan consists of the Manchester Core Strategy (MCS) and saved policies of the Manchester Unitary Development Plan (MUDP). The MCS was adopted in 2021 and is the key Development Plan document in the Local Development Framework (LDF).

The MCS sets out a vision that by 2027, Manchester will be:

- a successful sustainable and accessible City in the front rank of cities in Europe and the world;
- meet the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure;
- a City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region.

Policies relevant to the proposal

Policy SP1	New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.
Policy T1	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. This includes supporting the improved choice by developing alternatives to the car and contribute to improvements to the extent and reliability of the public transport network.
Policy T3	Seeks to support improvements to the heavy rail infrastructure including the delivery of the Northern Hub.
Policy EN14	Promotes development to be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding.
Policy EN15	Seeks to protect biodiversity and trees implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.
Policy EN17	To minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses.

Policy EN17	Seeks to give priority for the remediation of contaminated land to strategic locations.
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Saved policies of the Manchester Unitary Development Plan ('MUDP').

Policy E3.3	To improve the appearance of the City's major road and rail routes both as an important element in improving the local environment for people living and working on or close to these major routes; to improve the image of the City in order to attract new investment and jobs.
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Local Flood Risk Management Strategy (LFRMS) (2014)

The LFRMS policies actions ways to manage local risk flood in Manchester and are listed below:

- ***LFRM Policy 1*** Work to maintain and improve the local flood risk management evidence base will be undertaken to support both risk assessment and the prioritisation of future actions to manage risk, in line with the Aim and Objectives of the Local Flood Risk Management Strategy (LFRMS).
- ***LFRM Policy 2*** Local Flood Risk Management interventions will seek to reduce the likelihood, severity and consequences of flooding from ordinary watercourses, ground water and surface water runoff. Interventions that reduce the risks to People, especially vulnerable people; Residential Properties, particularly basement flats; and Critical Infrastructure will be prioritised. Priority locations that have been subject to recorded incidents of local flooding will normally be prioritised over those areas where risk is just modelled.
- ***LFRM Policy 3*** Local Flood Risk Management Authorities and other key stakeholders will work together in partnership to progress 9 priority interventions that support the aim and objectives of the Local Flood Risk Management Strategy (LFRMS).
- ***LFRM Policy 4*** Monitor and maintain drainage infrastructure within Manchester to support the aim and objectives of the Local Flood Risk Management Strategy (LFRMS).
- ***LFRM Policy 5*** Promote awareness of local flood risk and ways that the risk can be managed by people and communities.
- ***LFRM Policy 6*** Ensure that local flood risk is properly considered for new development proposals.
- ***LFRM Policy 7*** Ensure that the Lead Local Flood Authority (LLFA) responds to appropriate consultation exercises on matters affecting local flood risk management.
- ***LFRM Policy 8*** Ensure that the Lead Local Flood Authority (LLFA) investigates and reports on flood incidents appropriately.
- ***LFRM Policy 9*** Aim to contribute towards the achievement of sustainable development in undertaking flood risk management functions."

Transport Strategy for Manchester City Centre (2010)

The proposal aligns with multiple statements made within the Transport Strategy for Manchester City Centre (2010) by facilitating the upgrading of rail infrastructure arriving into the City Centre as part of the Transpennine Route. The need for the TRU Programme seeks to deliver a faster, more frequent and reliable train service that can support the rail renaissance and continued growth for rail commuting into Manchester City Centre.

Planning Considerations

Paragraph 11 of the NPPF, confirms that planning applications should be determined in accordance with the Development Plan unless material circumstances indicate otherwise. The relevant planning considerations raised by the new access are summarised and assessed against the planning policy framework below.

Principle of Development

The proposed change of use for a section of car park to a temporary compound will support the wider railway improvement and enhancement works that are necessary on the TRU Programme and to provide an operational access to the railway for Network Rail. The temporary compound will be used to conduct works on the adjacently located railway. The proposal is an early intervention that is part of a much wider ambition to deliver faster passenger services across the Transpennine route. As such the proposal is compliant with relevant policies in both the Development Plan and the NPPF and should be considered for approval in accordance with Policy SP1 and T3.

Design

Red Brick Car Park will make use of its existing site layout to support the compound facilities and the existing access off Roger Street. The compound will be temporary, maximising the use of the space suitable for it. The temporary cabins can be reused and adapted making it suitable for the area.

The proposed development will consist of a modular cabin measuring 7m by 12m on plan and two storeys in height.. The cabins will be anti-vandal, grey to be in keeping with the character of the surrounding area. Security hoarding will be positioned around the proportion of the car park at a maximum height of 2.4 metres.

The construction compound may temporarily impact the landscape and visual amenity of the immediate area. However, this would be a temporary effect during the construction period and residential housing is not located immediately adjacent to the site. Artificial lighting associated with the main compound is already present on the site which serves the existing car parking area.

The proposed works are appropriate in terms of scale and appearance to the existing arrangement and there is no significant impact to the landscape and visual amenity at this location. Therefore, it is considered the proposed development supports policies C1, L1 and R1 of the NDG and section 12 of the NPPF.

Highway Safety and Access

The location of Red Bank Car Park has good levels of public transport and easily accessible by foot and vehicle. Primary vehicle access and pedestrian access will be taken from Roger Street. Users will access the site through the existing entrances to ensure the social and environmental objectives of the NPPF sustainable definition can be met.

The TRU Environment and Social Management Plan

In line with the Network Rail's Contract Requirements Environment an Environment and Social Management Plan (ESMP) has been produced. The ESMP identifies the potential environmental risks, hazards and opportunities that are applicable to the project in this area and sets out how these will be addressed by the lead designer and contractors. The ESMP acts as the primary signposting mechanism to enable access to key documents and information. It is updated as the schemes/projects progresses and will be appropriate and proportionate for each project.

The project will be carried out in accordance with the relevant Network Rail standards including, but not limited to, the standards and commitments set out below.

Creating **better places** to live, work and travel


ENVIRONMENTAL

POLICY

Summary

Amey is committed to creating better places to live, work and travel, which will be achieved, in part, through our environmental sustainability strategy that details how we are working to meet our strategic objective of enhancing our communities and the environment.

Our strategy places environmental management within our decision-making process and is central to the work we undertake with and for our stakeholders throughout our services lifecycle and our supply chain.

We prioritise our focus on continuous environmental improvement to help ensure we respond to, and excel against, our stakeholder requirements who place continued, and justified, priority on environmental issues.

Principles

Our environmental sustainability strategy sets out our environmental priorities that we will focus on to drive our environmental performance forward. Progress against the strategy will be reviewed each year.

We will:

- maintain an environmental management system that is externally assessed and certified to the requirements of ISO 14001:2015 – Environmental Management Systems. This provides the framework to help drive continual improvement and share best environmental practice throughout our business and provide sufficient resources to implement this policy in full.
- comply with environmental regulations and other environmental obligations as we deliver our products and services to our stakeholders.
- strive to reduce our environmental impact through proactively assessing environmental risk, applying measures to mitigate and prevent pollution, preparing for environmental emergencies and exploring environmental opportunities that enhance the environment and reduce our impact on climate change.
- learn from our experiences and share best practice through recording of environmental close-calls and environmental incidents; and ensure close-calls are routinely reviewed and environmental incidents are investigated and corrective actions to prevent reoccurrence are completed in a timely manner.
- ensure our progress against our environmental objectives are measured, monitored and reported through setting environmental key performance indicators and associated performance targets. Performance will be communicated monthly to the business and made available to all employees.
- establish channels of communication which positively encourage all employees and, as appropriate, their representatives to contribute to improvements in our environmental performance.
- provide the right information, advice, training and supervision to ensure that people under our control know their responsibilities and are competent to undertake their activities with the aim of continually improving their understanding of environmental matters and our environmental performance.

Responsibilities

Corporate Governance - Responsibility for the effective management of environmental risk rests with the Chief Executive Officer (CEO). The CEO has nominated the Group Health, Safety, Environment and Quality Director to act on his behalf to monitor the execution of this policy throughout the Amey Group. The Group Board will receive regular reports from the Group HSEQ Director.

The Businesses - Each business shall implement the Amey environmental management system and develop business specific requirements, as necessary, to ensure control of the environmental hazards inherent in their activities.

Line management – Protection of the environment is a line management responsibility. Each manager will make regular assessments of the environmental aspects and impacts associated with their area of responsibility and ensure that the environmental processes, procedures and controls are sufficient to control the environmental hazards inherent to their activities.

Employees - All employees have a responsibility to protect and enhance the environment. They must fully co-operate with their managers and colleagues to protect and enhance the environment.

Communication of the Policy

This policy will be displayed on noticeboards and brought to the attention of other stakeholders as required.

Andy Milner
 Chief Executive Officer
 For and on behalf of the Board

REFERENCE VERSION DATE	AMEY-ENVIRONMENT-PO-01 1.2 08/04/2019	UNCONTROLLED IF PRINTED	© AMEY PLC PAGE 1 OF 1
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Environment Policy

Network Rail runs, maintains and develops Britain's rail tracks, signalling, bridges, tunnels, level crossings and key stations. This Environment Policy sets out our approach to environmental management which is key to achieving our company's vision – 'A better railway for a better Britain'.

As part of this vision we will improve our environmental performance and leave a sustainable environmental legacy for future generations. We believe that outstanding environmental performance is a central part of being a responsible and successful company and will help us to protect and enhance the UK's environment.

We expect everyone who works for Network Rail to apply the following key principles agreed by the Executive Team to guide our work activities:

- We will as a minimum comply with all relevant environmental and social legislation and regulatory requirements
- We will identify our significant environmental impacts and manage these appropriately
- We will take action to prevent pollution to land, air and water which may occur as a result of our operations
- We will buy and use natural resources in a responsible and sustainable manner
- We will reduce the amount of material we use and minimise the amount of waste we produce
- We will manage our land sustainably including consideration of our impacts on biodiversity
- We will become more energy efficient and reduce our carbon emissions
- We will make our network resilient to weather impacts and future changes in the climate
- We will provide employees with the relevant competence and training to deliver our policy
- We will continually improve our environmental performance
- We will implement and maintain an environmental management system that follows the principles of ISO 14001:2015 with commitment from our Executive Team
- We will set objectives and targets to monitor our environmental performance

These principles and commitments complement our Energy and Carbon, Weather Resilience and Climate Change Adaptation, and Social Performance Policies.

September 2017

Conclusion

In summary, the proposed development outlined within this statement, will help to contribute and deliver substantial environmental, social and economic benefits as a key component of the Transpennine Route Upgrade Programme (TRU). TRU has been established to increase capacity and improve reliability and journey times on the route between Manchester Victoria and York, via Huddersfield and Leeds. It is a key part of a wider scheme, consisting of targeted upgrades to the rail network across the North of England, targeting investment that will contribute to the long-term economic prosperity of the Northern Powerhouse.

The proposal does not give rise to any significant impacts on the environment and aligns with a number of key considerations established within the NPPF. Furthermore, the proposal is compliant with a number of policies embedded in Manchester City Council's Development Plan document and in the Transport Strategy for Manchester City Centre (2010). In light of the above, it is requested that planning permission should be considered for approval for the proposed development.

Yours Faithfully,



Chris Sharp MRTPI
Principal Planner