



Evan Kellie
PROPERTY SOLUTIONS

Land at Riverpark Road, Manchester

**Environmental Impact Assessment
(EIA) Non Technical Summary**

4 April 2025

Neo
9 Charlotte Street
Manchester
M1 4ET



Contents

1.	Non-Technical Summary	3
	Introduction	3
	The Application Site and Surroundings	3
	The Proposed Development.....	4
	The EIA.....	6
	The Project Team	7
	Planning Context	7
	Consideration of Alternatives and Design Evolution	7
	Construction Methodology.....	8
	Environmental Impacts	10

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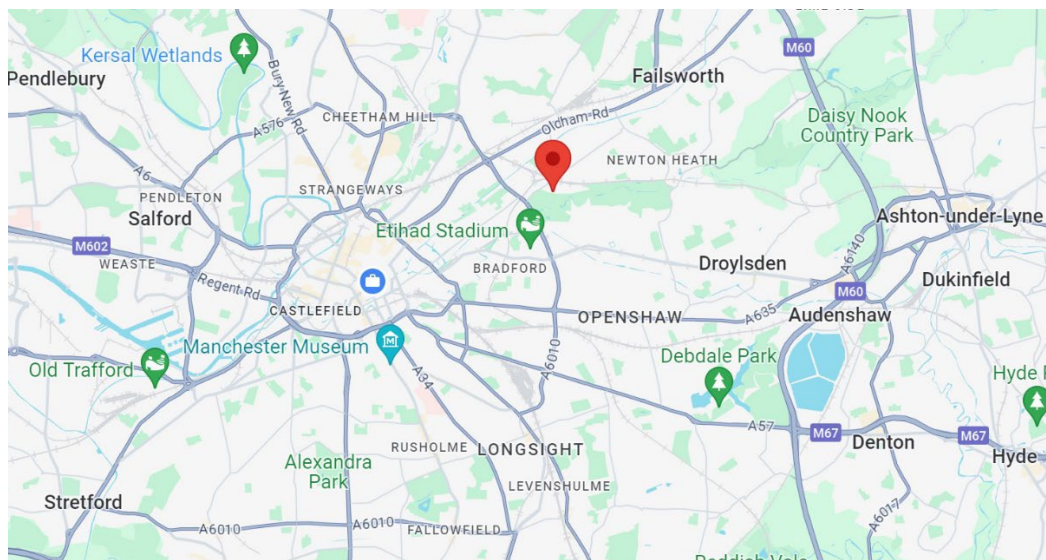
1. Non-Technical Summary

Introduction

- 1.1 This document summarises the Environmental Statement (“ES”) which accompanies the planning application submitted on behalf of Kellen Homes and Great Places Housing Association (“the Applicant”), in respect of proposals to develop land at Riverpark Road Trading Estate in Newton Heath, Manchester (“the Site”).
- 1.2 This document is a summary of the Environmental Impact Assessment (“EIA”) process in non-technical language. The ES sets out the findings for an EIA which has been carried out to assess the environmental impacts of the development.
- 1.3 The full findings of these studies and of the overall ES are presented in a comprehensive set of documents that can be viewed during normal office hours at the Planning Department of Manchester City Council (“MCC”) or online at www.manchester.gov.uk/planning.

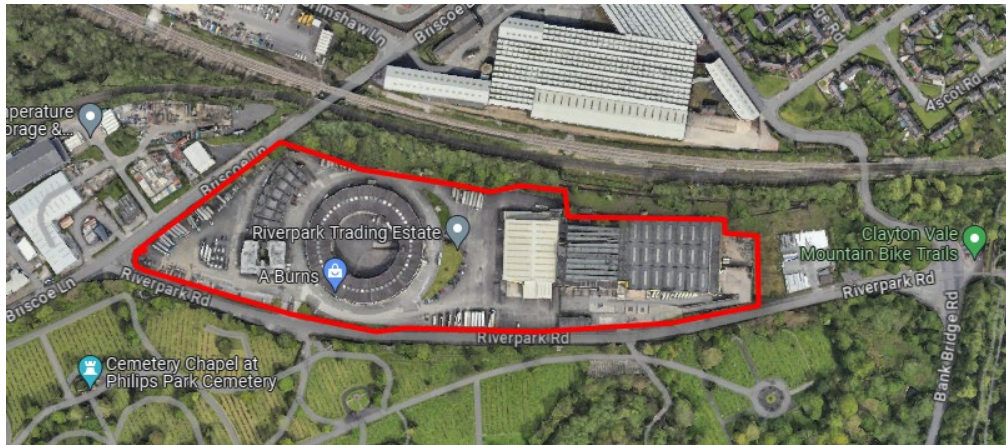
The Application Site and Surroundings

- 1.4 The Site falls within the administrative boundary of MCC and is located within the Miles Platting & Newton Heath Ward in East Manchester. It is bound by Riverpark Road to the south, and the Manchester Victoria to Huddersfield railway line to the north. Ten Acres Lane forms the eastern boundary of the Site, whilst Briscoe Lane lies to the west and is characterised by a variety of commercial uses.
- 1.5 The Site is 6.5 hectares (18.3 acres) in size. **Figure 1** shows the Site context whilst **Figure 2** shows the Site boundary.



^ Figure 1

- 1.6 A Location Plan is included in **Appendix 1**.



^ Figure 2

- 1.7 The Site was, until recently, occupied by several buildings relating to its former use as an industrial estate. It is also the site of the former Manchester Abattoir which is understood to have operated at the Site until 2000. Prior Approval for demolition of all buildings on site was issued by MCC in November 2024, and demolition works have now commenced on site.
- 1.8 The basis of assessment for this EIA is therefore a cleared site.
- 1.9 The area surrounding the Site is characterised by a mix of residential and commercial development. Riverpark Road forms a buffer between the Site and Phillips Park, which includes Phillips Park Cemetery (located immediately to the south of the Site) and is a Grade II registered park and garden.
- 1.10 A number of buildings and structures within the cemetery are also Grade II listed, including the cemetery chapel and the entrance lodge; cemetery office; and gates and railings at the main entrance on Briscoe Lane. Phillips Park, which lies further to the south beyond the River Medlock, is also designated as a Grade II registered park and garden.

The Proposed Development

- 1.11 The application proposals present an opportunity to deliver 498 new homes, including those suitable for family housing and affordable housing, in a sustainable location within East Manchester.
- 1.12 The application proposes the following:

“Erection of a residential development comprising 498 dwellings (including a mix of housing types and tenures) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works”.

1.13 The Proposed Site Plan is shown in **Figure 3.1** below.



^ Figure 3.1 Proposed Site Plan

1.14 The Proposed Development includes the following:

- 277 no. one and two bedroom apartments within five separate four to six storey apartments blocks at the western end of the site, designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), with 154 no. car parking spaces (56% provision).
- The provision of 221no. two and three storey houses in a range of house types comprising mix of two, three and four bedroom houses designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), all with private gardens and off-road car parking (146% provision).
- The provision of 214 no. affordable homes (43%), comprising 104no. one and two bedroom apartments within two of the apartment blocks in the western part of the site (Blocks A and B) along with 110no. two, three and four bedroom houses. All new affordable homes will be tenure blind to be managed by Great Places Housing Association.
- All new homes will be compliant with Part M(4)2 of the Building Regulations and 3% will meet the requirements of Part M(4)3 of the Building Regulations (comprising 15 no. M(4)3 dwellings, including 11no. apartments and 4no. houses).
- Six separate new access points into the Proposed Development from Riverpark Road, creating a permeable development. The existing vehicular access points from Riverpark Road is removed, with the footways being reinstated. The internal access roads have been designed to adoptable standards and includes a 5.5m-wide carriageway with a 2m-wide footway on both sides of the road throughout the scheme.
- Enhancements to pedestrian and cycle access to the site, with a 1.5m cycle lane along the northern side of Riverpark Road for the extent of the site frontage, with two controlled pedestrian/cycle crossings proposed on Riverpark Road. 2.0m-wide footways are proposed throughout the internal road network and with dropped kerbs and tactile paving at junctions.
- Provision for a total of 477no. car parking spaces across the site (56% provision for the apartments and 146% provision for the houses), including 9no disabled person spaces. All car parking spaces will be equipped with EV charging from the outset.

- Active travel initiatives include provision of dedicated secure cycle parking stores for each of the apartment blocks accommodating 276 cycles and secure cycle parking facilities will be provided within the curtilage of each house (100% provision).
 - The proposed landscape design will provide an attractive and welcoming environment for the new neighbourhood, with naturalistic public open spaces and focal features to enhance key routes through the site, including informal play areas and seating. Native and wildlife-friendly planting is proposed for biodiversity and wildlife value, offering habitat, foraging, and pollinating opportunities, and Sustainable Urban Drainage features included rain gardens and swales are also included across the site. There is a 273% Biodiversity Net Gain achieved on site.
- 1.15 The proposals are presented in further detail in the Design & Access Statement, prepared by AEW Architects, submitted in support of the application.

The EIA

- 1.16 The Environmental Impact Assessment (“EIA”) process is a procedure used to determine the potential environmental effects of a proposed development. The Environmental Statement (“ES”) is the document containing the findings of the EIA.
- 1.17 Full results of the EIA process are presented within Volumes 1 and 2 of the ES.
- 1.18 Volume 1 of the ES has been prepared by Euan Kellie Property Solutions and includes:
- Introduction
 - The Application Site and Surroundings
 - The Proposed Development
 - Consideration of Alternatives and Design Evolution
 - EIA Methodology and Significance Criteria
 - Construction Methodology
 - Air Quality
 - Climate Change
 - Heritage and Townscape Visual Impact
 - Human Health
 - Transport
 - Wind
 - Socioeconomics
 - Summary of Residual Impacts
- 1.19 Volume 2 contains the Technical Appendices to support the ES.
- 1.20 This document forms the Non-Technical Summary of the technical reports

The Project Team

- 1.21 This ES has been compiled by Kelly Paddick, a Chartered Town Planner (MRTPI) and a Practitioner Member of the Institute of Environmental Management & Assessment (PIEMA) and reviewed by Ellie Philcox, also a Chartered Town Planner (MRTPI) and a Practitioner Member of the Institute of Environmental Management & Assessment (PIEMA).
- 1.22 The technical assessors which have contributed to this ES, and details of their relevant qualifications, are set out in **Table 1.1** below:

Topic	Company	Assessor
Air Quality	Redmore Environmental	Emily Macey BSc (Hons) MSc MIAQM MIEEnvSc
Climate Change	Hilson Moran	Sian Grimsley, BSc (Hons) MsC AIES and Andy Hart CEng
Heritage and Townscape & Visual Impact	Heritage Architecture	Anna Manley, BA (Hons), MA and Kirsten McKnight, BA (Hons), MA, ,MSc, IHBC
Human Health	King Street Planning	Jamie Lynch MRTPI, MRICS, MIEMA
Socio-Economics	Brookdale Consulting	Donald Webb BSc (Hons) MBA
Transport	Curtins	Matthew Thorley CMILT
Wind	ArcAero	Robin Stansfield BEng (Hons)

^ Table 1.1 Details of Technical Assessors

- 1.23 A schedule of application documents which are submitted in support of the planning application is provided at **Appendix 1**.

Planning Context

- 1.24 Throughout the design process and the EIA process, full regard has been had to National Planning Policy (the National Planning Policy Framework) and guidance set out in relevant local planning policy documents. The application proposals have also been prepared in consultation with Manchester City Council and a range of other technical advisors and stakeholders.
- 1.25 A full review of the proposals against planning policy is included in the Planning Policy Compliance Statement, which accompanies the planning application and this is summarised within the ES. The review concludes that the proposals are in accordance with adopted and emerging planning policy.

Consideration of Alternatives and Design Evolution

- 1.26 The EIA Regulations requires applications to provide an outline of the main alternative approaches to the Proposed Development that have been considered and the reasons for the eventual choice. These are broken down into the following categories and justification is provided for the rejection of each alternative:

- **The ‘do nothing’ scenario:** this is considered unacceptable as this would represent a significant missed opportunity to regenerate the Site and make a positive contribution to the strategic regeneration of MCC – in particular, the provision of new ‘deliverable’ homes.
- **Alternative Sites:** The Proposed Development is directly associated in addressing the under-utilisation and strategic location of the Site. The Site is in a highly accessible location within the Regional Centre, is a brownfield site, and the redevelopment of the Site has already been deemed acceptable by way of the granting of Planning Permission Ref. 106592/OO/2014/N1 for in 2015.
- **Alternative Uses:** The scheme is a residential-led development which includes 498 residential dwellings. This land use is in line with MCC’s Core Strategy Policy H4 ‘East Manchester’ which states that the East Manchester area (within which the Site is located) will accommodate around 30% of new residential development over the lifetime of the Plan.

Alternative uses were discounted as the proposed residential-led scheme is the most appropriate in the context of location whilst also responding to identified regeneration priorities and housing need.

- **Alternative Designs:** A number of alternative design layouts / concepts have been identified and systematically assessed and dismissed against a range of criteria / objectives. This has included revisions made in response to pre-application consultation feedback received from MCC.

Construction Methodology

- 1.27 The approach to construction is wide-ranging at this early stage and may be subject to adjustment at the detailed design stage of the project, construction planning or during site development. Reasonable assumptions have been made at this time which allows for the assessment of the realistic worst case construction phase effects.

Anticipated Timescales

- 1.28 The indicative construction programme for the Proposed Development is expected to last 20 months, with the project commencing in Q3 2025.

Controls to Protect the Environment

- 1.29 A Project Environmental Plan will be developed and submitted prior to the works commencing, within which details of the following will be included:
- Contractual environmental requirements, including those stipulated in the following documents:
 - Employers Requirements
 - Planning Conditions
 - Site Investigation Reports
 - Geo-Environmental Reports
 - Ecology Reports
 - Project environmental aspects, including:

- The monitoring and control of noise and dust
- Contaminated ground
- Local residents
- Local businesses
- Project environmental impacts, including:
 - Pollution to the ground
 - Nuisance to the local community
 - Excessive waste being produced and/or sent to landfill.

Environmental control / mitigation measures

Pollution

- Implement the best practice promoted in the Environmental Agency Pollution Prevention Guidelines (PPG's)
- Identify and implement working methodologies that will ensure that existing contamination in the ground does not find its way into the public drainage systems
- Establish procedures for dealing with pollution incidents in an Emergency Preparedness Plan

Waste

- Identify and implement measures to eliminate, reduce, reuse and recycle waste, through e.g.
 - Designing out waste workshops.
 - Maximising off-site fabrication.
 - Utilising waste management companies that have the ability to divert 95%+ of construction waste from landfill.
 - Develop and implement a waste management strategy that will address logistical issues on site, whilst encouraging contractors to minimise their waste production.

Carbon emissions

- Identify and implement measures to minimise the consumption of electricity and fuel during construction activities, through e.g.
 - Minimising delivery distances.
 - Arranging for materials to be delivered in bulk, and not part loads, to reduce trips.
 - Turning off plant and equipment when not in use.
 - Installing power correction units, timers, PIR's, etc where practicable.

Ecology

- Whilst there is likely to be minimal ecology on site, it is recognised that existing habitats and wildlife species from the surrounding areas, will still need to be considered.

Nuisance

- Identify and implement opportunities to minimise nuisance associated with:
 - Noise
 - Dust
 - Vibration
 - Traffic
 - Contractor parking

Communications

- Establish a dedicated point of contact on site, who will be responsible for dealing with construction related complaints if / when they arise.
- Identifying the key stakeholders in the local community and keeping them informed of the on-going and future works on site, such that good working relationships are established.
- Register the project with the Considerate Constructors Scheme and abide by their objectives.

- 1.30 It will be a requirement in the contract conditions that all contractors work in accordance with such strategies in the Project Environmental Plan, and this will be enforced throughout the duration of the project.

Environmental Impacts

EIA Scoping

- 1.31 The process of identifying likely significant effects on the environment which should be addressed by the EIA is termed 'scoping' and the results are presented as a Scoping Report.
- 1.32 A request for an EIA Scoping Opinion was submitted to Manchester City Council as the LPA on DATE, and accordingly a Scoping Report was also prepared.
- 1.33 The Scoping Report concluded that the Proposed Development is not considered to be of more than local significance, is not located in an environmentally sensitive area and is considered to be comparable to neighbouring developments.
- 1.34 As part of the Scoping Report, a suite of technical consultants assessed the proposed scheme development with regards to the characteristics of the Proposed Development; the location of the Proposed Development; and, the types and characteristics of the potential impacts of the Proposed Development.
- 1.35 The appointed technical consultants have concluded that there are no likely significant environmental effects arising from the scheme that would warrant inclusion within an Environmental Statement in respect of the following disciplines:

- Archaeology;
 - Daylight, Sunlight and Overshadowing;
 - Ecology / Biodiversity;
 - Flood Risk and Drainage;
 - Ground Conditions;
 - Noise; and
 - Socio-Economics.
- 1.36 However, with regards to Air Quality; Climate Change; Heritage and Townscape & Visual Impact; Human Health; Transport; and Wind it was concluded that there may be significant impacts arising from the Proposed Development.
- 1.37 Consequently, it was concluded that an EIA would be required in this instance, with the scope of the ES limited to Air Quality; Climate Change; Heritage and Townscape & Visual Impact; Human Health; Transport; and Wind it was concluded that there may be significant impacts arising from the Proposed Development only.
- 1.38 As such these topics have been assessed within the submitted ES and are summarised below.

Air Quality

- 1.39 The Proposed Development has the potential to cause air quality effects as a result of dust and road traffic exhaust emissions. As such, an assessment was undertaken in order to determine baseline conditions and assess the significance of predicted effects.
- 1.40 The Site is partly located within the Greater Manchester Combined Authority Air Quality Management Area which has been declared due to high pollutant levels. However, local monitoring results indicate that levels are below the relevant criteria in the vicinity of the Site. Background pollutant concentrations are also below the relevant criteria.
- 1.41 Potential construction phase air quality effects from fugitive dust emissions were assessed as a result of earthworks, construction and trackout.
- 1.42 There is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the construction phase. These were assessed using best practice guidance. This indicated that effects were not predicted to be significant.
- 1.43 During the operational phase of the Proposed Development there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were not predicted to be significant at any sensitive receptor location.
- 1.44 The potential for exposure of future residents to poor air quality was also assessed using dispersion modelling. This indicated that pollutant concentrations were below the relevant criteria at all proposed building facades. As such, mitigation measures to control potential future exposure to poor air quality were not considered necessary.
- 1.45 A Construction Environmental Management Plan will be produced in support of the Proposed Development. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable.

- 1.46 Based on the results of the assessment, residual air quality effects associated with the Proposed Development are not considered to be significant.

Climate Change

- 1.47 The Proposed Development will lead to the direct and indirect release of greenhouse gases (GHG), during the construction, operation and decommissioning of the Proposed Development. GHGs are gases which have the potential to increase atmospheric temperatures, and which contribute to climate change. This assessment estimates the GHG associated with the Proposed Development, taking a lifecycle approach, and presents the mitigation measures and specific design measures provided by the scheme to minimise its GHG footprint. This is the effect of the Proposed Development on climate change.
- 1.48 The findings of the assessment of the Proposed Development's carbon footprint throughout the construction, operation and decommissioning stages include:
- Negligible (not significant) impacts on local (MCC) and UK carbon budgets throughout the operational stage;
 - Negligible (not significant) impacts on local (MCC) and UK carbon budgets throughout the construction stage; and.
 - Negligible (not significant) impacts on local (MCC) and UK carbon budgets throughout the decommissioning stage.

Heritage and Townscape Visual Impact

- 1.49 The Built Heritage, Townscape and Visual Impact Assessment ES Chapter addresses the potential impact of the Proposed Development (in particular the identification of Likely Significant Effects) on heritage, townscape, and visual receptors (i.e. heritage assets, townscape character, and views/receptors of views). The ES Chapter is supported by a Heritage, Townscape and Visual Impact Assessment ('HTVIA', **Appendix 9.1**).
- 1.50 The Chapter assesses the effect of the Proposed Development on designated and non-designated built heritage assets (i.e. above ground) and townscape character areas ('TCAs') within a 500m study area of the Site, in addition to local and wider views of the Site. A 500m study area was deemed to be an appropriate radius of analysis, proportionate to both the nature of the Proposed Development and the sensitivity of the surrounding townscape.
- 1.51 The baseline appraisal has been informed using a combination of a desk-based review of plans, maps, records and other documents and Site surveys in April and November 2024. Viewpoints intended to provide an understanding of the Site and Proposed Development within its local and wider townscape context were agreed with the Local Planning Authority.

Heritage Baseline

- 1.52 The Site is located to the north of Phillips Park, which includes Philips Park Cemetery (located immediately to the south of the Site) and which comprises two Grade II Registered Park and Garden ('RPG') designations covering both the cemetery and the park. A number of buildings and structures within the cemetery are also Grade II listed, including the cemetery chapel and the entrance lodge; cemetery office; and gates and railings at the main entrance on Briscoe Lane. There are no listed buildings or structures within the Site, and it is not located within a Conservation Area.
- 1.53 The review of the National Heritage List for England ('NHLE') highlighted a total of six designated heritage assets within a 500m radius of the Site boundary. These heritage assets (which form the heritage baseline) are as follows:
- Philips Park Cemetery (Grade II RPG);

- Philips Park (Grade II RPG);
- Cemetery Chapel at Philips Park Cemetery (Grade II);
- Cemetery Office at Philips Park Cemetery (Grade II);
- Gates and Railings to Main Entrance of Philips Park Cemetery (Grade II); and
- Entrance Lodge to Main Entrance of Philips Park Cemetery (Grade II).

Townscape Baseline

- 1.54 The baseline appraisal identified three broad character areas including the Site and within 500m of its boundary. These Townscape Character Areas (hereafter referred to as 'TCAs') are defined as follows:

- TCA 1: Industrial
- TCA 2: Designed Green Spaces
- TCA 3: Residential (Sub Areas A and B)

Visual Baseline

- 1.55 In order to inform the assessment of the Proposed Development on heritage, townscape, and visual receptors, a series of viewpoints have been identified in the local area which intend to illustrate how the Proposed Development will appear in its local context. A total of nine views (Views 1-9) have been identified for this purpose. The location of the viewpoints presents a geographical spread around across the area surrounding the Site and takes into consideration townscape sensitivities, particularly the presence of heritage assets such as listed buildings and RPGs.

Summary of Residual Impacts on Heritage, Townscape and Visual Receptors

Construction Phase

- 1.56 Construction works have the potential to trigger various factors which in turn may affect nearby receptors through temporary impacts such as dust, noise, vibration, increased traffic levels and the visual intrusion of cranes, hoardings and other construction equipment.
- 1.57 The summary of potential effects on heritage receptors in the Construction phase is as follows:
- 1 instance of **Moderate Adverse**
 - 2 instances of **Minor-Moderate Adverse**
 - 3 instances of **Minor Adverse**
- 1.58 The summary of potential effects on townscape receptors in the Construction phase is as follows:
- 1 instance of **Minor-Moderate Adverse**
 - 2 instances of **Minor Adverse**
 - 1 instance of **Negligible Adverse**

1.59 The summary of potential effects on visual receptors in the Construction phase is as follows:

- 2 instances of **Minor-Moderate Adverse**
- 1 instance of **Minor Adverse**
- 1 instance of **Negligible-Minor Adverse**
- 1 instance of **Negligible Adverse**
- 5 instances of **None**

1.60 A **Likely Significant Effect** is identified with regard to Philips Park Cemetery RPG during the Construction phase, notwithstanding the implementation of an appropriate CEMP due to the adverse effects associated with the activities associated with this phase of the Proposed Development. It is emphasised that this effect is temporary and of short-medium term duration.

Operational Phase

1.61 The summary of potential effects on heritage receptors in the Operational phase is as follows:

- 1 instance of **Minor-Moderate Beneficial**
- 2 instances of **Minor Beneficial**
- 3 instances of **Negligible-Minor Beneficial**

1.62 The summary of potential effects on townscape receptors in the Operational phase is as follows:

- 1 instance of **Moderate-Major Beneficial**
- 1 instance of **Minor-Moderate Beneficial**
- 2 instances of **Negligible Beneficial**

1.63 The summary of potential effects on visual receptors in the Operational phase is as follows:

- 1 instance of **Minor-Moderate Beneficial**
- 5 instances of **Neutral**
- 5 instances of **None**
- 1 instance of **Minor Adverse**

1.64 A single **Likely Significant Effect** is identified on TCA 1 in the operational phase – **Moderate Major Beneficial**. This reflects the positive regenerative impact the Proposed Development will have on the character, appearance and function of the Site and the wider receptor.

Human Health

1.65 A Human Health ES Chapter has been prepared to establish the likely health related effects of the Proposed Development both on and off-site during the construction and operational phases. The assessment also describes the methods used to assess the effects; the baseline conditions currently existing at the Site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant adverse effects; cumulative effects and the likely residual effects.

1.66 Human Health in an ES Chapter will broadly follow the expected methodology for a Health Impact Assessment (“HIA”). HIA is a systematic approach to identify the differential health and wellbeing impacts, both positive and negative, of projects and plans. The assessment of health is particularly concerned with the distribution of certain effects within a population, as different groups are likely to be affected in different ways. It therefore looks at how health and social determinants might be affected by a Proposed Development.

1.67 The aim of HIAs is to support and add value to the decision-making process by providing a systematic analysis of the potential impacts, as well as recommending opportunities, where appropriate, to mitigate negative impacts and reduce health inequalities.

1.68 The receptor groups identified include:

- Construction workers.
- Existing off-site residents.
- Existing off-site non-residential uses.
- Future on site residents and site users.

Baseline

- 1.69 A comprehensive baseline assessment has been undertaken as part of the ES. This has identified the following headline matters:
- There are no residential receptors on site. The nearest existing residential properties are located c. 80m northeast of the site.
 - In 2011, the resident population in Manchester was 502,900. This has increased to 549,900 in 2021, representing a 47,000 (9.3%) increase in residents over a ten year period. Comparatively, the North West increased from 7,056,000 to 7,422,300 (5.19%); and England from 53,107,200 to 56,536,400 (6.46%) over the same time period. This level of growth in Manchester is significantly above the region and national context.
 - The health of residents in Manchester is generally worse than the national average. The life expectancy for both males and females is below that of the North West and England.
 - Poverty is higher in Manchester. c. 39% of households are within 'relative low income' households which have incomes below 60% of the mean average in that year. This is used to look at how changes in income for the lowest income households compare to change in incomes near the average. c. 31% of households are within 'absolute low income' households which have incomes 60% below the average in 2010/11, adjusted for inflation. It is used to look at how changes in income for the lowest income households compare to the changes in the cost of living.
 - The Site is located in LSOA Manchester 011B. In 2019, the LSOA was ranked 224 out of 32,844 LSOAs in England, where 1 is the most deprived. This is amongst 10% of the most deprived neighbourhoods in the country.
 - Approximately 19,100 residents are considered economically active and unemployed in Manchester, representing 6.7% of the population. Again, this is above that of the North West (4.4%) and England (3.8%). Of those residents which are economically inactive, 21,400 want a job. Manchester's largest occupation for its residents is defined as professional occupations, amounting to 86,500 residents (32.7%). This is comparable to North West and England which sit at 25.1% and 26.8% respectively.
 - Greater Manchester has also developed a tool known as Greater Manchester Accessibility Levels ("GMAL"). This provides a detailed and accurate measure of the accessibility of a location to both the conventional public transport network (i.e. bus, metrolink, rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk accessibility time and service availability. The GMAL is attributed a score between 1 and 8, with 1 being the lowest level of accessibility and 8 the highest level. The western extent of the Site has a GMAL of 5, whilst the eastern extent has a GMAL of 4. Whilst this is not the highest level of accessibility, there are a range of sustainable transport options available within the local area. The below figure illustrates the various walking, cycling and public transport infrastructure available within the site's vicinity.
- 1.70 Potential environmental conditions which could impact existing and future residents have been considered, including noise, air quality, flood risk, wind, and levels of daylight and sunlight.
- 1.71 During the construction phase, the Proposed Development could result in a series of effects, following the implementation of mitigation.

- **Air Quality** – Potential effects associated with dust and increased airborne pollutants associated with demolition, earthworks, construction and trackout operations. Following the implementation of mitigation recommended by the Institute of Air Quality and Management, and secured via a Construction Environmental Management Plan (“CEMP”) the likely effects are anticipated to be negligible to minor adverse (not significant).
- **Climate change** – no significant effects have been identified during the construction phase.
- **Townscape and Visual** – No significant effects during the construction phase are anticipated to townscape and visual receptors. The effects will be mitigated by a CEMP but the level of effect is unchanged.
- **Traffic and Transport** – The development would increase the number of construction vehicles on the local highways network. This would include HGVs delivering goods and services, as well as the movement of workers. Construction vehicular movements would be managed by a Construction Traffic Management Plan (“CTMP”) and secured by condition. The residual effect is considered to be negligible (not significant).
- **Wind** – the wind conditions are expected to gradually transition as the development is built out. It is not anticipated there would be significant effects to construction workers or off-site receptors including pedestrians and cyclists in the immediate surrounding environment.

1.72 During the operational phase, there are a number of potential effects on human health receptors:

- **Air Quality** – The assessment has confirmed the Site is suitable for future residents. Other operational phase effects identified included a change in the distribution of pollutants as a result of the proposals. The assessment confirmed the effects to future and existing receptors is not significant (assumed to be negligible).
- **Climate change** – no significant effects have been identified during the operational phase.
- **Townscape and visual** – no significant adverse effects have been identified. There is, however, one significant beneficial effect to TCA1 which is moderate-major beneficial during the operational phase.
- **Traffic and Transport** – The transport assessment has demonstrated there would be no significant effects to the highways network associated with the increased in vehicle movements. The Site is in a sustainable location and future site users can access a wide range of services and facilities via sustainable modes of travel.
- **Wind** – The design of the scheme has evolved based on the prevailing wind conditions to minimise on-site and off-site adverse wind impacts. The wind assessment has confirmed that wind standards for safety and pedestrian comfort (thoroughfares; entrances; recreational spaces; and surrounding area) meet the relevant standards resulting in negligible effects.

1.73 In summary, there is one significant human health effects associated with the Proposed Development solely in relation to Townscape and Visual receptors. This is during the operational phase and a significant beneficial effect to the townscape.

1.74 A review of cumulative schemes has been undertaken as part of the assessment. This has not identified any changes to the residual effects identified that would result in new significant effects.

Transport

1.75 The assessment of the traffic and transport impacts arising from the Proposed Development has been undertaken in line with guidance prepared by the Institute of Environmental Management and Assessment (IEMA).

1.76 The study area, comprising six junctions surrounding the Site, has been agreed with MCC.

- 1.77 Curtins has assessed the traffic flows on each highway link within the study area for the baseline scenario (which does not include the minimal traffic associated with the few industrial estate units that remained in use at the time of the survey, or the full permitted employment use) and for the Proposed Development.
- 1.78 IEMA advises that further assessment are undertaken to determine the level of impact on any links where traffic increase by more than 30%, and all high sensitivity links where traffic increase by at least 10%.
- 1.79 The volume of construction traffic has not been determined in detail at this stage but based on previous experience it is not expected to represent a significant increase in traffic, and additional flows on any existing links would be below the lowest 10% increase in traffic above the baseline set out in the IEMA assessment threshold rules.
- 1.80 During the operational phase, the Proposed Development could result in general traffic along Riverpark Road increasing from the baseline by 52% at Junction 1 (with Briscoe Lane) and by 11% at Junction (with Ten Acres Lane). The increase would be less than 5% at all other links.
- 1.81 As such, the change in traffic flows from the baseline would be indiscernible (so negligible) for all links aside from Riverpark Road, with this being minor adverse. Therefore, there would be no significant effects in the operational phase.
- 1.82 Therefore, no mitigation measures are necessary. Notwithstanding this, a Construction Environmental Management Plan will be prepared and submitted to MCC in due course to mitigate any adverse construction-related impacts, while two signalised crossings across Riverpark Road will be provided, connecting the Site to Phillips Park.
- 1.83 Therefore, the residual impact of the would remain as not significant.

Wind

- 1.84 A study has been carried out by Architectural Aerodynamics Ltd. (ArcAero) to assess the wind microclimate for the proposed Riverpark Road development in Manchester, UK.
- 1.85 The study has employed computational fluid dynamics (CFD) to predict the strength of wind speeds that will occur following the introduction of the completed development.
- 1.86 This suitability of wind conditions is determined using the widely accepted industry standard Lawson criteria to determine the suitability of wind conditions on Site and the impact of the proposed development on the surrounding area
- 1.87 The assessment considers a series of configurations as follows:
- Scenario 1: Existing Site within Existing Surrounds (Baseline)
 - Scenario 2: Proposed Development within Existing Surrounds
 - Scenario 3: Proposed Development within Cumulative Surrounds.

Baseline Conditions

- 1.88 There are no exceedances of the pedestrian safety and comfort criteria within the existing Site (baseline).

Proposed Development

- 1.89 Following the introduction of the Proposed Development within the existing and cumulative surrounds, wind conditions within and around the Site meet the criteria for pedestrian safety and are suitable for intended uses in terms of comfort.
- 1.90 Given that no adverse effects were identified, no additional mitigation measures were considered necessary. Thus the residual effects are considered **negligible (not significant)**.

Socioeconomics

Scope of Assessment

- 1.1 Socio-economics considers the likely effects of the Proposed Development on the local economy, and population. The assessment evaluates the likely significant effects that the Proposed Development may have on the local community and businesses as well as the local and wider economy during construction and operation. The assessment focuses on the potential effects associated with construction spend plus the effects of new household spending once the development is in occupation.

Description of method

- 1.2 The first stage of the assessment is to establish the baseline conditions through interrogation of published data or other sources for Manchester. This includes a review of local and national policies and strategies related to economic development and regeneration, which is used to identify priorities at the local and national level. It also establishes the existing demographic, economic and social conditions through reference to published data sources. The second stage is to assess the socioeconomic effects during both the construction and operational phases of the proposed development. During the construction phase there will be generation of construction-related employment at a local and regional level. During operation there will be new population settling into the area with a mix of household types, ages and sizes. This will create demand on social and community infrastructure as well as health and educational facilities. Household spending will create demand in local shops. Additional Council Tax will be generated for the local authority. All of the above are assessed.

Description of baseline conditions.

- 1.3 The local area accounts for 3.5% of Manchester's population of 569,000. 64.3% are of working age. The population is expected to grow in the long term, especially older people. Economic activity is higher than Manchester at 59%, though the level of qualifications is lower and unemployment is slightly higher. Manufacturing is the largest sector locally at 19%, well above Manchester's 3%. There is a need for ongoing housebuilding to meet targets. There are 2 private nurseries nearby plus a wide range of childcare provision throughout the city. There are 28 schools located within 1.5 miles of the development: 25 primary, 2 secondary schools and one 6th form college; with a combined 4% unfilled places. There are 9 GP surgeries nearby with 8 accepting new patients. There are at least 6 dental surgeries nearby with all accepting new NHS patients. NHS Manchester has 55 dentists per 100,000 population compacted with 42 for the whole of England. The site is currently unused and vacant after demolition.

Environmental effects

- 1.4 Construction of 500 new dwellings will support **482 direct and indirect jobs during the 3-year build period with GVA of £33.8m per year**. This is assessed as a **Minor Beneficial** short-term impact on the wider area, which is **Not Significant**.
- 1.5 The additional housing is expected to accommodate 1,181 new residents, 760 of working age. **It is anticipated some of these new residents will support new business creation in the area.** This is assessed as a **Moderate Beneficial** long-term impact on the immediate area, which is **Not Significant**.

- 1.6 These **new households are estimated to spend £8.9m per year locally, enough to support 54 local jobs and GVA of £2.1m per year**. This is assessed as a **Minor Beneficial** long-term impact on the immediate area, which is **Not Significant**.
- 1.7 Households will **generate £1.1m in Council tax revenue** for the local authority per year. As a result of this and other taxes, the additional households are estimated to **support around 105 public sector jobs** locally. This is assessed as a **Minor Beneficial** long-term impact on the wider area, which is **Not Significant**.

Mitigation proposed

- 1.8 With implementation of best practice during construction, it is assumed that the impact would move from **Minor Adverse** in the short-term to a short-term **Negligible** residual impact in the inner study area, which is **Not Significant**.
- 1.9 As the impacts of the completed development are assessed as either **Minor or Moderate Beneficial** no additional mitigation measures are required so the residual impacts remain as **Not Significant**.
- 1.10 The cumulative development pipeline, including all approved projects to date and this proposed development, are assumed to be complementary to the city's growth strategy, meeting the established demand forecast for residential and commercial space. As such, the pipeline is unlikely to generate any cumulative negative effects beyond those already stated for this proposed development. As such, no further mitigation measures are required.

Residual Environmental Effects

- 1.11 The overall impact of the operational scheme is assessed as being 'not significant'.