



Evan Kellie
PROPERTY SOLUTIONS

**Riverpark Road Trading Estate,
Manchester**

EIA Scoping Report

December 2024



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Draft	
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1. Introduction

- 1.1 This Environmental Impact Assessment ('EIA') Scoping Report has been prepared by Euan Kellie Property Solutions ('Euan Kellie') on behalf of our client, Kellen Homes and Great Places Housing Group ('the Applicant'), in respect of proposals to develop land at Riverpark Road Trading Estate in Newton Heath, Manchester ('the Site'). A Location Plan is included in **Appendix 1**.
- 1.2 The forthcoming planning application to which the Scoping Report relates will seek full permission for the development of up to a maximum of 775 dwellings (Class C3), in addition to amenity facilities, and other associated works. Further details in respect of the Site and the proposals are set out in within Chapters 2 & 3 respectively.
- 1.3 When describing or referring to the proposals within this report, the term 'Proposed Development' will be used, and is deemed to include all stages of construction and the operation of the development.
- 1.4 The purpose of this Scoping Report is to assist the Local Planning Authority ('LPA') with the adoption of a Scoping Opinion under Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations').
- 1.5 The EIA process seeks to protect the environment by ensuring that an LPA, when deciding whether to grant planning permission for a development which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process.
- 1.6 The Regulations set out a procedure for identifying those projects which should be subject to an EIA, and for assessing, consulting and coming to a decision on those projects which are likely to have significant environmental effects.
- 1.7 The purpose of EIA is to identify both the nature of a proposed development and the environment within which it will take place in order to identify the likely significant environmental effects. This is undertaken by comparing the existing situation at the start of the work (baseline) with the situation once the development is in place, including any associated construction period and effects.
- 1.8 The EIA Regulations 2017 require that any proposed development falling within the description of a 'Schedule 2 development' (as defined by the EIA Regulations), will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location (Regulation 2(b)).
- 1.9 Regulation 6 of the 2017 EIA Regulations makes provision for a developer to request a 'Screening Opinion' from the LPA to ascertain whether an EIA is required if a development is classed as a Schedule 2 development. This decision is based on the likelihood of significant environmental effects arising in relation to the development proposals.
- 1.10 The Proposed Development at Riverpark Trading Estate falls under the category of 'Infrastructure Projects – Urban Development Projects' (Schedule 2, 10. (b)) as described in the Regulations. The Proposed Development exceeds the threshold of 150 dwellings for this type of development as set out in Schedule 2 10 (b) of the EIA Regulations as it comprises a residential-led development comprising up to a maximum of 775 dwellings no. new dwellings.
- 1.11 In this instance, it is therefore considered that the Proposed Development constitutes 'EIA Development' as defined in Regulation 2(1) of the Regulations because it exceeds the threshold identified in Schedule 2 10 (b) and is likely to have significant effects on the environment. Accordingly, a request for a formal EIA Screening Opinion has not been submitted and an EIA will be undertaken voluntarily.

Purpose of the Scoping Report

- 1.12 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.
- 1.13 The requirements for obtaining a scoping opinion from the LPA are set out within Regulation 15 of the EIA Regulations. This states that a person who is minded to make an EIA application may ask the relevant LPA to state in writing their opinion as to the information to be provided and subsequently reported in an Environmental Statement (‘ES’) (through the submission of a ‘Scoping Report’).
- 1.14 The scoping process is an integral part of undertaking an EIA and its purpose is to provide relevant background information about the Site, the Proposed Development, key environmental issues and the approach for the assessment of potential effects.
- 1.15 This Scoping Report describes the Proposed Development and identifies issues that will be assessed by the EIA and reported within the ES that will accompany the planning application. The objectives of the scoping process are to:
- Provide details of the Proposed Development, including its physical characteristics and land use requirements;
 - Identify the environmental topics that the EIA will consider;
 - Define the extent to which environmental topics will be investigated and identify those which do not require detailed consideration within an Environmental Statement;
 - Allow consultation with the LPA, and statutory and non-statutory consultees; and
 - Provide a mechanism for agreeing the content and methodology of the EIA with stakeholders at an early stage in the process.
- 1.16 This Scoping Report sets out the framework within which the ES will be produced and the topic areas and information that will be contained within the document. It is issued to Manchester City Council (‘MCC’) as the LPA, to request their formal Scoping Opinion following consultation with statutory consultees and other organisations. Relevant bodies are asked to comment on the proposed scope of the EIA or provide details of other issues which may be considered to be of significance.
- 1.17 In line with the EIA Regulations, the LPA is required to respond to a formal request for a Scoping Opinion within five weeks of registering receipt (unless otherwise agreed in writing).
- 1.18 As required by Regulation 15, paragraph 2, the remainder of this report provides a brief description of the nature and purpose of the development and of its possible effects on the environment.

The EIA Team

- 1.19 The technical assessors that have contributed to the Scoping Report and (depending on the outcome of the Council’s Scoping Opinion) who may or may not contribute to the Environmental Statement are listed in **Table 1.1** on the following page. Their inputs will be co-ordinated and led by Euan Kellie on behalf of the Applicant.

Topic	Company	Assessor
Air Quality	Redmore Environmental	Emily Macey BSc (Hons) MSc MIAQM MIEEnvSc
Archaeology	Fenix Heritage	Anthony Martin BA MA and Aisling Nash HNC BA MA MCIfA.
Climate Change	Hilson Moran	Sian Grimsley BSc (Hons) MSc AIES and Andy Hart CEng
Daylight, Sunlight and Overshadowing	GIA	Michael Beatty BSc (Hons) MRICS
Ecology / Biodiversity	Enzygo	Chris Schofield MSc, BSc (Hons) ACIEEM
Flood Risk and Drainage	Townsend Water Engineering	Charles Townsend BSc (Hons) CIWEM CSci
Ground Conditions	e3p	Martin Dyer BSc (Hons), FGS, FIEEnvSci, PIEMA, CEnv.
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
Noise	e3p	Lee Faulkner BSc (Hons) MIEEnvSci MIOA
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

- 1.20 Sustainability is an integral part of the design process and will also be considered throughout the EIA. Further standalone reports explaining the approach to sustainability policy objectives will accompany the application for Planning Permission. A schedule of the application documents which will be submitted in support of the application is provided at **Appendix 2**.

Contact Details

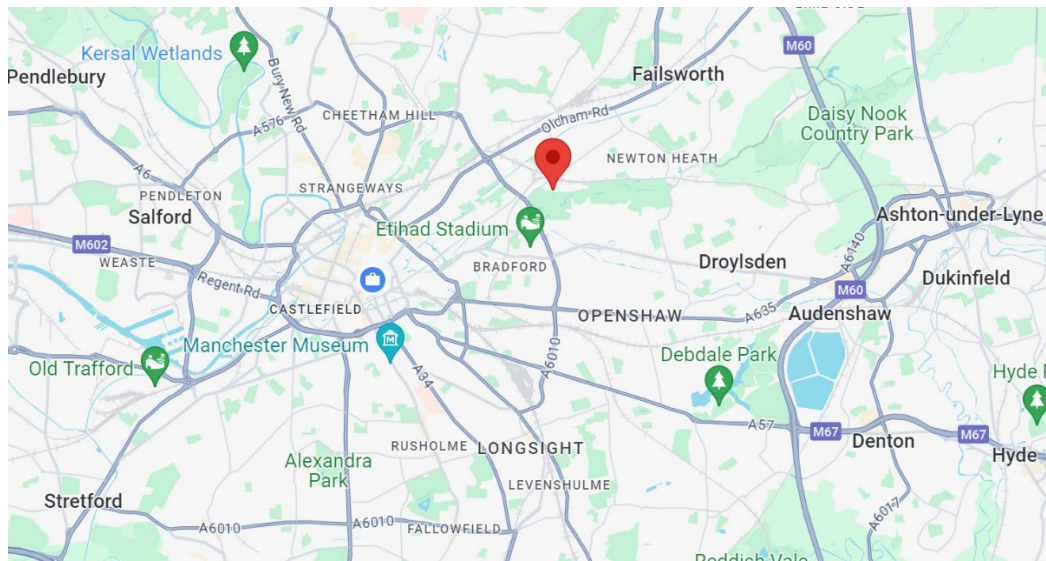
- 1.21 For further information in respect of this Scoping Report please contact:

Kelly Paddick
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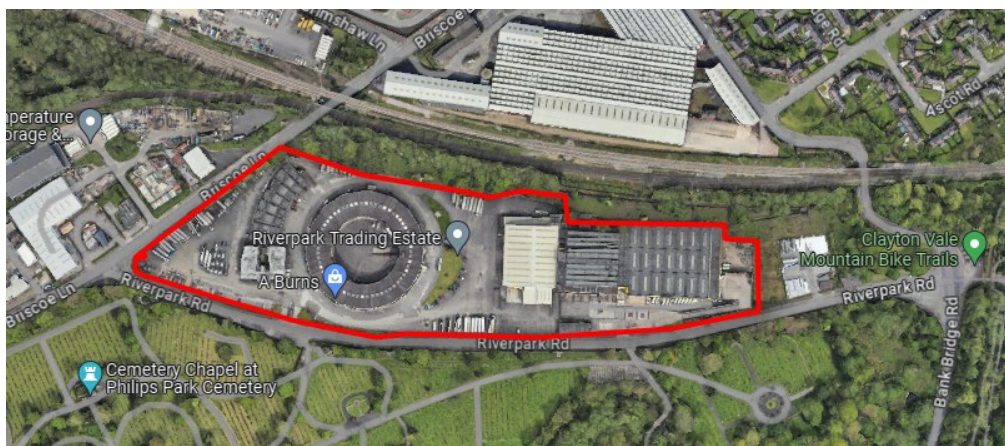
Tel: 07904 225814 / e-mail: kelly@euankellie.co.uk

2. The Application Site and Surroundings

- 2.1 The Site falls within the administrative boundary of MCC and is located within the Miles Platting & Newton Heath Ward. It is bound by Riverpark Road to the south, and the Manchester Victoria to Huddersfield railway line bounds the site to the north. Briscoe Lane lies to the west which is characterised by a variety of commercial uses.
- 2.2 The Site is 7.4 hectares (18.3 acres) in size and is located within the administrative boundary of Manchester City Council (“MCC”). It is bounded by Riverpark Road to the south, and the Manchester to Huddersfield railway line to the north. Ten Acres Lane forms the eastern boundary of the Site, with Briscoe Lane forming the western boundary.
- 2.3 The Site is located within the Newton Heath area of East Manchester. **Figure 2.1** shows the Site context whilst **Figure 2.2** shows the indicative site boundary.



^ Figure 2.1



^ Figure 2.2

- 2.4 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 has now been issued by MCC and demolition works have now commenced on site. The basis of assessment for the proposed EIA is therefore a cleared site.

- 2.5 The area surrounding the Site is characterised by a mix of residential and commercial development.
- 2.6 Riverpark Road forms a buffer between the Site and Phillips Park, which includes Philips Park Cemetery (located immediately to the south of the Site) and is a Grade II registered park and garden. 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.
- 2.7 Philips Park, which lies further to the south beyond the River Medlock, is also designated as a Grade II registered park and garden.

Planning Policy Designations

- 2.8 The purpose of this section is to introduce the key planning policy designations.

Adopted Planning Policy

- 2.9 The Site is located within the jurisdiction of MCC and is within East Manchester. The Planning Policy documents relevant to the development of the Site are listed below.
- 2.10 A summary of the relevant policies within these documents is within **Appendix 2**.

The Development Plan

- The Manchester Core Strategy (Adopted 2012)
- Saved Policies of the Manchester Unitary Development Plan (UDP Adopted 1995, relevant Policies 'Saved in 2012)
- Places for Everyone (Adopted 2024)

Supplementary Planning Documents and Planning Guidance

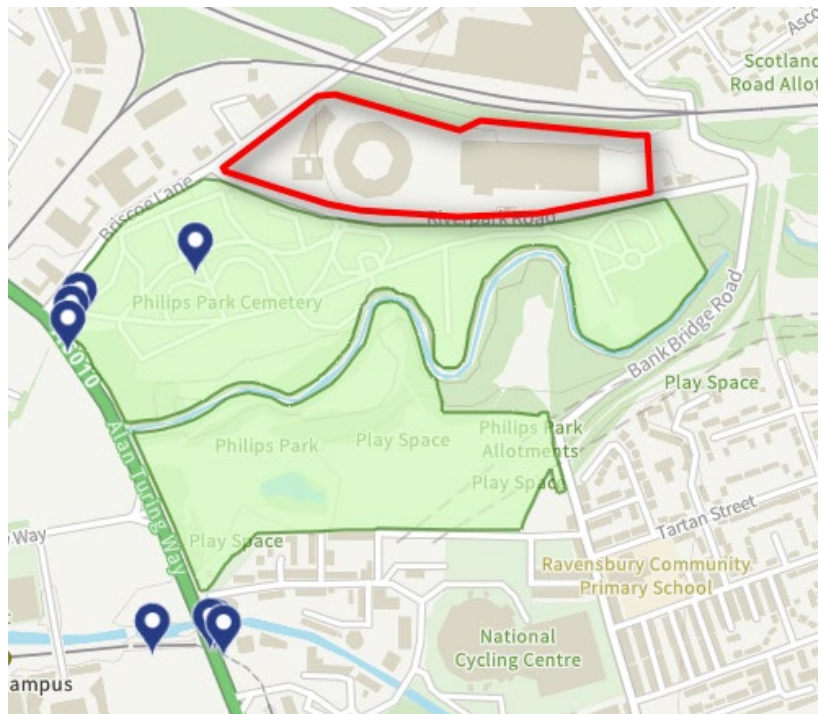
- Guide to Development in Manchester SPD (Adopted 2007)
- Design for Access 2 (Adopted 2003)
- Manchester Residential Design Guidance (Published in 2016 and a 'Material Consideration' in planning decisions)

Other Relevant Planning and Regeneration Documents

- Eastlands Regeneration Framework (Updated 2019 and a 'Material Consideration' in planning decisions)

Heritage

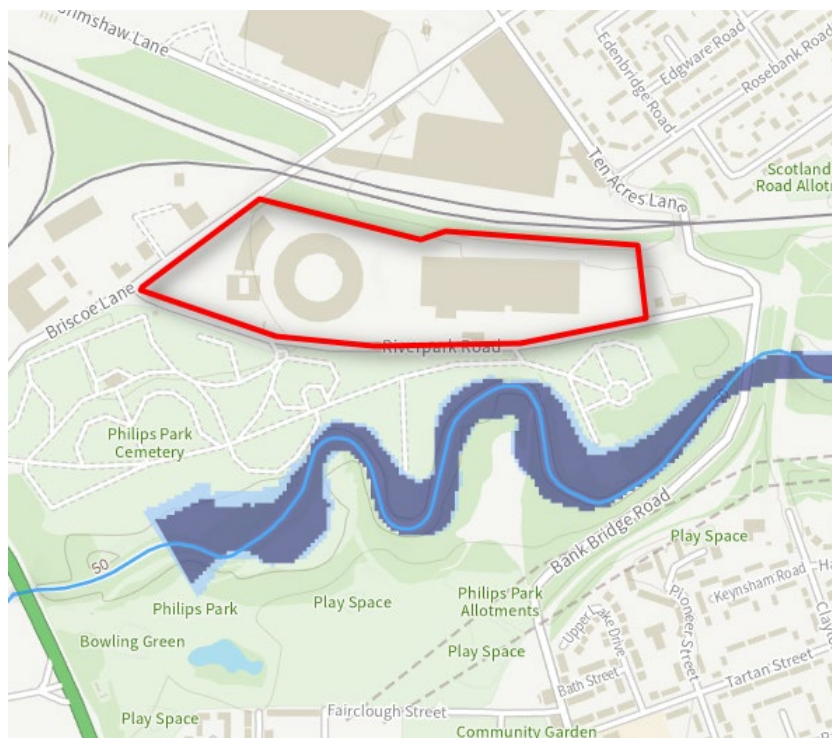
- 2.11 As set out above, whilst there are no listed buildings or structures located on the Site, it is located immediately north of the Grade II Registered Park and Garden ('RPG'), Philip's Park Cemetery. The park is a designated heritage asset and accommodates a number of others including:- Cemetery Chapel at Philips Park; Cemetery office at Philips Park; Entrance Lodge to main entrance of Philips Park; Gates and railings to main entrance of Philips Park. All of these are Grade II listed and their location is shown in **Figure 2.3**. The Site is not located in a Conservation Area.



^ Figure 2.3 – nearby heritage designations (Site boundary marked with red line)

Flood Risk

- 2.12 Having consulted the “GOV.UK” website the Site (outlined in red) does not appear to be at risk from flooding as it is within Flood Zone 1 (see **Figure 2.4** below).



^ Figure 2.4: Flood Map

Planning History

- 2.13 The Site has the following recent planning history relevant to the proposals:
- “Outline application for a maximum of 340 residential dwellings with associated open space, highways, landscaping with all matters reserved with the exception of access which is proposed to be taken off Riverpark Road” (Ref. 106592/OO/2014/N1) – approved 25 November 2015. The has not been implemented and lapsed in November 2018.
 - “Variation of Condition 4 (height parameters) of 106592/OO/2014/N1 to change height of block one to between part 4 and part 5 storeys.” (Ref. 110486/JO/2015/N1) – approved 3 November 2016.
- 2.14 The principle of demolition of the buildings on the Site has therefore already been considered and approved through the granting of Outline Planning Permission Ref. 106592/OO/2014/N1.
- 2.15 Following on from this, a separate Prior Approval has been obtained for the demolition of all buildings on the Site (Ref. 141383/DEM/2024) and demolition works have subsequently commenced.
- 2.16 **Chapter 3** of this Scoping Report will now set out details of the Proposed Development.

3. Proposed Development

3.1 The Proposed Development comprises a residential-led scheme that would create up to a maximum of 775 dwellings (Class C3) in the form of 594 apartments and 183 houses, in addition to amenity facilities, and other associated works.

3.2 The Proposed Development will include the following:

- Creation of a new community in a highly sustainable location in East Manchester which will deliver a significant number of new homes, comprised of family homes (2, 3 and 4 bedroom townhouses) and apartments.
- 28% of the new homes will be affordable homes (above MCC's 20% policy), including both homes for affordable rent and social rent, managed by Great Places Housing Association, and all homes to be designed to latest space and accessibility standards.
- Redevelopment of a currently vacant, run-down site which has come to the end of its productive economic life and make a significant improvement to setting of the Grade II listed Philips Park Cemetery.
- Extensive landscaped areas within the site, comprising well designed hard and soft landscaping and a children's play area and a commitment to delivery of at least 10% Biodiversity Net Gain on-site.
- The neighbourhood will benefit from the close-proximity to Philip's Park in addition to considered landscaping within the site forming new green areas and play spaces.
- Improvements to Riverpark Road to better manage vehicular movements around the site, as well as improvements to both cycle and pedestrian routes around the site.
- The scheme encourages a sustainable and healthy lifestyle through the provision of pedestrian and cycle priority routes and large amount of cycle storage and parking across the masterplan, benefitting from electric charging points.
- The proposed layout creates a safe environment through the provision of a legible and well-overlooked street network with residential front doors facing onto the street. This encourages walking and cycling, and therefore, social interaction between neighbours.
- The design of the new homes and streets is drawn from the existing local context to create a cohesive neighbourhood that fits well into the existing community.
- A strong commitment to delivery, with a proposed start on site by Spring 2025 with the first delivery of homes by December 2025.

3.3 **Chapter 4** will now provide details of the proposed scope of assessment of the EIA.

4. Proposed Scope of Assessment

- 4.1 The purpose of this Scoping Report is to assist the Council to determine which EIA topics are relevant to the Proposed Development and the scope of assessment required in order for the likely significant effects on the environment to be considered as part of the EIA process.
- 4.2 The information within the Environmental Statement (“ES”) will be provided in accordance with Schedule 4 of the EIA Regulations, and will include:
- A description of the Proposed Development.
 - A description of the reasonable alternatives.
 - A description of the relevant aspects of the existing environment (the ‘baseline’ position) likely to be significantly affected by the Proposed Development.
 - A description of the factors specified in regulation 4(2) likely to be significantly affected by the development.
 - A description of the likely significant effects of the development on the environment.
 - A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment.
 - A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment.
 - A non-technical summary.
 - A reference list detailing the sources used for the descriptions and assessments included in the Environmental Statement.
- 4.3 The introductory chapters of the ES will comprise the following:
- An introduction to the ES, setting out details of the EIA Regulations under which it has been prepared.
 - A description of the Site and surroundings.
 - A description of the Proposed Development.
 - Details of the alternatives which have been considered, and the design process which has been undertaken in order to confirm the Proposed Development.
 - Details of the proposed EIA Methodology to be adopted.
 - Details of the proposed construction methodology and anticipated programme.
 - Details of the EIA Project Team.
- 4.4 The geographical extent of the EIA will be determined on a topic-by-topic basis and will be determined by the baseline conditions including the location of sensitive receptors; the distance over which significant effects are likely to be experienced; and, whether any “pathways” exist by which impacts could be spread.

- 4.5 The EIA will assess the construction phase and the operational phase of the Proposed Development.
- 4.6 **Chapter 5** will now present the proposed structure of the ES.

5. Proposed Structure

- 5.1 The ES is anticipated to comprise two volumes: the first will set out the findings of the assessments for the EIA topic which will be considered, the second will include all of the supporting documents and appendices to the ES Chapters. A Non-Technical Summary (“NTS”) will be produced which will form a standalone report.
- 5.2 The ES Chapter setting out the findings of the EIA will follow the headings set out below to ensure that it is easy to navigate and understand:
- Introduction;
 - Policy Context;
 - Assessment Methodology and Significance Criteria;
 - Baseline Conditions;
 - Identification and Evaluation of Key Effects;
 - Mitigation Measures;
 - Cumulative Effects;
 - Residual Effects; and,
 - Summary.
- 5.3 Each of these sub-headings is explained in more detail below.

Introduction

- 5.4 This section will introduce the EIA topic which is the subject of the chapter, and the reason it is being considered.

Policy Context

- 5.5 This section will include a summary of relevant national and local policies, as well as any relevant legislation, that is relevant to the EIA topic which is the subject of the chapter.

Assessment Methodology and Significance Criteria

- 5.6 This section will explain the methods used to undertake the assessment with reference to published standards, guidelines and best practice. The significance criteria used in the assessment will also be set out, along with details of any difficulties encountered in undertaking the assessment, or obtaining required data or information.

Baseline Conditions

- 5.7 This should include a description of the environment as it is currently (i.e. in 2024) and as it is expected to change should the Proposed Development not proceed (i.e. a ‘do nothing’ scenario). Some baseline data can be obtained from existing data sources, but additional data may be needed.

- 5.8 The method used to obtain this information should be clearly identified. Baseline data should be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

- 5.9 The section should identify the likely significant environmental effects (positive, negative and neutral) resulting from the Proposed Development during the construction and operational phases.
- 5.10 Generic criteria for determining magnitude, sensitivity and significance are set out in **Tables 5.1-5.3**. However, for some subject areas, other references will need to be incorporated to reflect established thresholds of impact upon sensitive receptors.
- 5.11 Any significance criteria used should be explained under the Assessment Methodology and Significance Criteria section of the chapter, and should take account of the following factors:
- The value of the resource (international, national, regional and local level importance);
 - The magnitude of the impact;
 - The duration involved;
 - The reversibility of the effect; and,
 - The number and sensitivity of receptors.

Generic Significance Criteria

- 5.12 The generic Significance Criteria to be used is set out in **Table 5.1** below.

Magnitude of Impact	Criteria for Assessing Impact
Major	Total loss of major / substantial alteration to key elements / features of the baseline (pre-development) conditions such that the post-development character / composition / attributes will be fundamentally changed.
Moderate	Loss or alteration to one of more key elements / features of the baseline conditions such that post-development character / composition / attributes of the baseline will be materially changed.
Minor	A minor shift away from the baseline conditions. Change arising from the loss / alteration will be discernible / detectable but not material. The underlying character/ composition / attributes of the baseline condition will be similar to the pre-development circumstances / situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

^ Table 5.1

- 5.13 The sensitivity of a receptor is based on the relative importance of the receptor using the scale in **Table 5.2**.

Sensitivity	Examples of Receptor
High	The receptor / resource has little ability to absorb change without fundamentally altering its present character or is of international or national importance.
Moderate	The receptor / resource has moderate capacity to absorb change without fundamentally altering its present character or is of high importance.
Low	The receptor / resource is tolerant of change without detriment to its character, is of low or local importance.

^ Table 5.2

- 5.14 The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the impacts can be positive or negative. The Impact Significance Matrix is set out in **Table 5.3**.

Magnitude	Sensitivity		
	High	Moderate	Low
Major	Major Adverse / Beneficial	Major-Moderate Adverse / Beneficial	Moderate-Minor Adverse / Beneficial
Moderate	Major-Moderate Adverse / Beneficial	Moderate-Minor Adverse / Beneficial	Minor Adverse / Beneficial
Minor	Moderate-Minor Adverse / Beneficial	Minor Adverse / Beneficial	Minor - Negligible
Negligible	Negligible	Negligible	Negligible

^ Table 5.3

Mitigation Measures

- 5.15 Any adverse impact should be considered for mitigation and specific mitigation measures put forward, where practicable. Mitigation measures considered may include recommendations for modifications to the Proposed Development (if feasible), compensation and the provision of alternative solutions, as well as pollution control where appropriate. The assessment should identify where mitigation measures are required relative to the different phase of the Proposed Development (as necessary).
- 5.16 It should be clear as to the extent of the mitigation measures and how these will be effective. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data should be introduced to justify the acceptance of these assumptions.
- 5.17 Clear details of when and how the mitigation measures will be carried out should be given. When certainty of impact magnitude and / or effectiveness of mitigation over time exists, monitoring programmes should be proposed to enable subsequent adjustment of mitigation measures, as necessary.

5.18 The opportunity for enhancement measures should also be considered, where appropriate.

Cumulative Effects

5.19 The EIA should assess the effects of the Proposed Development cumulatively with other committed developments (i.e. those that are currently under construction or those that have not commenced but have a valid planning permission), where there are likely to be significant effects.

5.20 Two types of cumulative effects will be assessed:

- Type 1 Effects: The combination of individual effects (for example noise, dust and visual effects) from a development on a particular receptor; and,
- Type 2 Effects: Effects from several developments, which individually might be insignificant, but when considered together could create a significant cumulative effect.

5.21 Details of the consented developments of significance that would require consideration of cumulative effects within each of the technical EIA chapters are presented in **Chapter 6**.

5.22 Where the construction of committed developments is well advanced, these schemes will be treated as part of the baseline and not as committed developments.

5.23 We would welcome confirmation of details of any further committed or proposed developments which the LPA is aware of, which will need to be taken into consideration as part of this EIA.

Residual Effects

5.24 The residual effect, i.e. the remaining impacts from the Proposed Development assuming implementation of proposed mitigation, should be estimated. Residual effects should also be detailed in tabular format (see example **Table 5.4**).

5.25 The methods used to make these estimates should be clearly described, and proposed methods of treatment for any residual effects should be identified. Any effects should be quantified wherever possible.

	Description	Pre-Mitigation Significance	Post-Mitigation Significance
Proposed Development			

^ Table 5.4

Summary

5.26 Finally, there should be a summary of the assessment undertaken. It should contain at least a brief description of the assessment scope, findings and an account of the main mitigation measures that shall be undertaken as part of the Proposed Development to offset any adverse effects.

5.27 The summary should be written in non-technical language so as to be suitable for inclusion in the separate Non-Technical Summary document.

5.28 The proposed EIA Topics will now be presented in **Chapter 6**.

6. Proposed EIA Topics

- 6.1 This Chapter sets out the detail of the topics which are proposed to be covered by the EIA.
- 6.2 The scope of the ES is considered in this instance to be limited to Air Quality; Climate Change; Heritage and Townscape & Visual Impact; Human Health; Transport and Wind.

Air Quality

Introduction

- 6.3 An Air Quality Assessment of the Proposed Development will be undertaken, taking into account the potential of the Proposed Development to affect local air quality during the construction and operational phases. This will be carried out by Emily Macey as part of the ES. Emily Macey BSc (Hons) MSc MIAQM MEnvSc is a Senior Air Quality Consultant with over five years' experience in the air quality sector.

Reference Materials and Relevant Standards

National Planning Policy and Guidance

- 6.4 The revised National Planning Policy Framework¹ (NPPF) was published in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied.
- 6.5 The NPPF specifically recognises air quality as part of delivering sustainable development and states that:

"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications/ Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

¹ NPPF, Ministry of Housing, Communities and Local Government, 2023.

Regional Planning Policy

- 6.6 The 'Places for Everyone Joint Development Plan Document'² was adopted by the Greater Manchester Combined Authority (GMCA) on 21st March 2024. Review of the document indicated the following policy of relevance to the assessment:

"Policy JP-S5: Clean Air

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so

as to reduce reliance on forms of transport that generate air pollution; 2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;

3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;

4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;

5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;

6. Implementing the Clean Air Plan and associated measures;

7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;

8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;

9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality;

10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and

11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users."

² Places for Everyone Joint Development Plan Document, GMCA, 2024.

Local Planning Policy

- 6.7 The Manchester Local Development Framework consists of a series of planning documents of which the Core Strategy Development Plan Document (DPD)³ is central. This was adopted by Manchester City Council (MCC) on 11th July 2012.
- 6.8 Review of the Core Strategy DPD indicated the following policies of relevance to the assessment:

"Policy EN 16

Air Quality

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local effect of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the effects on air quality, alongside other plan objectives. This includes cumulative effects, particularly in Air Quality Management Areas."

"Policy DM 1

Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

[...]

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise."

- 6.9 MCC has also produced the 'Air Quality & Planning Technical Guidance' Supplementary Planning Document (SPD)⁴ which provides guidance on assessing the impact of proposed development on air quality.

Greater Manchester Clear Air Plan

- 6.10 The UK Government has instructed a number of Local Authorities to take rapid action to reduce harmful roadside levels of nitrogen dioxide (NO₂) within their areas of jurisdiction in the quickest possible timeframe. The GMCA and Transport for Greater Manchester (TfGM) have collaborated to develop a Clean Air Plan (CAP) to ensure Greater Manchester achieves compliance with the relevant AQOs for NO₂ by 2026 at the latest. The initial CAP proposal included implementation of a Class C charging Clean Air Zone. The GMCA has subsequently updated the CAP proposals⁵ to comprise an investment-led, non-charging approach. This is currently under review by the UK Government.

³ Core Strategy DPD, MCC, 2012.

⁴ Air Quality & Planning Technical Guidance, MCC, 2022.

⁵ Case for a New GM Clean Air Plan, GMCA and TfGM, 2022.

Guidance

- 6.11 Other guidance of relevance to the Air Quality Assessment is set out in:
- Department for Environment, Food and Rural Affairs (DEFRA) (2023) 'The Air Quality Strategy for England, Scotland, Wales and Northern Ireland';
 - DEFRA (2023) 'Environmental Improvement Plan 2023';
 - DEFRA (2022) 'Local Air Quality Management Review and Assessment Technical Guidance LAQM.TG(22)';
 - Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) (2017) 'Guidance on Land-use Planning and Development Control: Planning for Air Quality'; and,
 - IAQM (2024) 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'.

Context

Local Air Quality Management

- 6.12 As required by the Environment Act (1995), as amended by the Environment Act (2021), MCC has undertaken Review and Assessment of air quality within their area of jurisdiction. This process has indicated that annual mean concentrations of NO₂ are above the Air Quality Objective (AQO) within the city. As such, a number of roads within Manchester have been included within the GMCA Air Quality Management Area (AQMA). This is described as follows:

"This is the part of the Greater Manchester Combined Authority AQMA located within the Manchester City Council area."

- 6.13 The Site is partly located within the AQMA. As such, there is the potential for the exposure of future residents to poor air quality and any emissions associated with the Proposed Development to cause air quality effects within this sensitive location.
- 6.14 MCC has concluded that concentrations of all other pollutants considered within the Air Quality Strategy are currently below the relevant AQOs. As such, no further AQMAs have been designated.

Air Quality Monitoring

- 6.15 Monitoring of pollutant concentrations is undertaken by MCC throughout their area of jurisdiction. Data has also been collected by the GMCA to inform the CAP. Recent NO₂ concentrations recorded in the vicinity of the Site, as provided in the 'Greater Manchester LAQM and CAP NO₂ Diffusion Tube Results 2011-2023'⁶, are shown in **Table 6.1** overleaf. Exceedences of the relevant AQO are shown in **bold**.

⁶ Greater Manchester LAQM and CAP NO₂ Diffusion Tube Results 2011-2022, GMCA, 2024.

Monitoring Site		Monitored Annual Mean NO ₂ Concentration (µg/m ³)			
		2020	2021	2022	2023
MA36NO	Rochdale Road	24.3	26.7	27.4	28
MA99BNO	Oldham Road	26.9	32.9	32.7	31.3
MA95BNO	Ashton Old Road	31.5	34.1	33.7	31.5
MA28NO	Ashton Old Road	26.4	29.4	29.3	26.9
CAP_MANC_028	A635 Fairfield Street	36.0	37.6	43.2	37.9
CAP_MANC_029	A635 Fairfield Street	32.9	37.3	38.6	36.3
CAP_MANC_036 ^(a)	A635 Mancunian Way	29.0	31.7	32.9	-
CAP_MANC_037 ^(a)	A635 Mancunian Way	27.1	29.3	31.9	-
CAP_MANC_038 ^(a)	A635 Mancunian Way	26.5	30.6	32.3	-
CAP_MANC_039	A635 Mancunian Way	33.5	37.3	37.7	35.3
CAP_MANC_132 ^(b)	A635 Fairfield Street	-	-	39.4	41.1
CAP_MANC_133 ^(b)	A635 Fairfield Street	-	-	37.0	35.3
CAP_MANC_134 ^(b)	A635 Fairfield Street	-	-	39.3	37.4
CAP_MANC_135 ^(b)	A635 Fairfield Street	-	-	39.8	38.4
CAP_MANC_190 ^(a)	A635 Mancunian Way	-	-	-	29.7

Table 6.1 Air Quality Monitoring Results

Note: (a) Data not available.

(b) Monitor commissioned in 2022.

- 6.16 As shown in **Table 6.1**, annual mean NO₂ concentrations were above the AQO of 40µg/m³ at the CAP_MANC_028 and 132 monitors in recent years. As the survey sites are located at the roadside within an AQMA, elevated results would be expected. Levels were below the AQO at all remaining positions in recent years.
- 6.17 MCC do not monitor concentrations of particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀) or concentrations of particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) within the vicinity of the Site.

Background Pollutant Concentrations

- 6.18 The total concentration of a pollutant is comprised of explicit local emission sources (such as roads and industrial sources) and the background component. The background component consists of indeterminate sources which are transported into an area from further away by meteorological conditions. Background pollutant concentrations are therefore the ambient level of pollution that is not affected by local sources of pollution.
- 6.19 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire UK to assist local authorities in their review and assessment of air quality. The Site is located within grid square NGR: 387500, 399500. Data for this location was downloaded from the DEFRA website⁷ and is summarised in **Table 6.2** overleaf.

⁷ <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>.

Pollutant	Predicted Background 2024 Concentration ($\mu\text{g}/\text{m}^3$)	Air Quality Objective/Interim Target	
		Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	15.09	40	Annual mean
PM ₁₀	12.39	40	Annual mean
PM _{2.5}	7.56	12	Annual mean

Table 6.2 Background Pollutant Concentrations and Air Quality Objectives/Interim Target Values

- 6.20 As shown in **Table 6.2**, predicted background NO₂, PM₁₀ and PM_{2.5} concentrations are below the relevant AQOs and Interim Target at the Site.

Potential Effects

Impacts from the Proposed Development

- 6.21 During the construction of the Proposed Development there is the potential for air quality effects as a result of fugitive dust emissions from earthworks, construction and trackout activities.
- 6.22 During the operation 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, as well as the exposure of future residents to elevated pollution levels.

Cumulative Impacts

- 6.23 During the construction of the Proposed Development there is the potential for cumulative air quality effects as a result of fugitive dust emissions from other committed developments within 500m of the Site.
- 6.24 During the operation of the Proposed Development there is the potential for air quality effects as a result of road traffic exhaust emissions from other relevant development proposals within the vicinity of the Site.

Proposed Methods of Mitigation

- 6.25 Measures to mitigate fugitive dust emissions during earthworks, construction and trackout will be based on the IAQM 'Assessment of Dust from Demolition and Construction V2.2'⁸ guidance. This is anticipated to control effects associated with fugitive dust emissions arising from earthworks, construction and trackout to an acceptable level.
- 6.26 Mitigation measures to control effects associated with vehicles travelling to and from the site during the operational phase will be identified in order to reduce air quality effects to an appropriate level with reference to the recommendations included within the IAQM guidance⁹.

⁸ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

⁹ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

Methods of Assessment

Construction Phase Assessment

- 6.27 During the construction of the Proposed Development there is the potential for air quality effects as a result of fugitive dust emissions from earthworks, construction and trackout activities. It is proposed to assess these in accordance with the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'¹⁰.
- 6.28 The potential for dust emissions will be assessed for each activity that is likely to take place and will consider three separate dust effects:
- Annoyance due to dust soiling;
 - Harm to ecological receptors; and,
 - The risk of health effects due to a significant increase in exposure to PM₁₀.
- 6.29 The significance of potential effects and suitable mitigation to control emissions throughout construction will be defined based on the IAQM guidance¹¹.

Operational Phase Assessment

- 6.30 The Proposed Development has the potential to increase concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the operational phase, as well as the potential for the exposure of future residents to elevated pollutant levels. These elements will be assessed through detailed dispersion modelling using ADMS-Roads in order to quantify pollution levels at sensitive locations both with and without the Proposed Development in place.
- 6.31 The assessment will be undertaken using relevant traffic data, local land use characteristics and 1-year of hourly meteorological records taken from Manchester Airport observation station. The modelling outputs will be verified against local monitoring data in accordance with the DEFRA methodology¹². Impacts will be predicted at sensitive receptor locations and also displayed graphically throughout the assessment extents using contour plots.
- 6.32 The significance of potential impacts will be determined based on the predicted magnitude of change in pollutant concentrations and the criteria provided within the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'¹³. Predicted pollutant concentrations across the Site will be compared against the AQOs and Interim Target. This will identify any potential exposure of future residents to poor air quality.
- 6.33 If required following assessment of potential impacts, suitable mitigation measures will be identified in order to reduce air quality effects to an appropriate level with reference to the recommendations included within the IAQM guidance¹⁴.

¹⁰ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

¹¹ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

¹² Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

¹³ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹⁴ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

Summary of Assessment Scope

- 6.34 The Proposed Development has the potential to cause air quality effects during construction and operation. As such, **Air Quality has been scoped into the EIA.**
- 6.35 During the construction of the Proposed Development there is the potential for air quality effects as a result of fugitive dust emissions from earthworks, construction and trackout activities. It is proposed to assess these in accordance with the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'.
- 6.36 During the operation 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, as well as the exposure of future residents to elevated pollution levels. These elements will be assessed through detailed dispersion modelling using ADMS-Roads in order to fully quantify pollution levels at sensitive locations both with and without the Proposed Development in place.
- 6.37 Suitable mitigation measures will be identified in order to reduce air quality effects to an appropriate level with reference to the recommendations included within the IAQM guidance.

Climate Change

Introduction

- 6.38 A Climate Change Assessment of the Proposed Development will be undertaken by Hilson Moran as part of the ES. The assessment will take into account the likely significance of impact during the construction and operation of the Proposed Development on climate change.
- 6.39 The methodology of gathering baseline data, undertaking the assessment and recommending mitigation measure is set out within the following sections, which will be adhered to in the preparation of the ES chapter relating to Green House Gases (GHG).
- 6.40 Based on professional judgement, it is suggested that the Proposed Development could potentially result in moderate to major adverse impacts related to Climate Change.
- 6.41 The authors of the Climate Change ES Chapter will include Sian Grimsley and Andy Hart. Sian is an Environmental Consultant with over 4 years technical experience, MSc in Atmospheric Science and BSc in Geography, she is also an associate member of the Institute of Environmental Science (AIES). Andy is an Associate Director at Hilson Moran, a Chartered Engineer (CEng) with over 14 years technical experience and a full member of the Engineering Council (EC).

Reference Materials and Relevant Standards

- 6.42 A summary of the relevant legislation, planning policy and technical guidance used to inform this assessment is provided below.
- 6.43 The legislation relevant to this assessment includes:
- Climate Change Act (2008) and 2050 Target Amendment (2019);
 - Climate Change and Sustainability Energy Act (2006);
 - Energy Act (2023);
 - Environment Act (1995, 2021).
 - EIA Directive (2014/52/EU);

- Town and Country Planning Regulations (EIA) Regulations (2017);
 - Infrastructure Planning (EIA) Regulations (2017);
- 6.44 The planning policy relevant to this assessment includes;
- National Planning Policy Framework (2023);
 - The National Adaptation Programme and Third Strategy for Climate Adaptation;
 - The Clean Growth Strategy;
 - The Carbon Plan: Delivering Low Carbon Future;
 - MCC: Core Strategy Development Plan;
 - MCC: Core Strategy Development Plan: Places for Everyone; and,
 - MCC: Climate Change Action Plan 2020-2025;
- 6.45 There is currently no standard methodology for quantifying GHG emissions within EIA. However, best practice will be drawn from industry standard documents:
- IEMA guidance on 'Assessing Greenhouse Gas Emissions and Evaluating their Significance' (2022);
 - IEMA guidance on 'Climate Change Resilience and Adaptation' (2020);
 - Building Regulations Part L 'Conservation of fuel and power' (2021 edition incorporating 2023 amendments – for use in England);
 - Royal Institute of Chartered Surveyors (RICS) Whole Life Carbon Assessment for the Built Environment (2017); and,
 - British Standard (BS) EN 15978:2011 'Sustainability of construction works' Assessment of environmental performance buildings. Calculation method.

Context

- 6.46 For the assessment of Climate Change within this ES Chapter, the baseline for the Proposed Development is defined as the current GHG emissions arising from activities and infrastructure within the Site boundary, in line with the IEMA (2022) guidance.
- 6.47 It is understood that all existing buildings currently on the Site will be demolished prior to the EIA being prepared.
- 6.48 The baseline condition for the Climate Change assessment will therefore comprise of the cleared Site, post-demolition, as agreed with Manchester City Council (MCC). Therefore, inline with the IEMA guidance, the baseline for the assessment is determined to be zero.

Potential Effects

- 6.49 The Proposed Development has the potential to result in Climate Change impacts as a result of GHG emissions associated with construction and life-cycle of materials as well as operational carbon associated with the operation of the Proposed Development.

- 6.50 During the construction phase, GHG emissions will be emitted from within the Site boundary from onsite construction activities, but the majority of the construction emissions will likely derive from the manufacture and transportation of construction materials to the Site.
- 6.51 Once operational the Proposed Development will impact GHG emissions through burning of gas and electricity by occupants on the development. The majority of these emissions will be derived from heating, domestic hot and cold water and general electrical consumption.

Scope of Assessment

- 6.52 **Table 6.3** below identifies the elements of operation that are **not likely to be significant**.

Effect	Phase	Receptor	Discussion	Mitigation	Conclusion
Operational waste generated by the Proposed Development	O	GA	GHG emissions arising from operational waste production. GHG emissions associated with waste management are likely to make up a small proportion of the overall GHG emissions associated with the Proposed Development.	An Operational Waste Management Strategy will be submitted alongside the planning application. This will set out how physical and operational interventions will be adopted that follow the waste hierarchy.	GHG emissions associated with operational waste will not be assessed as they are highly dependent on occupant behaviour. An Operational Waste Management Strategy will be produced for the Proposed Development.
Carbon sequestration of green infrastructure	C & O	GA	The Site is currently occupied, and the Proposed Development will result in the removal of no substantial vegetation.	No mitigation is required.	Effects associated with carbon sequestration of green infrastructure are not likely to be significant.

^ Table 6.3 elements of operation that are not likely to be significant in terms of Climate Change

O – Operation

C – Construction

GA – Global Atmosphere

6.53 **Table 6.4** below identifies the elements of operation that are **likely to be significant** and will be included within the ES Chapter.

Effect	Phase	Receptor
Embodied carbon associated with the product stage (lifecycle stages A1-A3)	C	GA
Embodied carbon associated with the construction process stage (lifecycle stages A4-A5)	C	GA
Embodied carbon associated with the in-use stage from the Proposed Development (lifecycle stage B1-B5)	O	GA
GHG emissions associated with operational energy for the Proposed Development (lifecycle stage B6)	O	GA
GHG emissions associated with operational water (lifecycle stage B7)	O	GA
GHG emissions associated with the end-of-life stage (lifecycle stage C1-C4)	O	GA
GHG emissions associated with operational transport	O	GA
GHG emissions associated with Construction	C	GA

^ Table 6.4 elements of operation that are likely to be significant in terms of Climate Change

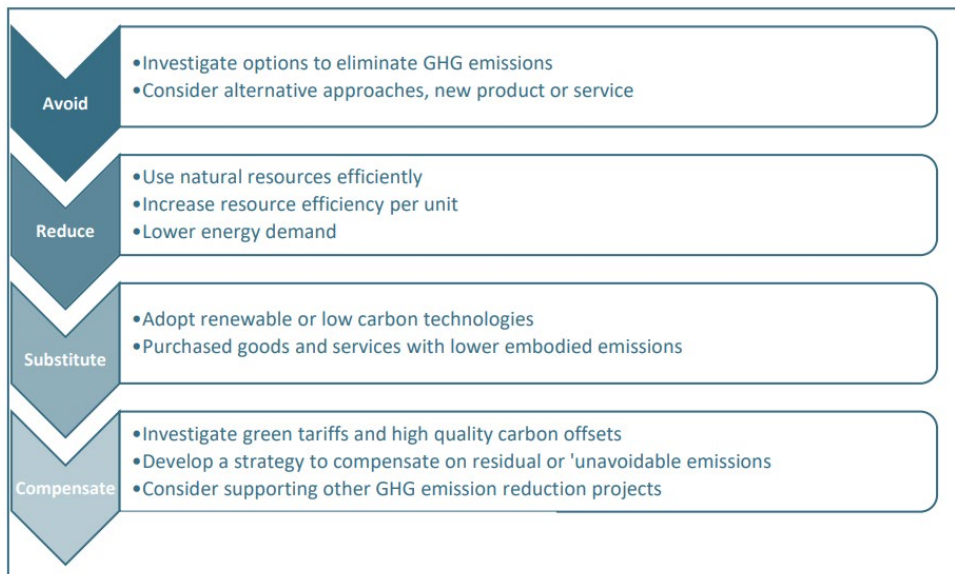
O – Operation

C – Construction

GA – Global Atmosphere

Proposed Methods of Mitigation

6.54 IEMA guidance recommends that mitigation should in the first instance seek to avoid GHG emissions. Where GHG emissions cannot be avoided, the Proposed Development should aim to reduce the residual effects of emissions at all stages. Where GHG emissions remain significant and cannot be reduced, other approaches should be considered that compensate the Development's remaining emissions. Figure 2 sets out the GHG Management Hierarchal approach (adapted by IEMA).



^ Figure 6.1: Mitigation and GHG Management Hierarchy

Embedded (Primary) Mitigation

- 6.55 Embedded mitigation measures will be incorporated throughout the construction and operational of the Proposed Development to minimise environmental impacts.
- 6.56 Embedded mitigation measures incorporated throughout the construction phase will be set out in a Construction Environmental Management Plan (CEMP) developed by the Applicant to provide a framework for planning and implementing remediation, construction and service utility activities in a way which prevents, minimises, and controls their potential environmental impacts.
- 6.57 Environmental impacts will be minimised during the operation of the Proposed Development through the incorporation of several passive and active design measures. This includes the provision of all-electric heating and cooling systems and air-source heat pumps (ASHP).
- 6.58 The project Transport Consultants (Curtins) will be producing a Travel Plan for tenants of the Proposed Development to promote the use of sustainable transport and minimise traffic emissions.
- 6.59 The assessment of climate change and GHG impacts will be based upon this mitigation being embedded into the design and operation of the Proposed Development.

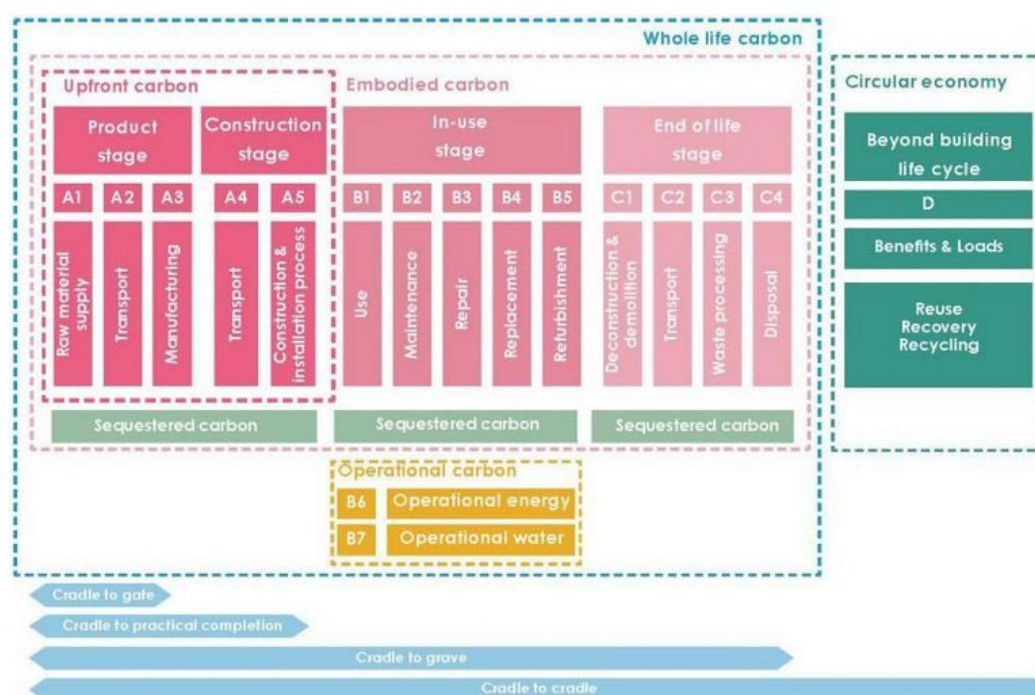
Secondary Mitigation

- 6.60 Where the embedded (primary) mitigation is not sufficient and the results of the climate change and GHG assessment indicate moderate or major adverse impacts, appropriate mitigation measures (secondary) will be recommended to reduce the residual effects.

Methods of Assessment

- 6.61 The approach to assessing the potential impact of the Proposed Development on the climate will be undertaken in accordance with the IEMA guidance 'Assessing Greenhouse Gas Emissions and Evaluating Their Significance' (2022). This guidance sets out a 'good practice' approach to achieving a proportionate assessment of a development's potential impact on climate and communicating the results in terms of notional percentage contribution relative to a carbon budget, together with appropriate mitigation.

- 6.62 The guidance presents a series of principles developed by IEMA, which highlight that all GHG emissions contribute to climate change, and that the combined effect of all emissions draws us closer to the scientifically defined environmental limit for climate change.
- 6.63 The guidance sets out in EIA context relative significance descriptors to assist GHG assessments (beneficial, negligible, minor adverse, moderate adverse, major adverse), major or moderate adverse effects and beneficial effects are considered significant. Minor adverse and negligible effects are not considered to be significant. The five levels of significance are not solely based on the Proposed Development's GHG emissions alone, but on the developments contribution towards limiting global warming to 1.5 oC and the transition towards net-zero.
- 6.64 Consistent with the IEMA guidance, the GHG emissions associated with the construction and operation of the Proposed Development will be quantified and compared against an existing carbon budget (defined at either national, regional, local or sectoral level) in order to contextualise the Proposed Development's carbon contribution.
- 6.65 The assessment of GHG emissions and embodied carbon associated with the Proposed Development, and an outline of the carbon mitigation measures proposed will be presented in the Climate Change ES Chapter.
- 6.66 The assessment will take into account how the Proposed Development may contribute to climate change effects. Considering both the construction and operational phases. A whole life carbon (WLC) assessment approach will be followed that considers the greenhouse-gas (GHG) emissions (direct and indirect) and embodied carbon associated with the Proposed Development.
- 6.67 An assessment period of 60 years is proposed, as per the principles outlined in BS EN 15978. This is based on the typical expected service life of the Proposed Development. The total GHG emissions will be estimated to 60 years after completion of the Proposed Development.
- 6.68 The GHG emissions scope will align with the lifecycle stages defined as modules within BS EN 15978, with building elements included as per guidance within the RICS guidance on Whole Life Carbon Assessment for the Built Environment (2017), as shown in **Figure 6.2**.



^ Figure 6.2: Whole Life Carbon Assessment Methodology

- 6.69 GHG emissions associated with operational embodied carbon and end-of-life demolition will be based on those set out in the WLC Assessment. Where information is available from the sustainability and energy consultants on operational energy, and the utilities engineers on operational water, carbon factors shall be applied to determine GHG emissions associated with these sources. Where this information is not available, appropriate published benchmarks shall be used.
- 6.70 The effect significance for construction and operational GHG emissions will be assessed against the magnitude of change and significance criteria set out using professional judgement and previous project experience.
- 6.71 Appropriate mitigation measures will be recommended for both the demolition and construction and operational phases of the Proposed Development. With these mitigation measures in place, the significance of effects will be assessed again against the magnitude of change and significance criteria set out using professional judgement and previous project experience.

Identification of Receptor Sensitivity

- 6.72 GHG emissions arising from the construction and operation of the Proposed Development are considered the key impacts, with the principal receptor being the 'global atmosphere'. The consequence of GHG emissions associated with the Proposed Development is that atmospheric GHG emissions are pushed closer towards their environmental limit, triggering subsequent detrimental effects on the global climate system.
- 6.73 In line with the IEMA (2022) guidance, the sensitivity of the receptor (i.e., the global atmosphere) in relation to GHG emissions is always considered to be 'high', based on the following conclusions:
- Value of the resource: the atmosphere and its role in regulating the global climate is of high ecological, social and economic value and underpins life on the planet, therefore is of global critical value;
 - Vulnerability: it is recognised by the Paris Agreement (2015) that the GHG concentrations in the atmosphere are already approaching their environmental limit and the effects of climate change are already evident; and
 - Reversibility of the effect: climate change is considered irreversible, with a delayed effect in any actions or technologies employed to reduce concentrations of GHG emissions already in the atmosphere.

Determining Impact Magnitude

- 6.74 The magnitude of impact on climate change from the Proposed Development is quantified in this assessment as the volume of GHG emissions, expressed as tonnes of carbon dioxide equivalent (tCO₂e) (total or per annum). This accounts for six key GHGs: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF₆).
- 6.75 To consider the impact of the Proposed Development on local, regional and national net-zero ambitions, the magnitude of change will also be considered in relative to the baseline CO₂e emissions from the wider MCC area (data take from the UK local authority and regional greenhouse gas emissions statistics). The criteria set out in **Table 6.5** overleaf will be used to determine the magnitude of change.

Magnitude	Criteria
Major Adverse	Major increase: above 1% in annual MCC emissions.
Moderate Adverse	Moderate increase above 0.1% in annual MCC emissions
Minor Adverse	Minor increase below 0.1% / above 0% in annual MCC emissions
Beneficial	Avoidance or removal of GHG emissions from the atmosphere.

^ Table 6.5 Magnitude of Change relative to the baseline CO2e emissions from the wider MCC area

Determining Impact Significance

- 6.76 As recommended by IEMA guidance on 'Assessing Greenhouse Gas Emissions and Evaluating their Significance', the assessment will take a highly precautionary approach where any net increase in GHG emissions is treated as having a likely significant effect.
- 6.77 The guidance sets out in EIA context relative significance descriptors to assist GHG assessments (beneficial, negligible, minor adverse, moderate adverse, major adverse), major or moderate adverse effects and beneficial effects are considered significant. Minor adverse and negligible effects are not considered to be significant.
- 6.78 The levels of significance are not solely based on the Proposed Development's GHG emissions alone, but on the developments contribution towards limiting global warming to 1.5 oC and the transition towards net-zero.

Cumulative Impacts

- 6.79 Cumulative Impacts includes any recently completed schemes, consented schemes or schemes that are under construction, which will not be included within the baseline assessment.
- 6.80 Through dialogue with Manchester City Council, it has been agreed that cumulative impacts for the Proposed Development, will include:
- Jackson's Brickworks (refs. 129197/FO/2021 and 133700/FO/2022)
 - Former Mather & Platt Foundry (ref. 135454/JO/2022)
 - Etihad Stadium (North Stand) (ref. 136763/FO/2023)

Conclusions

- 6.81 The construction and operation of the Proposed Development has the potential to result in moderate to major adverse impacts related to Climate Change, without the incorporation of mitigation measures.
- 6.82 Mitigation measures will be incorporated where possible to minimise the residual effects of GHG emissions and climate change impacts during construction and operation of the Proposed Development.

Heritage and Townscape & Visual Impact

Introduction

- 6.83 A Heritage, Townscape and Visual Impact Assessment ('HTVIA') of the Proposed Development will be undertaken, taking into account the potential impact on built heritage, townscape, and visual receptors and will be carried out by Stephen Levrant Heritage Architecture ('SLHA') as part of the ES.
- 6.84 The authors of this scoping and the subsequent ES Chapter are:
- Anna Manley, BA (Hons), MA – Senior Heritage and Townscape Consultant
 - Kirsten McKnight, BA (Hons), MA, ,MSc, IHBC – Associate Director

Reference Materials and Relevant Standards

- 6.85 Whilst closely interrelated, built heritage, townscape and visual receptors will be assessed under their own methodology and with individual effects identified for each, as per best practice guidance.

Legislation and Policy Context

- 6.86 The HTVIA will consider the relevant legislation, national and local planning policy listed below. For the purposes of this assessment, it will be those policies concerned with design, townscape, views and the historic environment matters that are of the greatest relevance.
- Planning (Listed Buildings and Conservation Areas) Act 1990
 - National Planning Policy Framework ('NPPF'), December 2023
 - Planning Practice Guidance ('PPG'), live on-line resource
 - Places for Everyone Joint Development Plan, October 2024
 - Manchester's Local Development Framework, Core Strategy, July 2012
 - Manchester Extant Unitary Development Policies ('UDP'), July 1995

Context

- 6.87 The site comprises a large brownfield site location between Riverpark Road to the south, Briscoe Lane to the west, Ten Acres Lane to the east and a railway line to the north. The site does not comprise any designated heritage assets, nor is it located within a conservation area. The existing buildings on the site comprise the components of a former abattoir complex from the early 1960s which was designed by Manchester City Council's architect, Leonard Cecil Howitt. It has been closed since 2004. Other later and ancillary buildings occupy the eastern part of the site, which is also characterised by a large amount of hardstanding. A Prior Approval has been obtained from MCC for the demolition of the existing buildings on the site and thus the HTVIA is prepared on the basis of a cleared site (i.e. the baseline). The site has a dense vegetation boundary to the north and east which is effective in screening views into the site from these directions.

- 6.88 Immediately to the south of Riverpark Road is the Grade II Registered Park and Garden ('RPG'), Philip's Park Cemetery. The cemetery and park occupy a large area of land to the south of the site. The park is a designated heritage asset and accommodates a number of others which are identified in the scope of assessment below.
- 6.89 The townscape to the north-east and south-east is predominately residential in character; there are also residential neighbourhoods to the west. Directly west and north of the site, the townscape is largely industrial in nature, and of a low townscape value.

Potential Effects

Impacts from the Proposed Development - Construction Phase

- 6.90 The redevelopment of the site, including the construction of new buildings, has the potential to change the existing townscape character of the area, views to and from the site, and the setting of surrounding heritage assets. The physical effects related to this phase of works would include dust, noise, vibrations, hoardings, and increased activity on the site related to construction of new buildings.
- 6.91 The activity associated with the demolition and construction phase is temporary and as such no significant effects on receptors are considered likely to be identified as resulting from this phase of the proposed development.

Impacts from the Proposed Development - Operational Phase

- 6.92 The Proposed Development has the potential to permanently alter the setting of surrounding built heritage assets, the townscape character of the site and surrounding locality, and views into the site and across the local area through the introduction of new buildings and changes to layout and access which will affect how the site is experienced locally.
- 6.93 In terms of heritage, the potential for significant operational effects on those assets closest to the site is to be informed by the ongoing testing of views in the locality of the site and detailed scrutiny of the design proposals. Of those heritage assets within the setting of the site, that with the most potential to be affected is the Grade II Registered Park and Garden ('RPG'), Philip's Park Cemetery, which is adjacent to the site across Riverpark Road and extends for the entire length of the site's southern boundary. There is also potential for individual buildings within the RPG – a number of which are listed – to be indirectly affected by the proposed development due to setting impacts such as intervisibility with the new buildings in views and changes to the use and activity levels on the site. The impact of the proposed development on the significance and setting of heritage assets will be interrogated in the HTVIA.
- 6.94 The site and the townscape within it will evidently be affected by the proposed development given the scale of change and proposed change of use. The degree to which the proposed development will incur a significant townscape effect upon the site will be assessed within the HTVIA. Likewise, local views into the site and around its perimeter have the potential to be materially affected by the introduction of new buildings into the site.
- 6.95 It is judged that the impact of the proposed development on townscape and visual receptors in the wider setting of the site has the potential to result in some significant effects.

Cumulative Impacts

- 6.96 An overall assessment of cumulative effects i.e. of the effect of the proposed development taking into account other proposed and consented schemes, including any currently under construction, will also be provided in relation to built heritage, townscape and views. The approach to cumulative assessment will be to focus on the additional effects of the proposed development on top of the cumulative baseline. This assessment will be based on the inclusion of relevant surrounding cumulative developments in the selected Verified Views, represented in wireline (AVR Level 1) form where visible.
- 6.97 The cumulative schemes identified by MCC for the purposes of the EIA are as follows:
- Jackson's Brickworks (refs. 129197/FO/2021 and 133700/FO/2022);
 - Former Mather & Platt Foundry (ref. 135454/JO/2022); and
 - Etihad Stadium (North Stand) (ref. 136763/FO/2023).

Proposed Methods of Mitigation

- 6.98 The mitigation of any impacts during the construction phase will be delivered through the preparation and adherence to a robust Construction Environmental Management Plan ('CEMP') throughout the duration of the demolition and construction works.
- 6.99 The mitigation of any potential impacts during the operational phase will be considered through the design of the scheme proposals and will therefore be 'embedded'.

Conclusions

- 6.100 At this stage, all heritage, townscape and visual receptors identified in the baseline appraisals are expected to be scoped in for the purposes of identifying potentially significant effects as a result of the proposed development. A further scoping exercise will be undertaken for the purposes of the EIA which will aim to scope out any non-significant effects.

Methodology - Baseline

Technical Scope

- 6.101 As identified above, the topics of built heritage and townscape and visual are closely interrelated and there is considerable overlap in the assessment of the likely potential effects of the proposed development on these receptors. For the purposes of this ES, the HTVIA combines the topics into a single document, although each of the receptors (built heritage and townscape and visual) will be assessed under their own methodology based on best practice guidance and with individual effects identified for each.

Heritage

- 6.102 A Heritage Statement prepared in accordance with the requirements of the NPPF will form part of the Heritage, Townscape and Visual Impact Assessment. The heritage baseline assessment will:
- Identify the heritage assets (heritage receptors) surrounding the site which may be affected by the proposed development; and
 - Assess the significance of the identified heritage assets, including the contribution of their settings to an appreciation of their significance.

- 6.103 The baseline assessment element will draw upon site survey work, map regression analysis, and desk-based research.

Townscape and Visual

- 6.104 The townscape baseline assessment will inform the identification of a series of townscape character areas i.e. geographical areas which have readily identifiable characteristics in common (townscape receptors). The baseline conditions of each townscape character area will be described in terms of their: quality (in relation to their built form, materials and maintenance); value (in terms of statutory and non-statutory designations); and sensitivity (reflected in the degree or capacity to which a particular character area is able to accommodate change without adverse effects on its character). The identification of townscape character areas will be informed by site survey work and any relevant supplementary planning documents such as local character appraisals.
- 6.105 The baseline visual effects assessment will establish locations from which the site is visible and from which views have the potential to be affected by the proposed development. Within the baseline stage the groups of people (visual receptors) who are likely to experience views to the site will be identified, such as residents, users of public open spaces, transport routes, and publicly accessible heritage assets, whose visual amenity might be affected by the proposed development. Representative viewpoint locations from publicly accessible areas will be identified from a proportion of the visual receptors that are likely to be affected by the proposed development.
- 6.106 A series of proposed representative viewpoint locations have been identified to inform the assessment of townscape and visual effects. The proposed representative viewpoint locations are provided below at **Figure 6.3** and **Table 6.6** for comment and agreement from MCC.
- 6.107 The baseline assessment will determine the sensitivity of the identified townscape and visual receptors to changes of the type proposed.

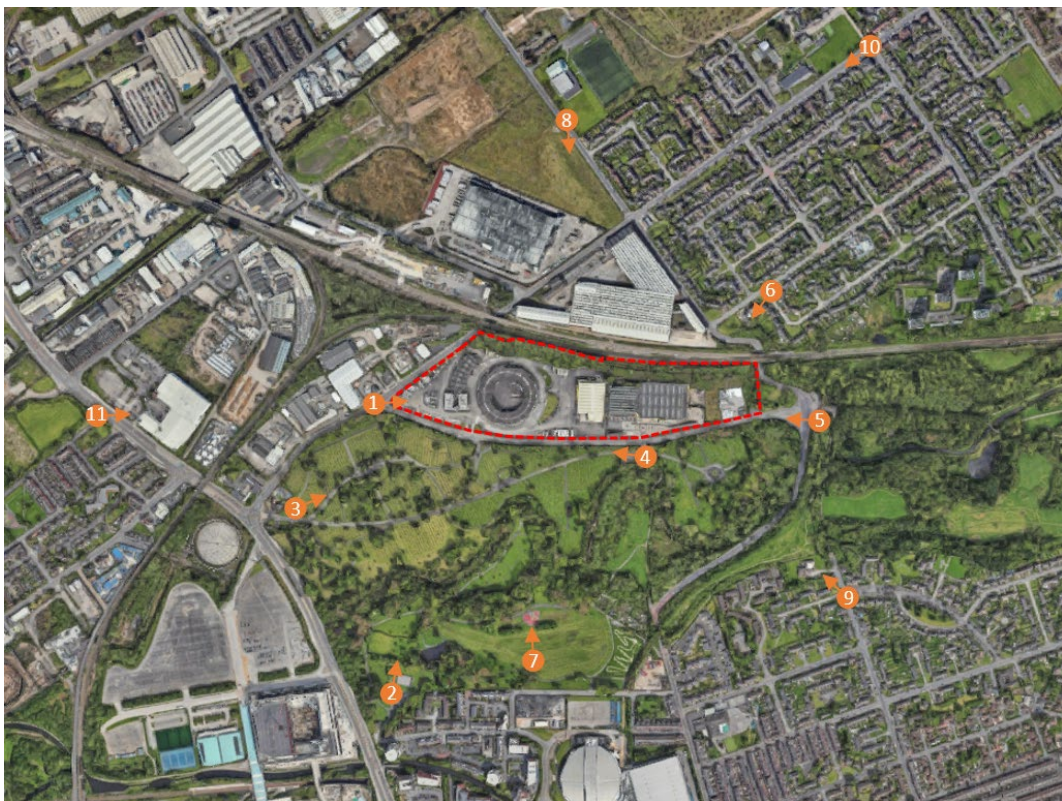


Figure 6.3: Proposed HTVIA viewpoint locations.

View Number	Location/Description
1	Located on junction of Briscoe Lane and Riverpark Road, looking east into the site.
2	Located proximate to south-west entrance of Philip's Park, near to children's play area. Looking north towards the site.
3	Located at the western entrance of Philip's Park Cemetery, adjacent to Grade II listed Cemetery Office, Entrance Lodge, and Gates and Railings to Main Entrance and looking towards Grade II listed Cemetery Chapel with site beyond.
4	Located on Bank Street within Philip's Park Cemetery at point at which it intersects pedestrian path, near Riverpark Road entrance to park.
5	Located on pavement adjacent to junction of Ten Acres Lane and Riverpark Road, looking west towards the site.
6	Located on Rosebank Road, looking south-west towards the site from residential area.
7	Located on footpath in open area of parkland in southern part of Philip's Park, to the west of mountain bike track.
8	Located on Ten Acres Lane, adjacent/proximate to Ten Acres Lane Sports Complex, looking south towards the site.
9	Located at junction of Clayton Street, Keynsham Road and Hartington Drive in residential area, looking north-west towards the site. Location to be tested in model to determine extent of visibility.
10	Located on Briscoe Lane adjacent to Bristoe Lane's Academy, looking south-west towards the site and towards skyline of Manchester city centre in the distance.
11	Located on junction of Iron Street and Hulme Hall Lane, looking south-east towards the site.

^ Table 6.6 Proposed Viewpoints

Methodology – Assessment

Heritage

- 6.108 The HTVIA will provide an assessment of the likely potential effects of the proposed development upon the significance and setting of the heritage assets during both the construction and operational phases. A significant effect upon a heritage asset is identified as anything that qualifies as a 'moderate' change to the way in which its significance is appreciated or its setting is affected.
- 6.109 The heritage assessment will be undertaken with reference to the legislation and planning policy outlined above, as well as the following guidance documents:
- Historic England, Historic Environment Good Practice Advice in Planning: Note 2 (GPA2): Managing Significance in Decision-Taking in the Historic Environment, March 2015.

- Historic England, Historic Environment Good Practice Advice in Planning: Note 3 (GPA3, 2nd edition): The Setting of Heritage Assets, December 2017.
- Historic England, Conservation Principles, Policies and Guidance, 2008.
- Historic England, Historic England Advice Note 4: Tall Buildings, 2022.
- Historic England, Historic England Advice Note 12: Statements of Heritage Significance, October 2019.

Townscape and Visual

- 6.110 An assessment of the effects of the proposed development on townscape and visual receptors are closely related but separately assessed, the former relating specifically to the townscape as a resource and its overall character and the latter relating to views and the visual amenity of people.
- 6.111 The assessment of townscape and visual effects will be informed by the principles set out in the third (2013) edition of the Guidelines for Landscape and Visual Impact Assessment (GLVIA3), produced by the Landscape Institute and Institute of Environmental Management and Assessment. The GLVIA3 states that assessment work needs to respond to the particular context in which it takes place and defines townscape as being “areas where the built environment is dominant” (Para. 2.7). The principles in GLVIA3 are best suited to assessing landscape rather than townscape and so they only form a general guide to the method of assessment. As such, the assessment will also consider the relevant design guidance in the PPG and guidance included within Historic England’s The Setting of Heritage Assets (December 2017) and Historic England Advice Note 4: Tall Buildings (2022).
- 6.112 For each of the final agreed representative viewpoints, the assessment will include images of the view as existing, as proposed and the proposed development in combination with surrounding cumulative schemes. The images will take the form of Accurate Visual Representations (AVRs), also known as verified views, produced by accurately combining a three-dimensional model of the proposed development with a baseline photograph of the view. The AVRs will be prepared by a specialist visualisation company and a detailed methodology of their production will be included as an appendix to the HTVIA. The proposed development will be represented in rendered (AVR Level 3) and wireline form (AVR Level 1).

Cumulative Effects

- 6.113 An overall assessment of cumulative effects i.e. of the effect of the proposed development taking into account other proposed and consented schemes, will also be provided in relation to built heritage, townscape and views. The approach to cumulative assessment will be to focus on the additional effects of the proposed development on top of the cumulative baseline. This assessment will be based on the inclusion of relevant surrounding cumulative developments in the selected verified views, represented in wireline (AVR Level 1) form where visible.
- 6.114 The cumulative schemes identified for the purpose of this EIA are identified above.

Summary of Assessment Scope

Heritage

- 6.115 Based on the character of the site’s surroundings and the nature of the proposed development, a study area of 500m is proposed for the identification of built heritage receptors. An assessment of the potential effects of the proposed development on the following designated built heritage assets has thus been identified for inclusion within the ES:

- Philip's Park Cemetery RPG (Grade II)
 - 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)
 - Entrance Lodge to main entrance of Philips Park Cemetery (Grade II)
- 6.116 A number of additional listed buildings, conservation areas and scheduled monuments lie within the wider setting of the site. Given the relative distance, intervening built development, and mature vegetation, the proposed development is unlikely to result in any significant effects on the significance of these designated built heritage assets and they have thus been excluded from the ES.
- 6.117 The setting of any additional heritage assets outside the 500m study which are identified during the baseline assessment phase to have the potential to be significantly affected by the proposed development will be incorporated into the assessment where necessary.

Townscape and Visual

- 6.118 Due to the surrounding residential areas and presence of Philips Park Cemetery, and owing to the nature of the proposed development, it is considered that the scheme is unlikely to result in any significant effects on townscape character outside an area of 500m from the site boundary.
- 6.119 A series of Townscape Character Areas within this study area will be identified and assessed as receptors for the purposes of the Townscape Impact Assessment. The proposed viewpoints for inclusion are plotted on the map at **Figure 6.3** above. A description of the proposed viewpoint locations is provided in **Table 6.7**.
- 6.120 Notwithstanding the above, Heritage and Townscape & Visual Impact will be 'scoped in' to the EIA so that any environmental effects can be fully understood and any required mitigation measures incorporated into the design of the Proposed Development.

Human Health

Introduction

- 6.121 MCC have requested the preparation of a Human Health ES Chapter to determine the significance of effects on human health receptors. As such, a Human Health ES Chapter will be prepared to evaluate the likely environmental impacts on human health receptors during the construction and operational phases on human health both on and off site, and identify mitigation measures if significant effects are identified.
- 6.122 The assessment will be undertaken by Jamie Lynch of King Street Planning (MRTPI, MIEMA, MRICS, CEnv).

Reference Materials and Relevant Standards

- 6.123 The assessment will utilise a suite of policy and guidance documents to inform the ES Chapter:
- National Planning Policy Framework.
 - Planning Practice Guidance.

- Manchester's Core Strategy Development Plan Document (Adopted 11 July 2012).
- Places for Everyone (2024).
- Spatial Planning for Health: An Evidence Resource for Planning and Designing Healthier Places (2017).
- HUDU Planning for Health: Healthy Urban Planning Checklist (April 2017).
- HUDU Rapid Health Impact Assessment Tool (October 2019).
- IEMA: Effective Scoping of Human Health in Environmental Impact Assessment (November 2022).
- IEMA: Determining Significance for Human Health In Environmental Impact Assessment (November 2022).

Context

- 6.124 The site is located to the east of Manchester City Centre in an urban context. It comprises previously developed land, bound by a railway line to the north; Ten Acres Lane to the east; Riverpark Road to the south; and Briscoe Lane to the west.
- 6.125 The site is in a highly sustainable location with Ancoats accessible on foot within a c. 30-minute journey, beyond which is Manchester City Centre. The nearest public transport services are:
- Etihad campus metrolink stop located a c. 13-minute walk from the site boundary.
 - Manchester Piccadilly rail station located a c. 38-minute walk from the site boundary.
 - Multiple bus stops are located adjacent to the site's western boundary. This provides access to the 74, 76, 76A, 688, 709, 711, 722, 724, 726, 776 services.
- 6.126 The nearest existing off-site residential receptors are located c. 90m north from the site, located off Rosebank Road.
- 6.127 From an environmental perspective, the following constraints have been identified:
- There could be elevated noise levels associated with vehicles on the highways network and train movements on the railway line.
 - There are existing commercial activities in the surrounding area which could affect the local noise environment.
 - The site boundaries to the west are partially located within, or adjacent to, the Manchester Air Quality Management Area ("AQMA").
 - The proposals could increase the traffic movements on the local highways network.
 - The site is located in Flood Zone 1, and therefore not at risk of fluvial flooding.
- 6.128 The site is located within an area which generally suffer from high levels of deprivation. The site is identified as Lower Super Output Area ("LSOA") Manchester 011B and ranked 224 of 32,844 LSOAs in the country (where no.1 is the most deprived).

Potential Effects

Impacts from the Proposed Development

- 6.129 The potential impacts to human health will principally comprise of the following:
- Impacts during the construction phase to existing off-site human health receptors.
 - Impacts during the construction phase to on-site workers (should technical assessments consider this necessary).
 - Impacts during the operational phase to existing off-site human health receptors.
 - Impacts during the operational phase to future on-site human health receptors.

Cumulative Impacts

- 6.130 With regards to cumulative impacts, these could occur during both the construction and operational phases of development. The assessment will review each cumulative scheme once identified and confirm the likelihood for cumulative effects.
- 6.131 The construction phase effects are likely to be limited to cumulative schemes within the immediate vicinity of the site and only when construction phases of the proposed development and any cumulative schemes overlap. Reasonable assumptions will be made in relation to the construction phase assessment, for example it will be assumed that each construction site will implement a Construction Environmental Management Plan.
- 6.132 The assessment will consider the likely cumulative operational effects on existing and future residents.

Proposed Methods of Mitigation

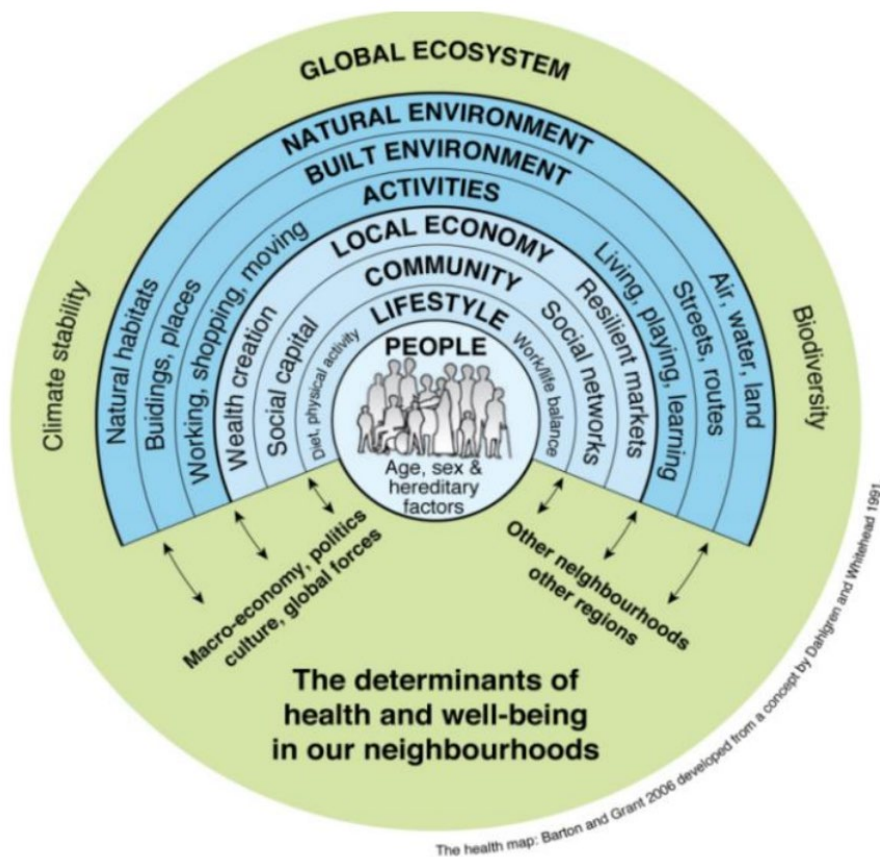
- 6.133 Mitigation will be required during the construction and operational phases, this will likely comprise a series of best practice management plans and site controls during construction. Whilst during operation, a series of measures will be designed into the development to mitigate long term environmental effects. These will be confirmed during the assessment process and presented within the assessment.

Methods of Assessment

- 6.134 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.
- 6.135 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.

Determinants for Health

- 6.136 Dahlgren and Whitehead developed the determinants for health model which identified a range of influences on health, providing a broad overview of the links with the planning system. These are illustrated in **Figure 6.4** overleaf.



^ Figure 6.4 – Determinants for Health

Methodology

- 6.137 MCC does not have a Supplementary Planning Document which provides guidance when undertaking HIAs, nor is there a standard methodology when undertaking human health ES Chapters. The NHS Healthy Urban Development Unit (“HUDU”) have, however, prepared a series of guidance notes to guide the process of undertaking HIAs. These include the Rapid Health Impact Assessment Tool (Fourth Edition, October 2019); and Healthy Urban Planning Checklist (April 2017).
- 6.138 The HUDU checklist interprets the health determinants into a set of themes which can be used to assess development proposals:
- Healthy housing.
 - Active travel.
 - Healthy environment.
 - Vibrant neighbourhoods.
- 6.139 The HUDU guidance recognises that there are generally three types of HIAs, desktop; rapid; and full. Based on the type of development proposed, its scale, the existing site conditions and the likely effects, it is considered the most appropriate approach is a rapid appraisal as part of the ES.

Scope of the Assessment

6.140 The criteria used in the HUDU planning checklist will be utilised to determine the likely baseline considerations for the development:

- Housing quality and design.
- Access to healthcare services and other social infrastructure.
- Open space, nature and biodiversity.
- Pollutants and neighbourhood amenity.
- Accessibility and active transport.
- Crime reduction and community safety.
- Access to healthy food.
- Access to education, training and employment opportunities.
- Social cohesion and lifetime neighbourhoods.
- Minimising the use of resources.
- Climate change.
- Health inequalities.

6.141 The principal health related impacts will however relate to the following considerations (set out in detail within **Table 6.8**):

- Air Quality:
 - Construction phase dust impacts to construction workers and off-site receptors.
 - Operational phase emissions generated by vehicles travelling to and from the site.
 - The suitability of the site for future residents from an air quality perspective.
- Climate Change:
 - Construction phase embodied carbon and greenhouse gas emissions associated with the construction process.
 - Operational phase embodied carbon and greenhouse gas emissions associated with the development's operation.
- Transport:
 - Construction phase effects associated with severance; driver delay; pedestrian amenity and delay; fear and intimidation; and accidents and safety.
 - Operational phase effects associated with severance; driver delay; pedestrian amenity and delay; fear and intimidation; and accidents and safety.

- Townscape and Visual:
 - Construction phase effects to townscape character and visual amenity.
 - Operational phase effects to townscape character and visual amenity.
- Wind:
 - Operational impacts on the local wind environment, which impact the target wind conditions.

Baseline

- 6.142 The HUDU themes include a series of assessment criteria which form the basis of the assessment. As such, the ES Chapter will include a baseline assessment of the site and surrounding area. Due to the nature of the datasets available, the geographical scope of the assessment will comprise a mix of the site, the Lower Super Output Area (“LSOA”) (Manchester 011B), ward data, MCC’s administrative area, the North West Region and England. Once the baseline has been established, the impacts of the proposed development against the themes set out above will be undertaken.
- 6.143 The receptor groups identified include:
- Construction workers.
 - Existing off-site residents.
 - Future on site residents and site users.
 - The accessibility of social and community infrastructure including schools, GPs and dentists will also be considered as part of the baseline assessment.

Impact Assessment

- 6.144 Based on the assessment criteria, its relevance to the proposed development is established. After which the potential health impact is determined. The health impact will take into account any mitigation which is secured by design (embedded mitigation) or through further mitigation which is secured by condition on the decision notice.

Significance of Effects

- 6.145 IEMA have prepared a guidance document to assist in determining the significance of health related effects in the EIA. As the assessment focuses on the environmental impacts on human health receptors, the significance of effects will align with the findings of the technical assessments undertaken to support the planning application, and will therefore generally follow the methodology for each technical assessment to determine the sensitivity of a receptor, magnitude of effect and likely significance.
- 6.146 IEMA have, however, prepared a generic health significance framework that will be also be utilised to inform the findings of the assessment and identify mitigation measures where significant impacts are anticipated. This is set out in **Table 6.7 -6.10** overleaf.

Category/Level	Indicative criteria
High	High levels of deprivation (including pockets of deprivation); reliance on resources shared (between the population and the project); existing wide inequalities between the most and least healthy; a community whose outlook is predominantly anxiety or concern; people who are prevented from undertaking daily activities; dependants; people with very poor health status; and/or people with a very low capacity to adapt.
Medium	Moderate levels of deprivation; few alternatives to shared resources; existing widening inequalities between the most and least healthy; a community whose outlook is predominantly uncertainty with some concern; people who are highly limited from undertaking daily activities; people providing or requiring a lot of care; people with poor health status; and/or people with a limited capacity to adapt.
Low	Low levels of deprivation; many alternatives to shared resources; existing narrowing inequalities between the most and least healthy; a community whose outlook is predominantly ambivalence with some concern; people who are slightly limited from undertaking daily activities; people providing or requiring some care; people with fair health status; and/or people with a high capacity to adapt.
Very Low	Very low levels of deprivation; no shared resources; existing narrow inequalities between the most and least healthy; a community whose outlook is predominantly support with some concern; people who are not limited from undertaking daily activities; people who are independent (not a carer or dependant); people with good health status; and/or people with a very high capacity to adapt.

^ Table 6.7 – Health Sensitivity Methodology Criteria

Category/Level	Indicative criteria
High	High exposure or scale; long-term duration; continuous frequency; severity predominantly related to mortality or changes in morbidity (physical or mental health) for very severe illness/injury outcomes; majority of population affected; permanent change; substantial service quality implications.
Medium	Low exposure or medium scale; medium-term duration; frequent events; severity predominantly related to moderate changes in morbidity or major change in quality-of-life; large minority of population affected; gradual reversal; small service quality implications.
Low	Very low exposure or small scale; short-term duration; occasional events; severity predominantly related to minor change in morbidity or moderate change in quality-of-life; small minority of population affected; rapid reversal; slight service quality implications.
Very Low	Negligible exposure or scale; very short-term duration; one-off frequency; severity predominantly relates to a minor change in quality-of-life; very few people affected; immediate reversal once activity complete; no service quality implication.

^ Table 6.8 – Health Magnitude Methodology Criteria

Category/Level	Indicative criteria
Major	<ul style="list-style-type: none"> Changes, due to the project, have a substantial effect on the ability to deliver current health policy and/or the ability to narrow health inequalities, including as evidenced by referencing relevant policy and effect size (magnitude and sensitivity levels), and as informed by consultation themes among stakeholders, particularly public health stakeholders, that show consensus on the importance of the effect. Change, due to the project, could result in a regulatory threshold or statutory standard being crossed (if applicable). There is likely to be a substantial change in the health baseline of the population, including as evidenced by the effect size and scientific literature showing there is a causal relationship between changes that would result from the project and changes to health outcomes. In addition, health priorities for the relevant study area are of specific relevance to the determinant of health or population group affected by the project.
Moderate	<ul style="list-style-type: none"> Changes, due to the project, have an influential effect on the ability to deliver current health policy and/or the ability to narrow health inequalities, including as evidenced by referencing relevant policy and effect size, and as informed by consultation themes among stakeholders, which may show mixed views. Change, due to the project, could result in a regulatory threshold or statutory standard being approached (if applicable). There is likely to be a small change in the health baseline of the population, including as evidenced by the effect size and scientific literature showing there is a clear relationship between changes that would result from the project and changes to health outcomes. In addition, health priorities for the relevant study area are of general relevance to the determinant of health or population group affected by the project.
Minor	<ul style="list-style-type: none"> Changes, due to the project, have a marginal effect on the ability to deliver current health policy and/or the ability to narrow health inequalities, including as evidenced by effect size of limited policy influence and/or that no relevant consultation themes emerge among stakeholders. Change, due to the project, would be well within a regulatory threshold or statutory standard (if applicable); but could result in a guideline being crossed (if applicable). There is likely to be a slight change in the health baseline of the population, including as evidenced by the effect size and/or scientific literature showing there is only a suggestive relationship between changes that would result from the project and changes to health outcomes. In addition, health priorities for the relevant study area are of low relevance to the determinant of health or population group affected by the project.
Negligible	<ul style="list-style-type: none"> Changes, due to the project, are not related to the ability to deliver current health policy and/or the ability to narrow health inequalities, including as evidenced by effect size or lack of relevant policy, and as

Category/Level	Indicative criteria
	<p>informed by the project having no responses on this issue among stakeholders.</p> <ul style="list-style-type: none"> • Change, due to the project, would not affect a regulatory threshold, statutory standard or guideline (if applicable). • There is likely to be a very limited change in the health baseline of the population, including as evidenced by the effect size and/or scientific literature showing there is an unsupported relationship between changes that would result from the project and changes to health outcomes. • In addition, health priorities for the relevant study area are not relevant to the determinant of health or population group affected by the project.

^ Table 6.9 – Significance of Effect Criteria

		Sensitivity			
		High	Medium	Low	Negligible
Magnitude	High	Major	Major / moderate	Moderate / minor	Minor / negligible
	Medium	Major / moderate	Moderate	Minor	Minor / negligible
	Low	Moderate / minor	Minor	Minor	Negligible
	Negligible	Minor / negligible	Minor / negligible	Negligible	Negligible

^ Table 6.10 – EIA Significance Matrix

- 6.147 Those effects identified as major will be significant. Moderate effects could be both significant and not significant. The determination of significant or not significant will be case specific based on the conclusions of the technical assessments.

Information Sources

- 6.148 The assessment will utilise the findings of technical assessments undertaken to support the planning application, and a suite of online government datasets, including (but not limited to):

- Air Quality Assessment.
- Transport Assessment and Interim Travel Plan.
- Wind Assessment.
- Climate Change Assessment.
- Heritage, Townscape and Visual Assessment.

- 6.149 No primary research or surveys have been undertaken, and the assessment is based on published information which is considered an appropriate level of assessment based on the proposals.

Limitations

- 6.150 The latest published data available will be used throughout the assessment. However, the baseline demographics are constantly evolving and therefore the impacts identified relate to the proposed development sought for approval and the current demographics established at the point this assessment has been completed.
- 6.151 The 2021 Census has been undertaken; however, not all of the datasets are available for interrogation yet. Therefore, the latest data available for the relevant baseline criterion has been used.
- 6.152 The assessment will not consider the capacity of surrounding health and social infrastructure as part of the impact assessment.

Summary of Assessment Scope

- 6.153 **Table 6.11** sets out a summary of the likely health related impacts that will be assessed within the ES Chapter.

Receptor	Impact	Potential Effect	Scoped in / Out
Construction			
On-site receptor	Impacts to townscape character	Potentially significant prior to the implementation of mitigation. Level of effect will be confirmed through the assessment process.	Scoped-in
Off-site residential receptors	Construction dust impacts		Scoped-in
	Increased traffic associated with construction vehicles		Scoped-in
	Impacts to visual receptors		Scoped-in
	Impacts to townscape character		Scoped-in
	Impacts to climate		Scoped-in
Operation			
Off-site residential receptors	Impacts on local air quality conditions.	Potentially significant prior to the implementation of mitigation. Level of effect will be confirmed through the assessment process.	Scoped-in
	Impacts on the off-site wind microclimate.		Scoped-in
	Impacts to climate		Scoped-in
	Impacts to local highways network		Scoped-in
	Impacts to visual receptors		Scoped-in
	Impacts to townscape character		Scoped-in
On-site residential receptors	Suitability assessment due to air quality conditions		Scoped-in
	Wind conditions within the site boundary.		Scoped-in
	Impacts to climate		Scoped-in

^ Table 6.11 – Summary of the Impact Assessment Scope

Transport

Introduction

- 6.154 Curtins has been instructed to undertake an assessment of the Proposed Development in relation to the anticipated traffic and transport environmental impacts.
- 6.155 This assessment has been undertaken by Matthew Thorley, who is an Associate at Curtins with over nine years' experience in development planning. Matthew is a Chartered Member of the Institute of Logistics and Transport.

Reference Materials and Relevant Standards

- 6.156 The key transport policy and guidance documents that are relevant to this application are as follows:
- National Policy and Guidance
 - National Planning Policy Framework, Ministry of Housing, Communities and Local Government (MHCLG), 2023
 - National Planning Practice Guidance, MHCLG, 2014
 - Local Policy
 - Manchester Core Strategy, 2012 (amended in 2024)
 - Places for Everyone, 2024
 - Institutional Guidance
 - Environmental Assessment of Traffic and Movement, Institute of Environmental Management and Assessment (IEMA), 2023 (hereafter referred to as 'the IEMA Guidance').

Context

- 6.157 The site is located in East Manchester, approximately a kilometre north of the Etihad Campus. It is bound by railway lines to the north, Ten Acres Lane to the east, Riverpark Road and Philip's Park Cemetery to the south, and Briscoe Lane to the west.

Riverpark Road

- 6.158 Riverpark Road extends in an east-west alignment for nearly 800m between priority junctions with Ten Acres Lane and Briscoe Lane. It currently provides access to Riverpark Trading Estate and Philip's Park Cemetery.
- 6.159 The road is mostly c. 14.5m to 15.5m wide, comprising a c. 3m southern footway, a c. 9.5m carriageway (4.75m for each lane) and a c. 2.5m northern footway.
- 6.160 Along the road, there are four vehicular accesses into Riverpark Trading Estate and two into Philip's Park Cemetery. The road widens in the vicinity of the western entrance to the cemetery, with a maximum width of c. 19.5m.

- 6.161 The carriageway of Riverpark Road widens significantly at both junctions. At its widest point, Riverpark Road is c. 35m wide at the junction with Briscoe Lane, and c. 80m wide at the junction with Ten Acres Lane. The carriageway does not narrow to less than c. 15m wide until it is c. 60m west from the junction with Ten Acres Lane.
- 6.162 There is an uncontrolled crossing with dropped kerbs, tactile paving, and a refuse island on Riverpark Road at the Riverpark Road / Briscoe Lane junction. There is no crossing across either of the Briscoe Lane arms.
- 6.163 There are no pedestrian crossings at the Riverpark Road / Ten Acres Lane junction. It would take a pedestrian approximately a minute to cross the carriageway at its widest point (at a typical walking speed of 80m per minute), or approximately two minutes to divert to where the carriageway narrows to less than 15m wide (a c. 160m journey).
- 6.164 Ten Acres Lane bends to the east immediately north of the junction, limiting visibility for pedestrians crossing Riverpark Road from the south.
- 6.165 Double yellow line markings are present in the immediate vicinity of the Riverpark Road / Briscoe Lane junction. As part of the Eastland Residents Parking Scheme, there are marked parking bays along the southern side of the road, with the restrictions stated to be “Midday – 11pm; permit holders or 90mins; No return within 4 hours”.
- 6.166 The road is subject to a speed limit of 20mph.

Ten Acres Lane / Bank Bridge Road

- 6.167 Ten Acres Lane / Bank Bridge Road connects the site to A62 Oldham Road to the north, and A662 Ashton New Road to the south, running through Phillips Park / Clayton Vale and a couple residential areas.
- 6.168 There is a single lane of traffic in each direction. Similar to Riverpark Road, Ten Acres Lane widens significantly at two tight bends (to over 20m wide in the vicinity of the junction with Riverpark Road, and c. 14m wide to the north of the railway line). This is likely to provide access for large HGVs to the trading estate.
- 6.169 On the eastern side of the road at the junction with Riverpark Road there is 14-space free car park and walking / bike trail. There is not, however, currently a suitably safe way for those heading to / from the west to cross Ten Acres Lane.
- 6.170 There are continuous footways along both sides of the road. The road is subject to a speed limit of 20mph.

Briscoe Lane

- 6.171 Briscoe Lane, which is subject to a speed limit of 20mph. connects the site to A6010 Hulme Hall Lane / Alan Turing Way.
- 6.172 There are several bus stops along the road.
- 6.173 There are signalised pedestrian crossings complete with dropped kerbs and tactile paving across the Briscoe Lane and Alan Turing Way arms of the Briscoe Lane / Hulme Hall Lane / Alan Turing Way junction.

Eastlands Residents Parking Scheme

- 6.174 Manchester City Council introduced the Eastlands residents parking scheme in early 2024, ahead of the opening of the Co-op Live. This replaced several schemes surrounding the Etihad Campus with a larger, unified geographical area and extended restrictions to all days (rather than being limited to matchdays).
- 6.175 Riverpark Road, Briscoe Lane, and Ten Acres Lane fall within the scheme area.
- 6.176 The Eastlands resident parking scheme operates between 12:00 and 23:00 every day to ensure residents and their visitors can park close to their property while still permitting short-stay parking (up to 90-minutes) for visitors to the many shops and businesses in the area. There is no restriction on the duration of parking for permit holders.
- 6.177 Residents can apply for a free permit for each vehicle registered to their home. They can also apply for a separate permit that allows visiting vehicles to park. Businesses and business owners can also apply for free permits to parking within marked areas on street.

Highway Safety

- 6.178 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the most recent 60 months. A breakdown of the information is contained in **Table 6.12**:

Junction/Link	Slight	Serious	Fatal	Totals
Briscoe Lane / Ten Acres Lane	2	0	0	2
Ten Acres Lane, north of railway line	1	0	0	1
Bank Bridge Road, south of junction with Riverpark Road	0	1	0	1
Briscoe Lane / Alan Turing Way	7	0	0	7
Briscoe Lane, between Alan Turing Way and Riverpark Road	0	1	0	1
Briscoe Lane / Riverpark Road	1	0	0	1
Briscoe Lane / Grimshaw Lane	2	0	0	2
Total	13	2	0	15

^ Table 6.12 – Collision Data Summary

- 6.179 There has been a total of 15 collisions in the latest five-year period available, 13 of which were 'slight' severity incidents and two of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.
- 6.180 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.

Potential Effects

Impacts from the Proposed Development

- 6.181 The key traffic and transportation impacts associated with the Proposed Development will either occur during the Construction or Operational Phase as summarised in **Table 6.13** below:

Potential Impact	Assessment
Increase in traffic flows on the strategic and local highway network which could lead to delay, severance, amenity, road safety and public transport implications	Construction Phase Until any application is granted approval and a contractor is appointed, it is challenging to confirm construction impacts (i.e. the number of staff, origins, vehicle types and numbers). For a residential development, it is expected that there would be far fewer trips associated with the construction than operational phase. Operational Phase The TA and ES will consider the impact at junctions within the vicinity of the Site by modelling the without development and with development scenarios and consideration will be given to mitigation as appropriate.
The HGVs associated with the construction process may result in increased dust and dirt or other environmental impacts	A Construction Environmental Management Plan (CEMP) will usually be conditioned as part of any application and the key principles of this document will be included as part of the application.

^ Table 6.13 – Construction and Operational Phase Impacts

Cumulative Impacts

- 6.182 The IEMA Guidance states at paragraph 2.29 that “discrete projects within the agreed study area that are existing, approved or likely to come forward (where sufficient certainty and relevant information about the project exists) should not be added to the baseline scenario and should be considered in the cumulative scenario.”
- 6.183 The impact of any completed schemes will have been captured by the traffic surveys.
- 6.184 During the initial pre-application scoping meeting, MCC Highways identified the following for further consideration as part of the Transport Assessment:
- Jackson’s Brickworks (ref. 133700/FO/2022); and
 - Manno Development (ref: 125596/FO/2019); and
 - Central Park Bus Depot
- 6.185 Separately to this, Euan Kellie proposed to MCC Planning that the following be considered as part of the cumulative assessment for the Environmental Impact Assessment:
- Jackson’s Brickworks (ref. 133700/FO/2022); and
 - Former Mather & Platt Foundry (ref. 135454/JO/2022).

- 6.186 In response, MCC Planning queried whether the site is close enough to be impact upon by the extension to the North Stand at the Etihad Stadium.
- 6.187 Transport for Greater Manchester plan to create a hub for the electric bus fleet on a 13-acre plot of land purchased from Manchester City Council in 2023. At the time of writing no planning application has been submitted, nor has the exact site location been revealed, so the Central Park Bus Depot has not been included as a committed development.
- 6.188 Following a review of the approved Transport Assessments for the remaining developments, it was shown that the other cumulative developments would generate sufficient two-way trips in the AM and PM peak hours (except the North Stand which includes trip generation in the PM peak only) to impact upon the study area.
- 6.189 The 'Base' traffic will comprise the 2024 observed, minus the flows associated with the remaining units on-site at the time of the survey, plus the full consented use. The cumulative assessment will provide the traffic flows for the 'Base – Consented Use + Proposed Development + Cumulative Developments', comparing these to the 'Base' scenario. No further consideration will be undertaken of the assessment categories, regardless of whether the IEMA's thresholds are met. The Environmental Statements for the each of the cumulative developments will have considered in detail their impact and identified any necessary mitigation.

Proposed Methods of Mitigation

- 6.190 The ES will confirm the mitigation measures to reduce any adverse transport impacts, and maximise any positive impacts.

Methods of Assessment

Overview

- 6.191 Assessment of the traffic and transport impact of the Proposed Development will be undertaken in accordance with the 'Environmental Assessment of Traffic and Movement' a guidance document produced by the Institute of Environmental Management and Assessment (IEMA) in 2023.
- 6.192 In accordance with the IEMA Guidance, the Environmental Impact Assessment (EIA) for Traffic and Transport will be undertaken in three stages:
- (i) Identify the study area and the sensitivity of all highway links within this area;
 - (ii) Determine the percentage change in traffic flows above the baseline flows as a result of the Proposed Development for each link, considering the IEMA's recommended rules:
 - (iii) *"Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)*
 - (iv) *Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more"*
 - (v) For all links which meet the above thresholds, undertake further assessments to determine the level of impact on the following assessment categories. If neither of the thresholds are reached, no further EIA assessment is necessary.
 - (vi) *"Severance of communities;*
 - (vii) *Road vehicle driver and passenger delay;*
 - (viii) *Non-motorised user delay;*

- (ix) *Non-motorised amenity;*
- (x) *Fear and intimidation on and by road users;*
- (xi) *Road user and pedestrian safety; and*
- (xii) *Hazardous/large loads.”*

6.193 The consented use of the Site is for use as an industrial estate. The lawful use (c. 32,000sqm of mixed office/shop/industrial use) could be reimplemented fully without the need for any planning requirements and generate the suggested traffic movements if it was to re-open. As such, the EIA assessments will be based on the full planning use permitted on site – and the associated traffic that could be generated – and not the specific activity that is occurring at present time; noting the winding down of the facility with various leases now ceasing.

6.194 Therefore, the baseline traffic flows comprise the 2024 observed, minus the flows associated with the remaining units on-site at the time of the survey, plus the full consented use. This will be compared to the baseline flows minus the consented use plus the Proposed Development.

Determining Study Area and Receptor Sensitivity

6.195 The operation of the existing highway network has been assessed at the following locations as agreed with Manchester City Council during pre-application discussions:

- Junction 1 – Riverpark Road / Briscoe Lane (priority-controlled);
- Junction 2 – Ten Acres Lane / Riverpark Road (priority-controlled);
- Junction 3 – Alan Turing Way / Briscoe Lane (signal-controlled);
- Junction 4 – Briscoe Lane / Ten Acres Lane (signal-controlled);
- Junction 5 – Alan Turing Way / Gibbon Street (signal-controlled); and
- Junction 6 – Alan Turing Way / Ashton New Road (signal-controlled).

6.196 The assessment of highway link sensitivity should be informed by the presence, concentration, and provision for user groups and locations which may be sensitive to increase in traffic.

6.197 Paragraph 1.28 states that the following user groups should be considered:

- *“Non-motorised users*
- *Public right of way users*
- *Motorists and freight vehicles*
- *Public transport*
- *Emergency services”*

6.198 While paragraph 1.30 details the following sensitive locations:

- *“People at home*
- *People at work*
- *Sensitive and/or vulnerable groups (including young age; older age; income; health status; social disadvantage; and access and geographic factors)*

- *Locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools)*
- *Retail areas*
- *Recreational areas*
- *Tourist attractions*
- *Collision clusters and routes with road safety concerns*
- *Junctions and highway links at (or over) capacity”*

6.199 The approach to assigning levels of sensitivity to receptors is detailed in **Table 6.14**, informed by the IEMA Guidance.

Sensitivity of receptor	Description	Criteria
High	High level of vulnerable road users	<ul style="list-style-type: none"> • Many people from sensitive groups (including children, elderly and disabled) likely to be walking and cycling. • Sensitive locations (including hospitals, churches, schools, historical buildings, conservation areas) accessed from or within close proximity to assessed link. • Presence of fatal collision(s) or a cluster of serious road collisions. • Link at or above theoretical capacity in either peak of the observed scenario
Medium	Medium level of vulnerable road users	<ul style="list-style-type: none"> • Some people from sensitive groups (including children, elderly and disabled) likely to be walking and cycling. • Sensitive locations (including hospitals, churches, schools, historical buildings, conservation areas) accessed from or within close proximity to assessed link. • No fatal collisions. Presence of a cluster of serious and/or slight collisions. • Link at or above practical capacity in either peak, but below theoretical capacity in the observed scenario
Low	Low level of vulnerable road users	<ul style="list-style-type: none"> • Few people from sensitive groups (including children, elderly and disabled) likely to be walking and cycling. • No sensitive locations (including hospitals, churches, schools, historical buildings, conservation areas) accessed from or within close proximity to assessed link. • No fatal collisions. No notable clusters of collisions. • Link operating within capacity in both peaks of the observed scenarios

^ Table 6.14 – Criteria for Determining Receptor Sensitivity

6.200 There have been no fatal collisions or clusters of serious / slight collisions that are disproportionate to the traffic levels.

6.201 The sensitivity of the links within the study area is summarised as follows. Further details are provided on the junction capacity assessments in the Transport Assessment.

- High:
 - Alan Turing Way (North), Alan Turing Way (South), and Ashton New Road (West) on Junction 6 are operating at or above theoretical capacity in the observed scenario;
 - Briscoe Lane (East) on Junction 4, which has a primary school, several shops, and a large number of residential dwellings fronting onto the road
- Medium:
 - Gibbon Street (East) and Alan Turing Way (South) on Junction 5 are operating at or above the practical capacity in the observed scenario.
 - The Etihad Campus is accessed from Ashton New Road (West) on Junction 6, while the National Cycling Centre is on Gibbon Street (East) on Junction 5. It is noted that on the majority of days throughout the year there will be no events occurring at these venues, and when events do occur the associated movements will take places across a limited time period.
 - Ten Acres Lane (North) on Junction 4 which is home to Ten Acres Lane Sports Complex, offering a variety of sporting activities for all ages, including children.
- Low: all other links.

6.202 Rule 1 would apply to the Medium and Low sensitivity receptors, while Rule 2 applies to those of High sensitivity.

6.203 It is noted that a mitigation scheme has been approved for Jackson's Brickworks which would improve the performance of Junction 4.

Further Assessment Categories

6.204 As the Proposed Development is residential in nature, the movement of hazardous loads is not necessary during the operational phase. The Proposed Development does not have any planning approval and as there is no appointed contractor, there is no certainty over the type of construction vehicles or equipment that will need access at any construction phase. Should the Proposed Development receive planning permission however, it is considered an appropriate pre-commencement planning condition would secure a Construction Environment Management Plan (CEMP, or similarly named document). This document will be produced in consultation with any appointed contractor, MCC, and NH (as the regulator of the movement of large/abnormal loads) and would require formal discharge by MCC as the Local Planning Authority. It is therefore appropriate to remove further consideration of large loads from the ES Technical Chapter.

6.205 Regarding severance, the IEMA guidelines indicate that traffic flows would have to increase by more than 30% in order for a 'slight' change in severance to occur, 60% for a 'moderate' change to occur and 90% for a 'substantial' change to occur. It is also necessary to apply professional judgement in consideration of how road width, traffic flow and composition, traffic speeds, the availability of crossing facilities and the anticipated number of movements influences severance.

6.206 Driver delay can occur as a result of increased traffic flows on the network as a result of development. This generally occurs at junctions where turning traffic flows increase. As part of the TA, junction capacity assessments will be undertaken at all of the key junctions in the vicinity of the Site and the agreed geographical study area.

- 6.207 Regarding non-motorised user amenity, the assessment would exercise professional judgement in consideration of baseline conditions, the anticipated vehicle and non-motorised user demand, and any embedded or proposed mitigation that influences vehicle and non-motorised user journeys.
- 6.208 The assessment would adopt the threshold for non-motorised amenity of a halving or doubling of the total traffic flow (or HGV component) whilst applying professional judgment in consideration of the anticipated vehicle and non-motorised user demand, and any proposed or embedded mitigation that influences vehicle and non-motorised user journeys.
- 6.209 In the absence of commonly agreed threshold for fear and intimidation, a suggested methodology for calculating fear and intimidation is set out in Tables 3.1, 3.2, 3.3 and the associated text of the IEMA Guidance. This assessment would be adopted along with professional judgement in consideration of baseline conditions, any step change to the above level of fear and intimidation categories, and any embedded or proposed mitigation that influences vehicle and non-motorised user journeys.
- 6.210 This assessment would use the iRAP Demonstrator tool to calculate the safety of links where appropriate.
- 6.211 To quantify the magnitude of environmental impacts Curtins would utilise a combination of professional opinion and the indicative parameters as presented in **Table 6.15** below, where the percentages quoted represent increases.

Magnitude	Environmental Impact	Definition of Magnitude
Major	Severance of communities, and non-motorised user delay	Over 90% change to baseline traffic flows, in conjunction with professional judgement concluding a fundamental change from baseline conditions.
	Driver delay	Anticipated delay and/or queuing is fundamentally changed from baseline conditions in a way that is also perceptible to drivers/passengers.
	Non-motorised amenity	Over 50% change to baseline traffic flows or HGV%, in conjunction with professional judgement concluding a fundamental change from baseline conditions.
	Fear and intimidation on and by road users	Anticipated step change in level of fear and intimidation is two or more levels, in conjunction with professional judgement concluding a fundamental change from baseline conditions.
	Road user and pedestrian safety	Anticipated step change in two or more iRAP Stars Ratings, in conjunction with professional judgement concluding a fundamental change from baseline conditions.
Moderate	Severance of communities and non-motorised user delay	Over 60% change to baseline traffic flows, in conjunction with professional judgement concluding a material change from baseline conditions.
	Road vehicle driver and passenger delay	Anticipated delay and/or queuing post Development is materially changed from baseline conditions in a way that is also perceptible to drivers/ passengers.

Magnitude	Environmental Impact	Definition of Magnitude
	Non-motorised amenity	25 – 50% change to baseline traffic flows or HGV%, in conjunction with professional judgement concluding a material change from baseline conditions.
	Fear and intimidation on and by road users	Anticipated step change in level of fear and intimidation is one or more levels, in conjunction with professional judgement concluding a material change from baseline conditions.
	Road user and pedestrian safety	Anticipated step change in one or more iRAP Stars Ratings, in conjunction with professional judgement concluding a material change from baseline conditions
Minor	Severance of communities and non-motorised user delay	Over 30% change to baseline traffic flows, in conjunction with professional judgement concluding a discernible change from baseline conditions
	Road vehicle driver and passenger delay	Anticipated delay and/or queuing post Development is discernibly changed from baseline conditions in a way that is also perceptible to drivers/ passengers.
	Non-motorised amenity	10 – 25% change to baseline traffic flows or HGV%, in conjunction with professional judgement concluding a discernible change from baseline conditions.
	Fear and intimidation on and by road users	Anticipated step change in level of fear and intimidation is one or more levels, in conjunction with professional judgement concluding a discernible change from baseline conditions.
	Road user and pedestrian safety	Anticipated step change in one or more iRAP Stars Ratings, in conjunction with professional judgement concluding a discernible change from baseline conditions.
Negligible	Severance of communities and non-motorised user delay	0 – 25% change to baseline traffic flows, in conjunction with professional judgement concluding a barely distinguishable change from baseline conditions.
	Road vehicle driver and passenger delay	Anticipated delay and/or queuing post Development is barely distinguishable from baseline conditions in a way that is also not perceptible to drivers/passengers.
	Non-motorised amenity	25 – 50% change to baseline traffic flows or HGV%, in conjunction with professional judgement concluding a material change from baseline conditions.
	Fear and intimidation on and by road users	No anticipated step change in level of fear and intimidation, in conjunction with professional judgement concluding a barely distinguishable change from baseline conditions.
	Road user and pedestrian safety	No anticipated step change in iRAP Stars Ratings, in conjunction with professional judgement concluding a barely distinguishable change from baseline conditions.

^ Table 6.15 – Environmental Impacts

Summary of Assessment Scope

- 6.212 This EIA Scoping Traffic and Transportation Technical Chapter has been prepared by Curtins. It sets out the Traffic and Transportation methodology to be used in the ES which includes identification of receptors, a methodology to identify the severity of the environmental impacts and a methodology for identifying the significance of the impacts.
- 6.213 The methodology is based on the ‘Environmental Assessment of Traffic and Movement’ (IEMA, 2023) and in accordance with the guidance the following rules will be used as a screening process to delimit the scale and extent of the assessment:
- *“Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)*
 - *Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10%, or more.”*
- 6.214 The TA will determine the highway impact of the traffic and transportation aspects of the Proposed Development and will consider these and make recommendations for junction improvements and other highway mitigation if appropriate. Any such mitigation will be developed through close liaison with the relevant highway authority in order to ensure the proposals are appropriate.
- 6.215 **Table 6.16** below confirms the details to be Scoped In and Scoped Out of the environmental assessment in respect of Traffic and Transport.

Receptor	Impact	Potential Effect	Scoped In/out
All	During both the construction and operational phases, the Proposed Development may have the potential to change traffic flows, traffic speeds and traffic composition, which may impact on pedestrians and cyclists.	Severance of communities and non-motorised user delay Road vehicle driver and passenger delay Non-motorised amenity Fear and intimidation on and by road users Road user and pedestrian safety	Scoped In
All	During both the construction and operational phases, the Proposed Development may have the potential to change traffic flows, traffic speeds and traffic composition, which may impact on pedestrians and cyclists.	Hazardous/large loads	Scoped Out

^ Table 6.16 – Environmental Impacts to be Scoped In / Out

Wind

Introduction

- 6.216 A wind microclimate assessment of the Proposed Development will be undertaken, taking into account the geometry of the development, expected pedestrian activity and seasonal effects.
- 6.217 This assessment will be carried out as part of the ES, by the team at ArcAero led by Dr. Robin Stanfield.
- 6.218 Robin has a BEng (Hons) in Aeronautical Engineering, MSc in Aerospace Dynamics and Engineering Doctorate. Robin specialises in aerodynamics via both wind tunnel testing and CFD. Robin has consulted on hundreds of structures internationally, and has led wind microclimate studies for 100+ EIA projects throughout the UK.

Reference Materials and Relevant Standards

National Planning Policy Framework (NPPF) (2023)

- 6.219 The latest updated National Planning Policy Framework (NPPF) published in December 2023 contains no national planning policies directly pointing towards resolving wind microclimate issues. However, the benefits of a high-quality built environment are emphasised and an example of this is presented in paragraph 135 which states:
- Planning policies and decisions should ensure that developments:
 - ‘...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development...’
 - ‘...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping...’
 - ‘...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit...’
 - ‘...optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks...’

Manchester's Local Development Framework, Core Strategy Development Plan Document

- ‘...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit...’
- ‘...optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks...’

National Planning Practice Guidance (NPPG), 2019

- The NPPG states under ‘Consider form’ that, “Some forms pose specific design challenges, for example how taller buildings meet the ground and how they affect local wind and sunlight patterns should be carefully considered.”

- The NPPG states under ‘Consider scale’ that, ” Account should be taken of local climatic conditions, including daylight and sunlight, wind, temperature and frost pockets.”
- Paragraph 41 of the National Design Guidance states that a new development, “enhances positive qualities and improves negative ones. Some features are physical, including: ...environment – including landscape and visual impact, microclimate, orientation, flood risk, noise, air and water quality.”
- Paragraph 71 of the National Design Guidance states that “Proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) require special consideration.

Context

- 6.220 The baseline wind microclimate in the area is driven by a relatively wide sector of winds blowing from south round to the west. This is typical of the Manchester wind climate.

The immediate surrounding area consists of low-rise developments, meaning that the Proposed Development will have limited shelter from wind. Further afield, the site is surrounded by low-rise residential developments, medium-rise developments including the Etihad Stadium complex, and Manchester City Centre that lies to the south-west of the site.

Potential Effects

Impacts from the Proposed Development

- 6.221 With taller buildings fronting onto Briscoe Lane of the Proposed Development rising to a modest height of approximately ~60m, it will become the tallest building within its immediate surrounding area. Downdraughts are expected to be driven by the façade of this building, causing the potential for some moderate wind accelerations at the ground level.
- 6.222 Described in terms of the Lawson Comfort Criteria (LCC), wind conditions within the area are likely to be generally suitable for strolling on thoroughfares. However, conditions may not be suitable for short-term standing / sitting at entrances and recreational areas within the immediate vicinity of taller buildings fronting into Briscoe Lane, and there may be some occurrences of fast / business walking in windier seasons, that would ideally not be present.

Cumulative Impacts

- 6.223 An approved development at the former Mather & Platt Foundry site (135454/JO/2022) will consist of several low-rise developments. This is not expected to materially affect the wind conditions within the Proposed Development.
- 6.224 Cumulative developments that were identified for inclusion by Manchester City Council, but will be omitted from this assessment because they fall outside of the 600m radius of the Proposed Development are listed in **Table 6.17** below:

Development Name	Reference Number
Jackson’s Brickworks	133700/FO/2022
Etihad Stadium (North Stand)	136763/FO/2023

^ Table 6.17 Developments omitted from the wind microclimate assessment

Proposed Methods of Mitigation

6.225 Likely methods of mitigation might include, but need not be limited to:

- Solid or perforated canopies along the south-west facing façade of taller buildings fronting onto Briscoe Lane.
- Ground-level mitigation such as perforated screens.
- A revision of soft landscaping proposals.

Conclusions

6.226 A computational fluid dynamics (CFD) assessment will be undertaken to evaluate the wind microclimate of the Proposed Development. Exceedances of the Lawson criteria have the potential to occur, and where so, appropriate mitigation measures were suggested.

Methods of Assessment

Assessment Methodology for Likely Significant Effects

6.227 The following methodology for assessment is proposed:

6.228 The assessment will be informed by wind climate characterisation based upon at least 15 years of wind climate data from Manchester Airport and used to undertake a statistical analysis of the wind climate prevailing across the area.

6.229 The assessment will consider the following factors:

- the effect of the geometry, height, massing, exposure and orientation of the Proposed Development;
- the pedestrian activity to be expected, e.g. thoroughfare, ingress / egress, waiting areas, recreational spaces, outdoor seating spaces (such as cafes), and the Lawson comfort category that corresponds to the activity – long-term sitting, short-term sitting / standing, strolling or walking;
- the season(s) in which the activity is anticipated to take place, e.g. thoroughfare, waiting (at bus stops, for example) and entrance use would all take place year-round and be assessed against a worst-case ('worst-seasonal' results) while prolonged outdoor seating (outdoor café spaces, for example) would be assessed during summer.

6.230 Digital models of the Site and surrounding area will be constructed, including surrounding buildings within a radius of up to 600m from the site, and simulations will be performed for a minimum of 16 wind directions, to represent all directions. The assessment of operational effects will be informed by computational modelling (CFD).

6.231 The following scenarios will be tested and presented within the ES:

- Scenario 1: Existing site within existing surrounding context.
- Scenario 2: Proposed development within existing surrounding context.
- Scenario 3: Proposed development within cumulative surrounding context.

- 6.232 An assessment of operational effects would represent an approximation of a worst-case scenario during construction and therefore, the assessment of construction effects will be considered qualitatively within the ES Chapter and will be substantially informed by the operational assessment.
- 6.233 Gust and mean wind speed ratios (e.g. pedestrian level wind speeds as a ratio of a reference wind speed at a known height above ground) will be predicted in key areas within the Site where increased windiness is expected as a result of the buildings' geometry and in areas of wind-sensitive activities, such as public entrances or pedestrian pathways
- 6.234 The results of the CFD simulations will be presented, showing the adherence of conditions at all points to the LDDC variant of the Lawson Criteria and will be presented within a comprehensive report submitted as a technical appendix to the ES. The ES Chapter will provide the assessment of the environmental effects/receptor locations where significant effects are identified.
- 6.235 The LDDC variant of the comfort criteria (shown below) provides wind speed thresholds that should not be exceeded for more than 5% of the time in a season to be acceptable for the stated pedestrian activity. The safety criteria identify areas where someone could find walking difficult, or even stumble and fall. This criterion provides a wind speed threshold (15 m/s) that should not be exceeded more than once per year.

Comfort Category	5% Exceedance Threshold	Description
Long-term sitting	4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods.
Short-term sitting / standing	6 m/s	Gentle breezes suitable for main building entrances, pick-up/drop-off points and bus stops.
Strolling	8 m/s	Moderate breezes that would be appropriate for strolling along a city/town centre street, plaza or park.
Fast walking	10 m/s	Higher speeds that can be tolerated if one's objective is to walk, run or cycle without lingering.
Uncomfortable	>10 m/s	Winds considered a nuisance for most activities.

^ Table 6.18 Lawson Comfort Criteria

- 6.236 An increase in windiness relative to the baseline will not be considered to be significant if the wind speed is not expected to exceed the limit for the pedestrian activity being undertaken in that area. In the case of windiness levels in excess of the tolerable limits for intended pedestrian use, mitigation measures will be developed and their performance verified via further modelling.
- 6.237 Receptors are defined to be pedestrians and cyclists on the thoroughfares within the Site and surrounding areas. All receptors are equally sensitive to the presence or absence of an acceptable wind microclimate. An unacceptable microclimate exists at a receptor when either an exceedance of the safety criteria exists, or when the comfort criteria is not met for the existing / planned pedestrian use at a receptor.
- 6.238 The sensitivity of an affected receptor is considered via a scale of high, medium, low or negligible. All receptors are considered to be highly sensitive to the local wind microclimate conditions and are given an equal weighting.

- 6.239 The assessment of likely significant effects on sensitive receptors will consider the sensitivity of the receptor, the adherence (or not) to the LDDC criteria and the magnitude of change, if any, between 'target' and predicted comfort levels to determine significance, on a scale of large, medium, small and negligible. Significant effects will be determined through professional judgment.
- 6.240 Effect magnitude is defined by the severity of the deviation from the standards set out by the Lawson criteria. Exceedances of the safety criteria are deemed to be the most critical, given their potential effect on pedestrians' wellbeing, i.e. they may be unduly exposed to the potential for harm. Such effects are thus deemed to have a major magnitude of change. Where the comfort criteria are not met, i.e. where the conditions are too windy for a particular receptor to be sufficiently comfortable for existing or planned pedestrian uses and thus inconvenient but not unsafe, such effects are deemed to have a moderate magnitude of change.
- 6.241 Where the comfort criteria are marginally exceeded, to the extent that the exceedance is expected to be perceptible, but tolerable, such effects are deemed to have a minor magnitude of change minor impact magnitude.
- 6.242 Major and moderate effects are considered to be significant in EIA terms. Minor effects, as noted above being tolerable, are not considered to be significant.
- 6.243 The following are the significance criteria used to assess likely wind conditions as a result of the introduction of the Proposed Scheme:
- Major Beneficial: Any effect on wind conditions which is expected to improve pedestrian safety, namely an improvement in conditions from exceeding to meeting the safety criteria. This is considered to be significant.
 - Moderate Beneficial: Any effect on wind conditions which is expected to improve pedestrian comfort from unsuitable to suitable for planned activities. This is considered to be significant.
 - Minor Beneficial: Any effect on wind conditions which is expected to improve pedestrian comfort from unsuitable to marginal/tolerable for planned activities, or from marginal/tolerable to suitable for planned activities. This is not considered to be significant.
 - Negligible: Any effect that does not alter the suitability of existing wind conditions with respect to planned activities. This is not considered to be significant.
 - Minor Adverse: Any effect on wind conditions which worsens pedestrian comfort from suitable to marginal/tolerable for planned activities, or from marginal/tolerable to unsuitable for planned activities. This is not considered to be significant.
 - Moderate Adverse: Any effect on wind conditions that worsens pedestrian comfort from suitable to unsuitable for planned activities. This is considered to be significant.
 - Major Adverse: Any effect on wind conditions adversely affecting pedestrian safety, namely a deterioration in conditions from meeting to exceeding the safety criteria. This is considered to be significant.

Summary of Assessment Scope

6.244 Refer to **Table 6.19** below.

Receptor	Impact	Potential Effect	Scoped In/out
Thoroughfares, entrances and waiting areas neighbouring the Site, within in the vicinity of the taller elements of the Proposed Scheme.	Exceedance of the industry standard Lawson criteria for pedestrian safety.	Acceleration of wind has the potential to be most significant.	In
Thoroughfares, entrances and waiting areas neighbouring the Site.	Exceedance of the industry standard Lawson criteria for pedestrian comfort.	Acceleration of wind has the potential for the greatest level of effect or where pedestrian activities are most sensitive to wind and require the most benign conditions.	In

^ Table 6.19 - Summary of Assessment Scope

7. Topics to be ‘Scoped Out’ of the EIA

7.1 In line with the relevant legislation and policy, consideration has been given to the potential for significant environmental effects to arise as a result of the Proposed Development. The following technical discipline areas and associated potential significant effects have been considered:

- Archaeology
- Daylight, Sunlight and Overshadowing
- Ecology / Biodiversity
- Flood Risk and Drainage
- Ground Conditions
- Noise
- Socio-Economics

7.2 The relevant technical consultants for the above disciplines have concluded that the Proposed Development will not give rise to any likely significant environmental effects with regard to each of these disciplines and therefore would not warrant inclusion within the ES:

7.3 A summary of these matters and the conclusions drawn are considered below and overleaf:

Archaeology

Introduction

7.4 An Archaeological Assessment of the Proposed Development has been undertaken, taking into account the potential for the site to contain archaeological remains, by Fenix Heritage as part of the ES. The Assessment will be authored by Anthony Martin BA MA and Aisling Nash HNC BA MA MCIfA.

Reference Materials and Relevant Standards

7.5 The Assessment has been executed with reference to the notions and concepts inherent in a historic environment desk-based assessment.

7.6 The Assessment has been informed by the relevant statutory provisions for archaeological monuments and also the relevant national and local planning policies.

7.7 At the national level, the principal legislation governing the protection and enhancement of archaeological monuments of national importance is the Ancient Monuments and Archaeological Areas Act 1979. The Act provides protection to Scheduled Ancient Monuments. The consent of the Secretary of State for Culture, Media and Sport is required for works of demolition, destruction to or damage to a Scheduled Monument. There are no Scheduled Monuments within the Site or within 1km of the Site.

7.8 Various principles and policies related to heritage assets are set out in the NPPF (Dec. 2023 edition) which guide local planning authorities with respect to the wider historic environment.

7.9 The following paragraphs from the NPPF are particularly relevant

- Para. 8
- Para. 11
- Para. 200
- Para 201
- Para 203
- Para. 209

7.10 The Manchester Local Plan guides development within Manchester. It consists of Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039 (adopted in 2024.) and the Core Strategy (adopted 2012).

7.11 Policy JP-P2: Heritage of The Places for Everyone Joint Development Plan deals with heritage – which in includes archaeological remains

7.12 Policy EN 3 Heritage of Manchester's Local Development Framework Core Strategy Development Plan Document also caters for archaeological remains.

7.13 With respect to good practice in the historic environment, the professional institute for archaeology in the UK (the Chartered Institute for Archaeologists) has developed a range of regulations, standards and guidelines that are binding on all members to ensure that Chartered Institute for Archaeologists members work to high ethical and professional standards. The relevant standard and guidance document for assessment is the Standard and Guidance for Historic Environment Desk-Based Assessment (2020).

7.14 In addition to these standards and guidance a number of English Heritage and Historic England publications inform the preparation of archaeological assessments, including Conservation Principles; Policy and Guidance for the Sustainable Management of the Historic Environment (English Heritage 2008) and Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning Note 2 (Historic England 2015).

Context

7.15 The Greater Manchester Historic Environment Record (GMHER) records 37 non-designated archaeological monuments, buildings and findspots within a 750m radius from the site centre. None of these monuments, buildings or features are coincident with the site. The GMHER also notes that the site occupies a parcel of historic landscape character identified as Tannery/Abattoir (mid to late 20th century).

7.16 The Assessment confirms that the site was once the location of a brick works and the site has the potential to contain archaeological remains of these brick works. However, any archaeological remains of the brick works have been compromised by construction of the Meat Market and abattoir in the 1960s and are of low value.

Potential Effects

Impacts from the Proposed Development

- 7.17 The proposed development poses a threat to sub-surface archaeological remains through site preparation works, including remediation and also through excavations for foundations and services.

Cumulative Impacts

- 7.18 A cumulative impact assessment concludes that providing adequate consideration has been given by the LPA to archaeology within the due planning process applied to the proposed development and that, where consented, adequate mitigation measures are specified and carried out, then cumulative impacts on archaeological assets arising from the proposed development are not considered to be significant.

Proposed Methods of Mitigation

- 7.19 The proposed development allows for a mitigation actions to offset the direct impact of disturbance to/loss of archaeological remains. There is a vanishingly small likelihood that any archaeological remains on site would be of sufficient significance to warrant preservation in situ and therefore compensatory measures represent a reasonable response. It should be noted that there is no ability to mitigate (*sensu stricto*) for unavoidable impact to archaeological remains. However, archaeological field work (recording, reporting, dissemination, publication and archiving) can compensate for the impact where a development affects archaeological remains.
- 7.20 It is considered that there would be no public benefit in any archaeological pre-determination attendances. However, it is considered that an exploration of mitigation options (to ensure the satisfactory treatment of any archaeological remains) is worthwhile.
- 7.21 There may be public benefit attached to any archaeological attendances as there may be an opportunity not only to secure additional information on the archaeology of Manchester but, more importantly to gain, understanding and appreciation.
- 7.22 Any archaeological fieldwork mandated as a condition of planning permission (should it be granted) should be advanced with respect to the relevant research agenda. The Northwest Regional Research Framework (Updated Research Framework) has been developed as part of a national strategy to create a series of self-sustaining regional historic environment research frameworks for England.

Conclusions

- 7.23 The effects of the proposed development on archaeological remains are not considered to be significant in EIA terms as any archaeological remains present on site would be of low value and any archaeological remains of the of the brick works have been compromised by previous site development. Their loss, arising from the proposed development would not reach the threshold of significance. Nevertheless, mitigation for adverse impacts to any archaeological remains, even if the effect of that impact is not environmentally significant, is an option for the LPA.
- 7.24 The Proposed Development is therefore not considered to have any significant effects in respect of Archaeology and it is therefore considered that **this topic can be scoped out of the EIA.**

Daylight, Sunlight and Overshadowing

Introduction

- 7.25 A desktop review of the Proposed Development has been completed by Michael Beatty BSc (Hons) MRICS of GIA Surveyors Limited. The review considers the potential for daylight, sunlight and overshadowing effects to surrounding sensitive receptors.

Reference Materials and Relevant Standards

- 7.26 The BRE Guidelines¹⁵ suggest that residential properties have the highest requirement for daylight and sunlight, and states that:

“the guidelines are intended for use for rooms in adjoining dwellings where light is required, including living rooms, kitchens and bedrooms.”

- 7.27 Commercial uses such as office and industrial are not considered to be sensitive receptors and therefore do not require assessment under the BRE Guidelines.

Context

- 7.28 A baseline assessment of the Site and surrounding properties has been undertaken. The Site is located in a predominantly industrial area, and is therefore surrounded by commercial buildings. The closest residential properties are located sufficient distance from the Site not to be affected by the change in height and massing.

Potential Effects

Impacts from the Proposed Development

- 7.29 The properties surrounding the Site are all commercial use and do not require assessment under the BRE guidelines.
- 7.30 The closest residential properties to the Site, which would be considered as sensitive receptors under the BRE Guidelines, are sufficient distance not to be affected by the Proposed Development. As such, a daylight and sunlight assessment is not required and can be scoped out.
- 7.31 The closest amenity area, Philips Park, is located to the south of the Site. As the Proposed Development is located to the north of Philips Park, it will not obstruct its sunlight amenity. As such, an overshadowing assessment is not required and can be scoped out.

Cumulative Impacts

- 7.32 There are no cumulative schemes which would result in effects to the daylight, sunlight and overshadowing to surrounding sensitive receptors.

¹⁵ Building Research Establishment (BRE) (2022) Site layout planning for daylight and sunlight: a guide to good practice (BR209) (2022)

Proposed Methods of Mitigation

- 7.33 There will be no effect on daylight, sunlight and overshadowing to the surrounding sensitive receptors. As such, not mitigation is required.

Conclusions

- 7.34 All of the properties in close enough proximity to the Site are commercial use and are therefore do not require assessment under the BRE Guidelines.
- 7.35 Any residential sensitive receptors are sufficient distance not to be affected, and the orientation of Philips Park to the south of the Site means there will be no effect on the sunlight serving this area.
- 7.36 The Proposed Development is therefore not considered to have any significant effects in respect of Daylight, Sunlight and Overshadowing and it is therefore considered that **this topic can be scoped out of the EIA.**

Ecology / Biodiversity

Introduction

- 7.37 An Ecological Assessment of the Proposed Development will be undertaken, taking into account anticipated environmental impacts relating to Ecology will be carried out by Chris Schofield, MSc, BSc (Hons) ACIEEM.

Reference Materials and Relevant Standards

- 7.38 The following policies of the Manchester City Council Core Strategy 2012-2027 (Manchester City Council, 2012) are applicable to biodiversity and nature conservation (summary of policy provided, refer to Core Strategy document for full details):
- **Policy EN 9: Green Infrastructure** - *New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure*
 - **Policy EN 15: Biodiversity and Geological Conservation** – *seek to maintain and enhance sites of biodiversity value. Developers will be expected to identify and 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. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.*
- 7.39 The Manchester Biodiversity Strategy 2022-2030 (Manchester City Council, 2022) provides further information on nature in Manchester, objectives and priorities, and an action plan in addition to further supplementary information in relation to planning policy and requirements. This document has been reviewed and used to inform the scope of assessment and recommendations presented here as appropriate.

7.40 Additionally, the following policies of the Places for Everyone plan are applicable to biodiversity and nature conservation (summary of policy provided, refer to Places for Everyone document for full details):

- **Policy JP-G2: Green Infrastructure Network** - *A strategic approach will be taken to the protection, management and enhancement of Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation.*
- **Policy JP-G6: Urban Green Space** - *To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions.*
- **Policy JP-G7: Trees and Woodland** - *To deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them*
- **Policy JP-G8: A Net Enhancement Of Biodiversity And Geodiversity** - *Through local planning and associated activities a net enhancement of biodiversity resources will be sought.*

7.41 The NPPF (2023) set out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF states that:

'Planning policies and decisions should contribute to and enhance the natural and local environment by:

- *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- *maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate*

Context

- 7.42 The approximately 7.4ha site lies within an urban area of East Manchester and comprises a former abattoir with associated large, predominantly vacant, buildings and surrounding hardstanding with localised areas of modified grassland. Beyond the north of the site is a rail embankment which supports dense scrub, broadleaf woodland and scattered trees. Prior approval has been granted to allow for demolition of these vacant buildings, and so the EIA will be applicable to a baseline condition of a cleared site with no buildings present.
- 7.43 A rail line lies to the north with industrial development beyond, with further industrial development to the immediate east with Clayton Vale County Park beyond. Riverpark Road lies to the south with Phillips Park Cemetery and the River Medlock beyond. The western beyond is demarcated by Briscoe Lane with further industrial land beyond. The wider landscape is characterised by extensive built development associated with East Manchester which is bisected by green corridors including those associated with Clayton Vale, Phillips Park, the River Medlock and rail lines.
- 7.44 The site lies within the Manchester Conurbation National Character Area (Natural England, 2013) which *“is characterised by dense urban and industrial development, commercial, financial, retail and administrative centres, commuter suburbs and housing, interspersed with a network of green infrastructure.”*

Potential Effects

Impacts from the Proposed Development

- 7.45 The following potential effects on relevant ecological features have been identified:
- **Green Infrastructure.** Areas of woodland and scrub on the rail embankment to the north contribute to notable green infrastructure through the urban landscape. In the absence of mitigation the development works may result in unlikely and minor damage to trees and scrub habitat which may minor contribution to this green infrastructure function.
 - **Bats.** Green infrastructure features as described above provide a limited extent of suitable bat foraging and commuting habitat, and in the absence of mitigation, the works present the risk of minor damage/degradation of habitat used by an assemblage of local and common bat species.
 - **Badger.** No evidence of Badger has been detected however there are records of presence in the wider area and areas of scrub and trees surrounding the site provide a limited extent of suitable habitat. In the absence of mitigation, there is a low risk that the development works may result in the killing/injury of individual Badger which stray into the works area, resulting in a minor impact at the local scale.
 - **Breeding Birds.** Vegetation including scrub and trees and the buildings to be demolished provide a limited extent of nesting habitat for a restricted range of birds likely to be present in the local area recognising the habitats present and urban nature of the landscape. In the absence of mitigation, the development works may result in the killing/injury of individual nesting birds and destruction of active nests, resulting in a minor impact at the local scale.
 - **Invasive Flora.** A large stand of Japanese Knotweed is present at the rail embankment to the north of the site. In the absence of mitigation the development works present the low risk of causing the spread of this invasive species in the wild, resulting in a minor impact at the local scale.

Cumulative Impacts

- 7.46 No projects in the surrounding area have been identified which may result in cumulative impacts on any relevant ecological features. The following projects have been considered as agreed with MCC for inclusion in the ES Assessments:
- **Jackson's Brickworks** (references 129197/FO/2021 and 133700/FO/2022).
 - **Former Mather & Platt Foundry** (reference 135454/JO/2022)
 - **Etihad Stadium (North Stand)** (reference 136763/FO/2023)).
- 7.47 Each development has mitigation measures clearly identified and are management plans in place. No cumulative impacts are considered likely.

Proposed Methods of Mitigation

- 7.48 Below is a summary of proposed methods of mitigation which can be employed to reduce potential effects as identified above:
- 7.49 **Green Infrastructure** – Surrounding woodland and trees will be protected throughout the construction phase in accordance with BS5837:2012 Trees in relation to design, demolition and construction. Recommendations, including installing and maintaining appropriate protection fencing.
- 7.50 **Bats** –The protection measures above will serve to ensure suitable bat foraging and commuting habitats are maintained.
- 7.51 **Badger** – To minimise the risk of killing/injury of Badger to a negligible level, a set of best practice precautionary reasonable avoidance measures are to be implemented during the development phase including covering any holes, trenches or other excavations in which Badger may fall into and become trapped overnight, or otherwise a means of escape provided (e.g. a plank of wood).
- 7.52 **Breeding Birds** – To avoid an offence being committed in respect of nesting birds vegetation clearance and development works should be planned to be conducted outside of the bird nesting season (March to August inclusive) where possible. If it is necessary to undertake these works during the bird nesting season, a suitably qualified ECoW should direct supervise/inspect immediately prior to determine the presence or absence of nesting birds at the areas to be affected. If any active nests are detected, an appropriate protection area around the nest(s) will be established until it can be determined that the nest is longer active.
- 7.53 **Invasive Flora** - An invasive species contractor should advise on suitable measures to ensure the proposed development works do not result in the spread of Japanese Knotweed in the wild. This may include construction management measures such as wheel-washing machinery and/or fencing of areas of Japanese Knotweed such that these are not accidentally disturbed.

Conclusions

- 7.54 Assuming full implementation of the mitigation measures stated above, it is considered that there are no likely significant effects arising from the proposed development works in respect of Ecology and biodiversity.
- 7.55 In accordance with the above, the Proposed Development is therefore not considered to have any significant effects in respect of Ecology and it is therefore considered that **this topic can be scoped out of the EIA.**

Flood Risk and Drainage

Introduction

- 7.56 A Flood Risk Assessment and Drainage Strategy of the Proposed Development has been undertaken, and carried out by Townsend Water Engineering as part of the planning submission.

Reference Materials and Relevant Standards

- 7.57 The Flood Risk Assessment and Drainage Strategy have been completed in accordance with guidance set out in the following documents:
- National policy contained within the National Planning Policy Framework (NPPF) dated December 2023, issued by Communities and Local Government with reference to Section 14 'Meeting the challenge of climate change, flooding and coastal change
 - The NPPF Planning Practice Guidance (PPG) released in March 2014 ('Flood Risk and Coastal Change' section) and updated in July 2021 to incorporate the EA 'Flood Risk Assessments: Climate Change Allowances' guidance.
 - Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA Level 2 SFRA Final March 2011.
 - Greater Manchester Combined Authority Strategic Flood Risk Assessment (GMCA SFRA)- March 2019
 - Places for Everyone Plan (Policy JP-S4: Flood Risk and the Water Environment)
 - Manchester Core Strategy (Policy EN14 Flood Risk)

Context

- 7.58 The site is located at Riverpark Road, Newton Heath, Manchester, M40 2XP (Grid Ref: 387241, 399485).
- 7.59 The entire development site is approximately 7.4ha and is currently a discussed trading estate, a brownfield site. The River Medlock is 45m south of the site, this is a main river.
- 7.60 To the North of the site is a railway track and then an industrial area. To the East is Ten Acres Lane, further East is a forested area. To the South is Riverpark Road followed by a cemetery. To the West is Briscoe Lane, further West is an industrial area.
- 7.61 The Site is located within a Flood Zone 1, as per the Environment Agency (EA) Flood Map for planning. The site has some surface water flooding as per the Greater Manchester Combined Authority Strategic Flood Risk Assessment.
- 7.62 The existing ground elevations on site is shown in the topographic survey. The survey indicates that the site is highest in the North and lowest to the South. Ground levels vary between 69.3mAOD and 56.9mAOD. The ground sweeps down to the South, towards the River Medlock watercourse.

Potential Effects

Impacts from the Proposed Development

- 7.63 The issue of flood risk has been assessed in accordance with NPPF. The Flood Risk Assessment includes a desk-based review of historical reports, local planning policy, the Strategic Flood Risk Assessment, topographical surveys and baseline information available from the EA.
- 7.64 As per the Flood Risk Assessment, there is no risk of fluvial, tidal, groundwater or sewer flooding.
- 7.65 There is a flood risk from surface water indicated on the surface water maps. However as per the flood risk assessment with the inclusion of the new surface water drainage the site will be flood free up to and including the 1 in 100 year event plus climate change of 45% in regards to surface water.
- 7.66 The site will restrict the discharge in accordance with the Lead Local Flood Authority (LLFA) and the United Utilities (UU) to 200l/s. This will be an improvement on the existing situation as the discharge will be restricted compared to the existing development.
- 7.67 The drainage will be adopted by a NAV.
- 7.68 During construction there will be a Surface Water Management Plan in place which will restrict the discharge from site to the agreed discharge from LLFA and UU.

Cumulative Impacts

- 7.69 There are no additional developments that will be effected by or to the development.

Proposed Methods of Mitigation

- 7.70 The proposed development will have storage up to and including the 1 in 100 year event plus climate change of 45%;
- 7.71 Finished floor levels will be raised by 300mm in the West of the site, to mitigate any potential surface water flows coming from Briscoe Lane;
- 7.72 The discharge from the site will be restricted to brownfield rates. With the agreement of the LLFA and UU, the discharge has been agreed at 200l/s. This is a reduction on the existing site discharge of 2,524l/s. This is a discharge rate reduction of approximately 92%. Further information on the discharge rates will be provided in the Flood Risk Assessment.
- 7.73 The site will discharge to the CSO pipe outside of the site.

Conclusions

- 7.74 The Environment Agency indicative flood mapping shows that the development site is located entirely within Flood Zone 1: at little or no risk from tidal or fluvial flooding and is therefore suitable for all types of development under Planning Practice Guidance.
- 7.75 The site is located within Flood Zone 1 and is considered to be at low or very low risk of flooding from fluvial, pluvial, surface water, ground water, sewers and reservoirs.
- 7.76 The surface water discharge from the site is to be designed in line with the Outline Drainage Strategy to incorporate sustainable drainage techniques where feasible and limit run-off to rates agreed with LLFA and UU. Storage will be provided on site to prevent surface water flooding during a 1 in 100 year storm event with an additional climate change allowance.

- 7.77 Based on the information above, it is not considered that there could be any impacts from the Proposed Development that could trigger a need for an Environmental Impact Assessment with regards to flood risk and drainage. As such, it is recommended that these elements are scoped out of the ES with any potential impacts being covered by the Flood Risk Assessment and Outline Drainage Strategy which are to be submitted as part of the planning application.
- 7.78 The Proposed Development is therefore not considered to have any significant effects in respect of Flood Risk and Drainage and it is therefore considered that **this topic can be scoped out of the EIA.**

Ground Conditions

Introduction

- 7.79 A Ground Conditions Assessment of the proposed Riverpark Road residential development in Manchester will be conducted by E3P, drawing on insights from a comprehensive Phase II Geoenvironmental Site Assessment (Ref: 17-246-R2, March 2024) and an initial Phase I assessment. This assessment considers historical site use, current conditions, and potential contaminants to determine necessary mitigations and assess site suitability for development.
- 7.80 This assessment has been completed by Martin Dyer, Director at E3P (BSc Hons, FGS, FIEEnvSci, PIEMA, CEnv).

Reference Materials and Relevant Standards

- 7.81 The Ground Conditions Assessment will be completed in accordance with guidance set out in the following documents:
- National Planning Policy Framework (NPPF) – UK government policy on sustainable development and environmental protection.
 - Manchester Core Strategy Policy EN 18 Contaminated Land and Ground Stability
 - BS5930: Code of Practice for Site Investigations – Standards for ground investigations in construction.
 - BS10175: Investigation of Potentially Contaminated Sites – Guidelines for contaminated land assessment.
 - CIRIA C552: Contaminated Land Risk Assessment – Methodology for contaminated land risk assessment

Context

- 7.82 The Riverpark Road site is currently an industrial/commercial area with structures including warehouses, butchery facilities, and HGV parking. Investigations found:
- Made Ground (up to 5.45m depth), with contents such as gravel, sand, brick, and timber, indicating infill with industrial waste.
 - Drift Deposits of stiff clay (up to 9.8m), overlying solid bedrock of mudstone and sandstone from 5.5m to 17.2m.
 - Groundwater encountered at variable depths between 0.4m and 2.1m below ground level.

- **Contaminants:** Elevated levels of PAHs, heavy metals, and TPH were found, with trace levels of asbestos identified in Made Ground samples.
- **Vegetation:** Semi-mature and mature trees along the northern boundary and areas of Japanese knotweed.

Potential Effects

Impacts from the Proposed Development

- 7.83 The risk to human health, controlled waters, and site stability is deemed low due to:
- **Limited contaminant sources:** While contaminants like PAHs and metals are present, they are in localised areas with low potential for off-site migration.
 - **Ground stability:** Sufficient bedrock depth and stable ground conditions reduce the risk of structural impact.
 - **Groundwater protection:** Low permeability clay reduces vertical contaminant migration, limiting risk to controlled waters.
- 7.84 These factors indicate that ground-related effects from construction and operation can be effectively mitigated and are therefore **scoped out** from further EIA assessment.

Cumulative Impacts

- 7.85 No significant cumulative impacts are anticipated, as:
- **Site isolation:** There is minimal interaction with other developments near Manchester city centre.
 - **Industrial effects:** The site's low contaminant levels and mitigations reduce the potential for cumulative effects from nearby industrial activity.

Proposed Methods of Mitigation

- 7.86 Any minor mitigations will include:
- **Localised contaminant management:** Installing hardstanding or landscaping in limited contaminated zones to limit direct contact.
 - **Soil capping:** Covering exposed soils with clean fill where necessary.
 - **Vegetation management:** Removing Japanese knotweed to prevent spread.

Conclusions

- 7.87 The site presents low environmental risk due to its current conditions and historical use. Minimal remediation actions will sufficiently address any contaminants, allowing the site to be safely developed for residential use without significant environmental impacts.
- 7.88 The Proposed Development is therefore not considered to have any significant effects in respect of Ground Conditions and it is therefore considered that **this topic can be scoped out of the EIA.**

Noise

Introduction

- 7.89 A Noise Assessment of the Proposed Development will be undertaken, taking into account existing sources of noise that have the potential to impact upon the noise sensitive development will be carried out by Lee Faulkner BSc (Hons) MEnvSci MIOA of E3P as part of the ES.

Reference Materials and Relevant Standards

- National Planning Policy Framework
- National Planning Practice Guidance - Noise
- British Standard BS 8233:2014+A1:2019 'Guidance on sound insulation and noise reduction for buildings'.
- British Standard BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial noise'.

Context

- 7.90 The site is within a mixed use area and is surrounded by multiple existing sources of sound including existing commercial premises to the north, east and west.
- 7.91 The main noise sources audible on site are road traffic associated with Riverpark Road and Briscoe Lane and rail movements along the northern boundary.

Potential Effects

Impacts from the Proposed Development

- 7.92 It is anticipated that any noise and vibration effects during the construction of the development can be suitably controlled through Best Practicable Means within a CEMP. Especially given the distance to the nearest receptors.
- 7.93 Upon operation, the only potential effect from the development would be changes in road traffic noise levels along the affected routes. However, for this to be significant, a doubling of traffic is required. Given the scale of the development and the existing traffic flows, this is not considered likely and any impact from operation of the development would be negligible.

Cumulative Impacts

- 7.94 Considering the above and that no developments are recently completed, to be completed or consented in the immediate vicinity, consideration of cumulative impacts is not required in relation to noise.

Proposed Methods of Mitigation

- 7.95 Construction noise and vibration can be suitably controlled within a CEMP. Any on-site mitigation to protect future occupants from existing sources of noise will be given in the NIA.

Conclusions

- 7.96 Given the above, it is anticipated that noise can be scoped out of the ES and a stand-alone Noise Impact Assessment considering existing sources of noise upon the receptors is sufficient. Accordingly, no significant effects from construction and operation of the development are predicted.
- 7.97 The Proposed Development is therefore not considered to have any significant effects in respect of Noise and it is therefore considered that **this topic can be scoped out of the EIA.**

Socio-Economics

Introduction

- 7.98 A socio-economic assessment of the Proposed Development will be undertaken, taking into account the socioeconomic effects of the proposals relating specifically to job creation resulting from construction spend, household spend, New Homes Bonus and Council tax. This will be carried out by Brookdale Consulting as part of the ES.
- 7.99 Brookdale Consulting is a specialist economic research consultancy formed in 2011 by Donald Webb, former Head of DTZ's North Economics Team (now Cushman & Wakefield). Donald is an economist with a BSc (Hons) degree from the University of Edinburgh and an MBA from Edinburgh's Napier University. He has 30 years consultancy experience, 10 of those at DTZ.
- 7.100 Brookdale Consulting offers clients strategic development advice. Key areas of work include:
- Developing the evidence base
 - Making the case for development
 - Site options, strategy and delivery
- 7.101 Brookdale experience covers residential, office, industrial, leisure and retail uses. We have extensive experience of heritage and greenbelt development as well as public/private partnership development.
- 7.102 Brookdale's work is evidence-based, drawing on official data sources and, where necessary, carefully planned and executed primary research. We have extensive experience across the UK.

Reference Materials and Relevant Standards

- 7.103 Brookdale's work will draw upon the following sources:
- Business Register and Employment Survey (ONS)
 - General Household Survey (ONS)
 - ONS data on jobs and GVA
 - Additionality Guide 2014 4th Edition (HCA)

Context

- 7.104 An overview of the existing site will establish current uses and any loss of employment land as a result of the Proposed Development.

Potential Effects

Impacts from the Proposed Development

- 7.105 The work will assess the socio-economic effects during both the construction and operational phases of development.
- 7.106 During the construction phase the key issues relate to the generation of construction-related employment at a local and regional level. This will consider both the direct employment effect and the indirect/induced effects associated with the supply chain and the impact of construction worker spend on local goods and services.
- 7.107 The construction spend on the scheme will support construction jobs over the lifetime of the build. This will have multiplier effects through induced (supply chains) and indirect (employee spend supporting further jobs) impacts. These will be quantified and their significance evaluated.
- 7.108 In terms of operational impacts, the key issues for assessment are:
- The loss of any economic activity on-site;
 - The impact of the proposed residential development on demographics in the area based on the residential unit mix and average household size;
 - The effects of the potential increase in spending by residents in the area and the indirect impact that this has on employment opportunities. The expenditure of residents will support jobs in the geographical area in which they spend money (the impact area) which in turn will support induced and indirect jobs. As well as supporting jobs, which can help to reduce unemployment, increased spending can support regeneration aims to ensure viable local town centres.
 - Wider fiscal effects of housing delivery, such as the New Homes Bonus and Council Tax

Cumulative Impacts

- 7.109 The cumulative impacts of the scheme will be assessed drawing on any recently completed / consented schemes / schemes under construction which will not be included within the baseline assessment.

Proposed Methods of Mitigation

- 7.110 There are no recognised significance criteria for socio-economic effects and, as such, professional judgement will be used based upon the identified needs of the local population, planning policy objectives and the magnitude of potential impacts in line with the significance criteria set out in the ES. Mitigation measures will be identified as required along with any residual effects.

Conclusions

- 7.111 The scoping process has highlighted that the socio-economic impacts will be assessed initially by way of the loss of any existing economic activities on-site. The new proposed uses will be assessed in terms of construction and operational effects plus impact on fiscal effects. Cumulative effects will be assessed based on the Cumulative Schemes scoped into the assessment.
- 7.112 The Proposed Development is therefore not considered to have any significant effects in respect of Socio Economic impacts and it is therefore considered that **this topic can be scoped out of the EIA.**

8. Summary

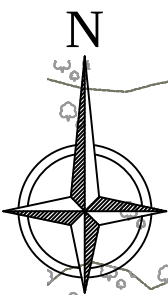
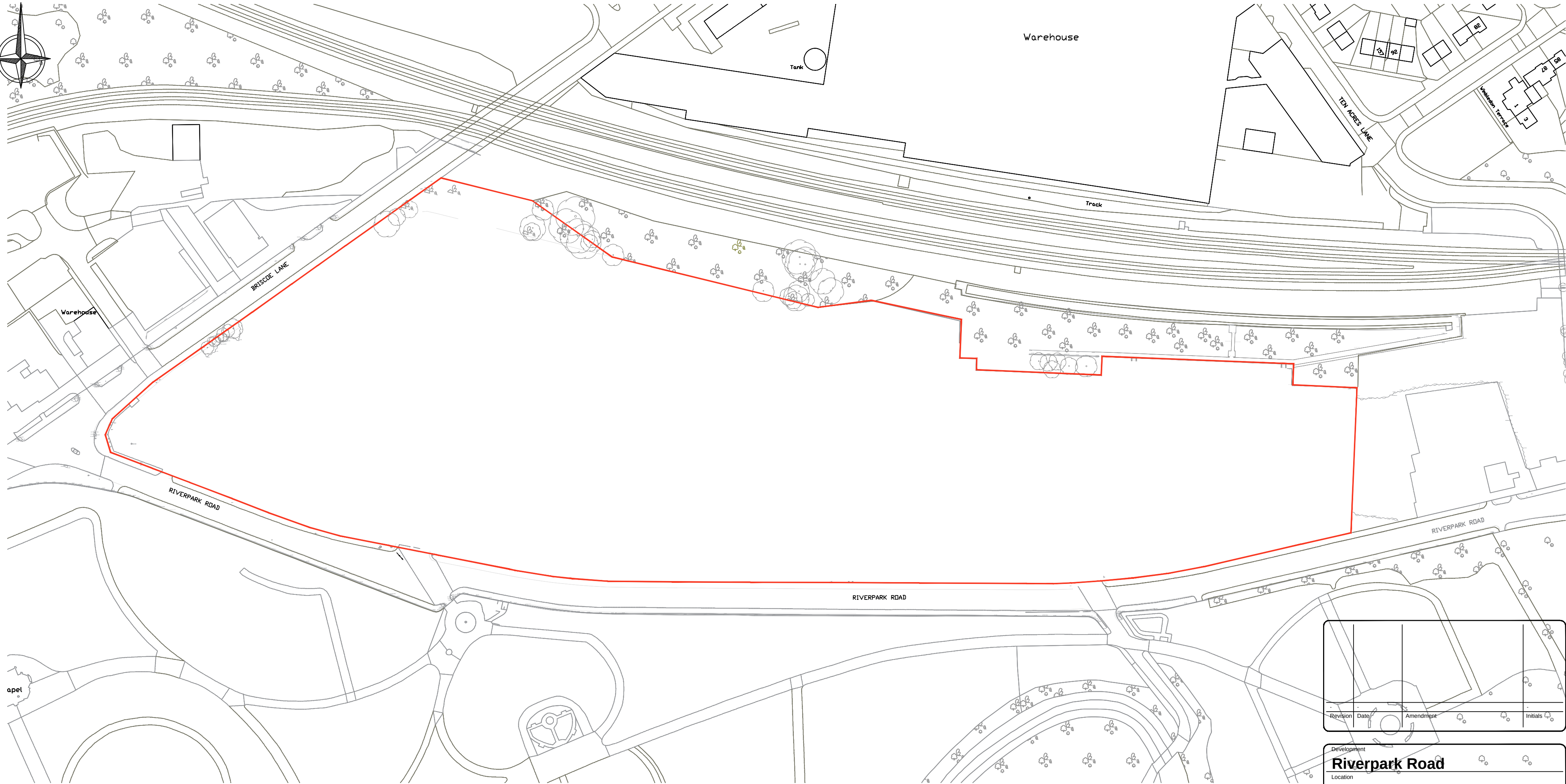
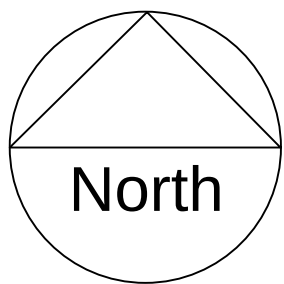
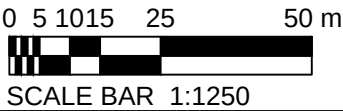
- 8.1 The Proposed Development involves the redevelopment of a previously-developed site in an urban location for a development up to a maximum of 775 dwellings (Class C3), in addition to amenity facilities, and other associated works
- 8.2 The Proposed Development is not of a type listed in Schedule 1 of the EIA Regulations, but is however categorised as Schedule 2 development under Section 10 'Infrastructure Projects' within sub-category (b) 'Urban Development Projects' as it exceeds the threshold of 150 dwellings for this type of development.
- 8.3 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 other development within the Regional Centre.
- 8.4 A team of technical consultants have assessed the Proposed Development with regards to its characteristics; location; and the types and characteristics of the potential impacts.
- 8.5 The scope of the ES is considered in this instance to be limited to Air Quality; Climate Change; Heritage and Townscape & Visual Impact; Human Health; Transport and Wind.
- 8.6 The appointed technical consultants have concluded that there are no likely significant environmental effects arising from the Proposed Development 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
 - Socio-Economics
- 8.7 Notwithstanding the scope of the ES, it should be noted that the planning application will be supported by a range of technical assessments in order to understand fully understand the potential environmental effects which the Proposed Development may have in respect of the technical disciplines scoped out of the ES. A full list of the documents to be submitted with the application is included within **Appendix 2**.
- 8.8 With consideration to the above conclusions of this report, an EIA Scoping Opinion is requested from the Local Planning Authority in respect of the Proposed Development as soon as possible.

Appendices

- Appendix 1: Red Line Plan – Site Location Plan
- Appendix 2: Schedule of Planning Application Submission Documents

Appendix 1 – Site Location Plan





Revision	Date	Amendment	Initials

Development	
Riverpark Road	
Location	
Manchester	
Marketing Name	
-	
Drawing Title	
KH Transfer Plan	
Job No.	Drawing No.
-	KH/RP/SSM/01
Revision	Scale @ A2
-	1:1250
Drawn By	Date
RGC	03.04.24
Checked by	Date Checked
TC	04.04.24

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Appendix 2 – Planning Application Documents Schedule



Riverpark Road, Manchester

Schedule of Proposed Planning Application Documents

Administrative Requirements

1. Planning Application Fee
2. Application Form and Certificates
3. Red-Edge Boundary / Site Location Plan
4. Covering Letter

Drawings

5. Existing and Proposed Scheme Plans, Elevations and Sections
6. Demolition details
7. Topographical Survey
8. Landscaping Plans
9. Design & Access Statement
10. Computer Generated Images (CGIs) / Verified Views

Supporting Technical Reports

11. Noise and Vibration Assessment
12. Planning Policy Compliance Statement (including Tall Building Statement)
13. Statement of Community Involvement
14. Economic Statement
15. Heritage Assessment and TVIA
16. Archaeological Desktop Study
17. Energy and Sustainability and Environmental Standards Statement
18. Ventilation Strategy
19. Phase 1 and 2 Contamination Assessment
20. Waste Management Strategy
21. Construction Waste Management
22. Air Quality Impact Assessment
23. Flood Risk Assessment ('FRA') and Drainage Strategy

24. Preliminary Ecological Appraisal ('PEA') and Bat Survey
25. Biodiversity Net Gain Metric
26. Transport Assessment and Travel Plan
27. Tree Survey / Arboricultural Survey
28. Broadband Connectivity Assessment
29. Crime Impact Assessment
30. Daylight, Sunlight and Overshadowing Assessment / Glint & Glare
31. Fire Statement
32. Wind Assessment
33. TV Reception Survey
34. Local Labour Agreement
35. Affordable Housing Statement
36. Financial Viability Assessment
37. Draft S106 Heads of Terms

Environmental Impact Assessment

38. Volume 1 – Non-Technical Summary
39. Volume 2 – Environmental Statement
40. Volume 3 – Appendices (Supporting Technical Information)