Sustainability and Environmental Standards Statement

Manchester City Council

October 2024

FORMER CENTRAL RETAIL PARK – THE PARK

AtkinsRéalis - Sensitive / Sensible

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1. Introduction

This Sustainability and Environmental Standards Statement (SESS) is submitted on behalf of Manchester City Council (MCC) (herein referred to as the 'Applicant'), in support of an application for Planning Permission for the construction of a public park (herein referred to as the 'Proposed Development'). The Site of the Proposed Development is located within the land of the Former Central Retail Park (FCRP) along Great Ancoats Street.

The Site for the Proposed Development will form one part of a wider development of the Former Central Retail Park (FCRP) site. A Strategic Regeneration Framework (SRF) was produced for the entire FCRP site in March 2023[1] which details the context and design drivers behind developing the area into a 'high-quality sustainable office district with an attractive public realm at its centre, including a new green space'. The SRF outlines the phasing of the site in relation to three different developments that are proposed as part of the overall regeneration of the site: Phase 1, Phase 2 and the Proposed Development. The Proposed Development involves the creation of a new public park and includes hardstanding grassland zones, planting and the installation of street furniture. This Sustainability and Environmental Standards Statement has been prepared in respect of the proposals for the Proposed Development only.

The SESS details the features and commitments incorporated into the Proposed Development to ensure that relevant standards outlined in MCC's Core Strategy, Guide to Development Supplementary Planning Document (SPD) and Places for Everyone Joint Development Plan are met (and exceeded where viable).

The SESS demonstrates not only policy compliance but also that sustainability objectives form an integral part of the Applicant's aspirations for the Proposed Development.

2. Overview

2.1 Site Context

The Site was formerly a retail destination characterised by large retail warehouses surrounded by surface car parking. The current status of the plot comprises vacant brownfield land which includes hardstanding following the demolition of the FCRP in 2019.

Located adjacent to Great Ancoats Street, the Site is surrounded by dense urban development including a mixture of residential and commercial properties, as well as a busy road network.

A future anticipated baseline forms the basis of the environmental assessments for the Proposed Development. This planning application has sight of the Phase 1 development application that will be constructed prior to the Proposed Development and will also use the Site to locate a construction compound thus having undergone partial groundworks. Phase 1 is anticipated to be constructed between 2025 and 2029, thus construction of the Proposed Development is not anticipated to commence until 2030. Therefore the future anticipated baseline of the Site that will be assessed will have partial groundworks completed within the central corridor of the Site, finished with bare earth as well as the constructed Phase 1 development adjacent to the west.

[1] Former Central Retail Park draft regeneration framework | Manchester City Council

2.2 Report Structure

Combining the structure of a Sustainability Statement with that of an Environmental Standards Statement, this SESS demonstrates how the Proposed Development has been brought forward in the context of a strong commitment to sustainability whilst aligning with the policies of MCC's Core Strategy and Guide to Development SPD.

The SESS provides an overview of compliance with these policies and the sustainability opportunities that have been identified and utilised where relevant to the Proposed Development.

The structure of the report broadly follows that of MCC's Guide to Development SPD and includes the following sections:

- Environmental Design,
- Energy,
- Water Management,
- Biodiversity,
- Waste Management,
- Construction Management.

2.3 Key Sources

The SESS pulls together information from a range of sources with the focus on how the Proposed Development has committed to sustainability. Therefore, it is supported by the following documents:

- Planning Statement,
- Design and Access Statement (including Operational Waste Strategy),
- Environmental Statement,
- Transport Assessment,
- Flood Risk Assessment,
- Construction Management Plan (including Site Waste Management Plan).

3. Planning and Policy Context

Whilst this is not an exhaustive list, this section highlights key policies that have been applied to incorporate sustainability within the design of the Proposed Development.

3.1.1 National Planning Policy Framework (NPPF)[2]

The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for sufficient housing and other development in a sustainable manner. Some relevant sections of the framework focus on:

- Promoting healthy and safe communities,

[2] National Planning Policy Framework (publishing.service.gov.uk)

- Making effective use of land,
- Achieving well-designed and beautiful places,
- Conserving and enhancing the natural environment, and
- Conserving and enhancing the historic environment.

3.1.2 Manchester Climate Change Framework 2020-25[3]

The framework outlines MCC's commitment to tackle climate change and build on previous actions from over the past decade. It summarises the specific actions which are required to ensure that the Council reduces its direct emissions by at least 50% by 2025 whilst also playing their full part in supporting and influencing the city to do the same. It also covers the Council's plans for adapting to the expected impacts of climate change and supporting and influencing others, including through the implementation of the Manchester Green and Blue Infrastructure Strategy 2015-25.

3.1.3 Green and Blue Infrastructure Strategy[4]

The strategy outlines MCC's core aim to ensure the city's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking by using blue and green infrastructure to support sustainable development throughout the City. The key objectives include:

- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth,
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond,
- Improve the quality and function of existing green and blue infrastructure.

3.1.4 Former Central Retail Park Strategic Regeneration Framework (FCRP SRF) 2023[5]

The SRF outlines the vision behind the development of the FCRP site as a whole, including that of the Proposed Development. The SRF also provides context of development plans within the wider area of the FCRP site including those of Phase 1 and Phase 2. The vision for the entire FCRP site is to create a high-quality, sustainable office district with an attractive public realm at its centre, including a new green space, the latter relating to the Proposed Development. The SRF has been developed with full regard to National Planning Policy, Manchester's Statutory Development Plan Documents and the suite of strategic and regeneration policies that are driving renaissance in the city. It also commits to the aim of achieving the highest standards of sustainable design.

3.1.5 Places for Everyone Joint Development Plan[6]

The Places for Everyone (PfE) plan provides objectives and guidance policies to help create inclusive and sustainable economic growth across nine boroughs. It reinforces the ambition to bring forward development on brownfield land and provide greater protection of environmental assets whilst also supporting wider strategies around clean air, walking and cycling and underpins the ambition to be a carbon neutral city region by 2038. Specifically, the plan contains a sustainable development policy (JP-S1) and sustainable places policy (JP-P1) amongst others that relate to sustainable and resilient places.

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[3] Manchester+Climate+Change+Framework+2020-25.pdf (squarespace.com)
[4] Green and blue infrastructure | Green and blue infrastructure | Manchester City Council
[5] MCC SRF 2023
[6] https://www.greatermanchester-ca.gov.uk/media/9578/places-for-everyone-joint-development-plan-document.pdf

4. Headline Sustainability Goals

Table 4-1 Headline sustainability goals

Theme	Headline
Environmental Design	• The Proposed Development will transform the Site into **a well-designed public park** which will contribute and **enhance the local character of the area** and is proposed to **achieve a 199.72% net gain in biodiversity units**, supporting new ecological development in the area. • The Site is currently surrounded by a wealth of public and active transport connections such as bus routes along Great Ancoats Street, the Rochdale Canal tow path and National Cycle Route no. 66. The Proposed Development **aims to promote and maximise accessibility through the infrastructure within the design** (gentle sloping paths, open green lawns and clear and appropriate wayfinding). • **Emissions** associated with the operation of the Proposed Development **are minimal,** only 0.00001% to the 5th carbon budget and 0.00002% to the 6th carbon budget, aligning with UK Government's ability to meet its carbon budgets. A **Carbon Management Plan** will be produced to identify opportunities to reduce carbon emissions through the use of materials with low embedded carbon, and construction practices that will minimise carbon emissions. • The proposed development is a **green infrastructure** with beneficial impact on the surrounding areas in terms of the design, scale and appearance. The design has been developed to be **resilient to climate change** and **includes embedded mitigation** that addresses the Proposed Developments potential climate change vulnerabilities.
Energy	• The guidance within the **Energy Hierarchy** has been incorporated within the design of the Proposed Development where applicable. The only energy consuming features are those of the **lighting design** and the **high-efficiency LED luminaires** have been used to maximize energy efficiency. • **Retaining existing concrete foundations** avoids energy-intensive removal processes. Excavated soil from Phase 1 development will be used to build up required levels, **minimizing the need for new material import.** • **No building structures are proposed within the design**, thus reducing energy consumption. Lighting remains the main energy demand source, designed for minimal energy use. The total annual energy requirement for the Proposed Development has been identified from the design and multiplied by the predicted yearly electricity emissions factors for 60 years from the Opening Year of the Proposed Development (0.041kgCO2e/kWh for 2031) to calculate emissions from operational energy. • The Environmental Statement (accompanying this Application) assesses CO2 emissions across all phases. **Incorporation of low embodied carbon materials** (e.g., Corkeen) demonstrates commitment to sustainability. The Effects on Climate assessment indicates that CO2 emissions from the Proposed Development do not hinder the UK's national carbon budget targets. Lifecycle stages have been considered in quantifying emissions. • The Proposed Development **enhances pedestrian routes** by connecting existing active travel paths (e.g., Rochdale Canal towpath, national cycle networks).Improved accessibility benefits both local residents and wider areas. The design aims to enhance visual amenity, particularly given the existing Site's nature. • Increased connectivity encourages active travel options, **promoting low carbon transportation**. The Proposed Development will connect residential areas to economic activity zones (e.g., Phase 1 development, commercial properties).Connectivity extends to health, education, and open spaces (e.g., Urban Village Medical Practice, Co-op Academy New Islington, Cotton Field Park).
Water Management	• The Proposed Development has utilised **Sustainable Drainage Systems (SUDS)** within its design to minimise surface water run-off. **A Flood Risk Assessment** has been produced and has been concluded that the Site is located in flood zone 1 , with no risk of flooding from the river or sea. **No mitigation measures are required due to its "Less Vulnerable" categorization.** • Adverse impact on water quality will be avoided through **best practice pollution prevention measures**. Construction impacts will be mitigated using robust method statements and adherence to guidelines such as Guidance on Pollution Prevention (GPPs) and CIRIA C715 Environmental good practice. • **A Drainage Management Plan (DMP)** will be produced by the Principal Contractor prior to construction to manage surface water runoff from new hardstanding areas in line with Environment Agency PPG and CIRIA guidance. • The park includes **28 litter bins** (14 general waste and 14 recycling) to prevent litter from reaching waterways. • The Proposed Development links canals and open space, **enhancing accessibility**. Improvements ensure accessibility for disabled individuals through **appropriate access points and gentle slopes**. • The landscaping strategy achieves a **199.72% net gain in biodiversity** within the Proposed Development.
Biodiversity	• The Proposed development **creates open green space** amongst existing public rights of ways in an area which currently lacks open space and connectivity due to the void that the existing site imposes. • The **landscaping strategy** includes planting 96 native trees, 0.06 ha of modified grassland, and 0.06 ha of wildflower meadow, **aiming for a 199.72% net gain in biodiversity units** enhancing the ecological features and green link, aligning with **MCC's goal of increasing trees across the city**. The canal has been considered within the Biodiversity Net Gain requirements of the Proposed Development as the riparian zone of New Islington Marina falls within the Site. • Tree planting **supports climate change adaptation**, providing **natural solutions to future flood risk and increasing temperatures**. The Proposed Development has given full consideration to potential effects on biodiversity, accounting for both the construction and operational phase. A complete impact assessment has been carried out which deemed there would be no significant effects to biodiversity receptors. • Priority habitats found within Manchester, as listed in the **Manchester Biodiversity Strategy** and included in the **Greater Manchester Biodiversity Action Plan (GM BAP),** include **managed greenspace, and canals**, both of which are relevant to the Site of the Proposed Development. The design increases managed greenspace, including **central lawns and extensive planting**. • Timber features have been included such as the **boardwalk** that will come from **Forest Stewardship Council sources.**

Waste Management	• Construction practices will follow the **waste hierarchy** and as such will employ actions to **reduce on site waste generation** such as minimizing waste by the **existing concrete slab being left in situ**, **Offsite fabrication and modular units** (e.g., furniture, hardstanding), **offsite waste management** and vehicle movements by importing material from phase one development and encourage **sourcing reclaimed materials** or those with high recycled content. • During construction the principle contractor will be encouraged to **segregate waste for high recycling levels** and explore on-site reuse of materials before recycling offsite, thus contributing to **lowering the project's embodied carbon.** • During operation the Proposed Development, there will be **14 general waste bins and 14 recycling bins** will be placed throughout the park. Grass and vegetation maintenance waste will be composted and potentially returned to the site. • A **Site waste management plan** has been drafted to detail the management of waste generated in construction and an **operational waste strategy** has been drafted to detail the management of waste generated once the park is operational.
Construction Management	• Construction waste will be managed through the **drafted Site Waste Management Plan** which will **track waste disposa**l, **minimize on-site waste generation** following the waste hierarchy, and also details **environmental mitigation measures** which will work to protect and enhance the environment from any construction processes that may otherwise have adverse effects. • **Best practice measures** will be employed throughout the construction process by **Biodiversity Protection, Noise Mitigation and Pollution Prevention**. • If protected species or evidence of them are encountered unexpectedly, works will cease. **An Ecological Clerk of Works** (ECoW) will oversee construction and pre-construction clearance. Retained trees will be protected according to guidelines. Measures to prevent animal entrapment during excavations will be implemented. Vegetation removal during nesting season will be carefully managed to avoid harm to breeding birds. • All plant and equipment will comply with the noise limit and noise marking requirements **in compliance with noise regulations** for plant and equipment. **Maintenance of noise control measures** will be implemented with use of **effective exhaust silencers** and **minimizing noise during intermittent machine use**. Static noise equipment will be screened or housed in acoustic enclosures. Noisy plant/equipment will be placed away from sensitive buildings. Personnel will receive site-specific inductions and noise control briefings. A programme of community liaison will be carried out, including notification of works and details of the complaints process. Reversing alarms will be controlled (e.g., directional sounders, minimum output levels). • Potential impacts from construction can be mitigated through **best practice measures** which are associated with good site practice and preparation of robust method statements in adherence to guidelines (e.g., Pollution Prevention Guidelines) that ensures responsible construction. • **The Construction Management Plan** also outlines plans for site logistics and maintenance such as wheel washing procedures, access routes and delivery protocols. The responsibility of enforcing this management will sit with the Principal Contractor.

5. Sustainability Credentials of the Proposed Development

5.1 Environmental Design

Table 5-1 Compliance of the Proposed Development with environmental design policies

Core Strategy policies	
Policy SP1	The future anticipated baseline of the Site will comprise bare earth within the central corridor, and minor areas of hardstanding along the dog-leg parallel to Great Ancoats Street with the existing environment within Cotton Field Park still standing. The Proposed Development will transform the Site into a well-designed public park which will contribute and enhance the local character of the area. The Phase 1 development will be constructed prior to the Proposed Development which will also use the Site to locate a construction compound. Phase 1 is anticipated to be constructed between 2025 and 2029, thus construction of the Proposed Development is not anticipated to commence until 2030 (see Volume 2, Chapter 3). Therefore the future baseline of the Site that will be assessed will have groundworks completed within the central corridor of the Site, finished with bare earth.
	One of the purposes of the Proposed Development is to create a new green space within the urban setting, to support the health, wellbeing, and safety of residents in the surrounding area. It will comprise new, safely lit public pathways through an area of well thought out landscaping. The Proposed Development will also mean the Site will become regulated and well maintained, compared to the current status of unmanaged vegetation growth, lack of security and un-regulated use.
	The Proposed Development has been designed to protect and enhance the natural environment. Whilst there will be removals of vegetation to allow for the construction of the Proposed Development, the proposed vegetation planting has been considered and will enhance the environment by planting 96 native trees, 0.06 ha of modified grassland, and 0.06 ha of wildflower meadow planting. The Proposed Development is proposed to achieve a 199.72% net gain in biodiversity units, supporting new ecological development in the area.
	Emissions associated with the operation of the Proposed Development are minimal, only 0.00001% to the 5th carbon budget and 0.00002% to the 6th carbon budget. Therefore the main focus to minimise emissions relates to the construction of the Proposed Development, specifically the materials and construction processes used however these has also only been calculated to contribute <0.0001% to the UK Government's 5th carbon budget. Using professional judgement, it is considered that the carbon emissions from the construction and operation phase of the Proposed Development will at no point impact the UK Government's ability to meet its carbon budgets.
	By its nature, the Proposed Development improves access to open space and has been strategically located nearby established residential pockets such as New Islington and Great Ancoats. The Site is currently surrounded by a wealth of public and active transport connections such as bus routes along Great Ancoats Street, the Rochdale Canal tow path and National Cycle Route no. 66. These will all support the access to the Proposed Development, with the design of the Proposed Development itself also comprising public footpaths to further increase accessibility to the Site as well as the vast network of amenities in proximity. The Open Space, Sport & Recreation Study, identified areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages. Within East Manchester, including Ancoats, it was recognised that although there are large quantities of space, there are some gaps in accessibility. The Proposed Development aims to promote and maximise accessibility through the infrastructure within the design (gentle sloping paths, open green lawns and clear and appropriate wayfinding).
Policy EN4	It will be the responsibility of the Principal Contractor to ensure a Carbon Management Plan is produced to identify opportunities to reduce carbon emissions through the use of materials with low embedded carbon, and construction practices that will minimise carbon emissions. The carbon reduction hierarchy will initially focus on design changes and smart engineering, and then on offsetting or sequestration, either on-site or off-site.
	The use of building materials with low embodied carbon in new development and refurbishment schemes. The assessment of the quantity of emissions and their sources were found to have negligible contribution to the UK's carbon budgets (<0.0001%), thereby, aligning with UK Government's ability to meet its carbon budgets.
Policy DM1	The proposed development is a green infrastructure with beneficial impact on the surrounding areas in terms of the design, scale and appearance.
Policy EC1	The design has been developed to be resilient to climate change and includes embedded mitigation that addresses the Proposed Developments potential climate change vulnerabilities such as the chosen planting mixes and their resilience to potential drought.
Places for Everyone policies	
Policy JP-S1	The Proposed Development utilises brownfield land to meet the development needs of the surrounding area.
Policy JP-Stratt1	The city centre has been identified as a priority area for investment in development and infrastructure. The Proposed Development will provide improvements to the public realm, utilising green infrastructure to do so whilst simultaneously enhancing the local character and environmental quality of the Site and surrounding area.
Policy JP-G6	The Proposed Development enables the increase of green urban space within the Site which will facilitate easy access by walking and cycling through the provision of bike racks and increased connectivity through the Site with surrounding existing active travel routes.

5.2 Energy

Table 5-2 Compliance of the Proposed Development with sustainable energy policies

Core Strategy policies	
Policy EN4	The guidance within the Energy Hierarchy has been incorporated within the design of the Proposed Development where applicable. The need for energy is minimised through the lack of energy consuming design components such as there are no proposed building structures. The only energy consuming features are those of the lighting design. The energy efficiency of the consumption has been maximised through the use of high efficiency LED luminaires thus reducing the need for energy through the installation of efficient features within the design.
	The existing concrete foundations on the Site will be retained, avoiding the energy and carbon intensive processes required to remove it. The levels required within the design will then be built up using excavated soil from the Phase 1 development, avoiding the need to import large volumes of new material to site and therefore avoiding energy consumption associated with their manufacturing and transportation to site. No building structures are proposed within the design, thus minimising the need for energy consumption. As a result the main sources of energy demand will arise from the lighting which has been designed to minimise energy demand where possible. The total annual energy requirement for the Proposed Development has been identified from the design and multiplied by the predicted yearly electricity emissions factors for 60 years[7] from the Opening Year of the Proposed Development (0.041kgCO2e/kWh for 2031) to calculate emissions from operational energy.
	The Environmental Statement (accompanying this Application) includes an assessment of the Effects on Climate in relation to the Proposed Development. This quantifies the CO_2 emissions associated for all phases of the Proposed Development, in line with PAS2080:2023, including the Product Stage (materials used within the construction). The carbon assessment includes the modelling of low carbon materials within the design such as Corkeen[8] which comprises natural cork material which has a lower embodied carbon values compared to the traditional alternatives. This demonstrates the incorporation of low embodied carbon materials within the design of the Proposed Development.
Policy EN6	Policy EN6 relates to building developments and associated targets for CO_2 reduction, therefore it is not explicitly relevant to the Proposed Development. However, it should be noted that the Effects on Climate assessment concludes that the CO_2 emissions quantified do not impact the UK's ability to meet national carbon budget targets. The assessment considers all lifecycle stages of the Proposed Development and provides associated quantified CO_2 emissions for each.
Policy T1 and T2	The Proposed Development improves pedestrian routes and the pedestrian environment by increasing the accessibility of existing active travel paths such as the Rochdale Canal towpath and national cycle networks north of the Site. The Proposed Development will greatly increase connection between receptors along Great Ancoats Street and those north east through the Proposed Development in the New Islington area. Whilst improving accessibility to the wider area, the Proposed Development will simultaneously be easily accessible through the same aforementioned routes.
Policy T1	Improvements to the pedestrian environment is a main beneficial outcome of the Proposed Development, especially when considering the existing nature of the Site. The design of the Proposed Development is expected to improve visual amenity of the Site.
	Increased connectivity and improved visual amenity, as a result of the Proposed Development, will encourage greater use of these active travel options and therefore simultaneously promote low carbon travel in the area.
Policy T2	The Proposed Development, whilst not directly generating significant employment, will connect residential areas more easily to areas of economic activity and employment. Specifically through its interface with the Phase 1 development to the west and commercial properties along Great Ancoats Street.
	The Proposed Development will increase connectivity through the Site between residents and health and educational facilities and open spaces. These include the Urban Village Medical Practice, Co-op Academy New Islington, and the Cotton Field Park within which the Proposed Development will connect to.
Places for Everyone policies	
Policy JP-S2	One of the key aims outlined which will be pivotal in supporting Greater Manchester's target of being carbon neutral by 2038 includes the use of life cycle carbon assessment tools. Anticipated carbon emissions have been quantified in support of the planning application for the Proposed Development. These include those emitted during the construction and operation stage.
Policy JP-S6	Sustainable design and construction techniques have been implemented to reduce carbon emissions such as the retention of concrete foundations thus avoiding carbon intensive processes to excavate it and import larger quantities of material to replace it. This also avoids the emissions associated with the processing of the excavated materials.

[7] https://www.gov.uk/government/publications/valuation-of-energy-use-and-greenhouse-gas-emissions-for-appraisal
[8] Corkeen by Amorim – Surfacing system for playgrounds in cork

5.3 Water Management

Table 5-3 Compliance of the Proposed Development with sustainable water management policies

Core Strategy policies	
Policy EN14	The Proposed Development has utilised Sustainable Drainage Systems (SUDS) within its design to minimise surface water run-off. A Flood Risk Assessment has been produced as part of this planning application to evaluate the existing flood risk to the Site, and the potential impacts the Proposed Development may have on this. It has been concluded that the Site is located in flood zone 1 and does not fall within the risk of flooding from the river (and sea). Hence, no mitigation measures are required. The Proposed Development is categorised as 'Less Vulnerable' ("Buildings used for shops, financial, professional and other services"). As such, because it falls within Flood Zone 1, an Exception Test is not required in accordance with the Flood Risk Vulnerability and Flood Zone 'Compatibility'. Similarly, a Sequential Test is also not required as it falls within Flood Zone 1.
Policy EN17	Adverse impact on water quality will be avoided through best practice pollution prevention measures. Potential impacts from construction can be mitigated through best practice measures which are associated with good site practice and preparation of robust method statements. Mitigation measures which will be implemented to mitigate any potential impacts to the water environment during construction of the Proposed Development will include adhering to Guidance such as Guidance on Pollution Prevention (GPPs) and CIRIA C715 Environmental good practice. Although now withdrawn by the Environment Agency, their Pollution Prevention Guidelines still detail good practice advice for undertaking works which may have the potential to result in water pollution. In general terms, by following these guidelines, significant impacts to the water environment will be avoided. A Drainage Management Plan (DMP) will be produced by the Principal Contractor prior to construction. It will include details of how increased surface water runoff from new areas of hardstanding will be managed to ensure no increase in flood risk. The DMP will also include details of how the construction compounds will safely manage surface water flows in line with Environment Agency PPG and CIRIA guidance. The park includes 28 litter bins in total (14 general waste and 14 recycling) that help towards minimising the amount of litter which could get blown into waterways or be dropped in the waterways as development is close to a watercourse.
Policy E3.4	The Proposed Development achieves the aim of linking and making better use of canals and open space. The Site is disused and vacant, creating a void in the area that is not publicly accessible. The Proposed Development will connect the surrounding land and increase connectivity and accessibility to the associated public rights of way such as the Rochdale Canal towpath. Additionally, improvements have been made to increase the accessibility of the Site and surrounding area for disabled people by ensuring the Proposed Development has appropriate access points and networks of gentle slopes throughout. Within the Proposed Development, measures have been taken to achieve widespread environment improvements such as the 199.72% net gain in biodiversity through the landscaping strategy.
Places for People policies	
Policy JP-S4	Developments are expected to manage surface water runoff through sustainable drainage systems, which in the case of the Proposed Development, have been prioritised within the design.

5.4 Biodiversity

Table 5-4 Compliance of the Proposed Development with biodiversity policies

Core Strategy policies	
Policy EN9	The Proposed Development achieves, through its very nature, the development of open green space amongst existing public rights of ways, in an area of the City which currently lacks open space and connectivity due to the void that the existing site imposes. The landscaping strategy includes the planting of 96 native trees, 0.06 ha of modified grassland, and 0.06 ha of wildflower meadow planting. The Proposed Development is proposed to achieve a 199.72% net gain in biodiversity units, promoting ecological enhancement and producing a green link within the surrounding area. The planting of the trees will also support adaptation to climate change within the heavily urban setting, providing natural solutions to future flood risk and increasing temperatures. A complete plan showing tree removals and proposed planting, along with Biodiversity Net Gain habitats has been submitted in support of the planning application for the Proposed Development.
Policy EN15	The Proposed Development supports MCC's aim for a net increase in trees across the City by planting an additional 96 new native trees within the design. This also aligns with the Manchester Tree Strategy[9].
	The Proposed Development has given full consideration to potential effects on biodiversity, accounting for both the construction and operational phases. A complete impact assessment has been carried out which deemed there would be no significant effects to biodiversity receptors. Relevant Sites of Biological Importance, including Cotton Field Park, Rochdale Canal and New Islington Marina were included within this assessment. Any loss of vegetation and habitat is accounted for with the overall 199.72% net gain of biodiversity.
	Priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP), include managed greenspace, and canals, both of which are relevant to the Site of the Proposed Development. The design of the Proposed Development will increase managed greenspace within the surrounding area, through the provision of central lawns comprising grassland and the extensive planting and tree strategy for the Site. The canal has been considered within the Biodiversity Net Gain requirements of the Proposed Development as the riparian zone of New Islington Marina falls within the Site. Whilst the water source itself will not be modified by the Proposed Development, there will be a net improvement in the habitat type due to the Biodiversity Net Gain requirements to account for it and enhance it.
	Within the design, timber features have been included such as the boardwalk within the north west of the Site and within the interface with Cotton Field Park. These wood products will come from Forest Stewardship Council sources.
Places for Everyone policies	
Policy JP-G7	The Proposed Development includes the planting of 96 native trees which supports the aim of considerably increasing the provision of trees within urban areas. Whilst there will be 12 tree removals during the construction of the Proposed Development, this is compensated by the planting of the 96 trees which exceeds the requirement to plant two new trees for each tree lost.
Policy JP-G8	There will be a 199.72% net gain in biodiversity units throughout the Site as a result of the Proposed Development which will facilitate greater access to nature particularly within urban areas.

[9] Tree Strategy | Manchester City Council

5.5 Waste Management

Table 5-5 Compliance of the Proposed Development with sustainable waste management policies

Core Strategy policies	
Policy EN19	The future anticipated baseline of the Site at the time of construction commencing will comprise earthworks completed within the central corridor of the Site finished with bare earth and minor areas of hardstanding within the dog-leg of the Site along Great Ancoats Street and small pockets of remaining vegetation. Construction practices will follow the waste hierarchy and as such will employ actions to reduce on site waste generation such as the existing concrete slab being left in situ along the dog-leg is the Site which will save a significant amount of waste from being generated, and offsite fabrication and use of modular units for items such as furniture and hardstanding/landscaping. Material imported to site may come from the phase one development which again will reduce the amount of waste requiring off site management and reduces vehicle movements which would have been needed to import material to the site, all other types of material used in the project will be encouraged to source these from either reclaimed materials or materials with a high recycled content. During construction the principle contractor will be encouraged to segregate waste to encourage high recycling levels and where possible consider whether any materials can in fact be reused on site rather than being recycled off site. These approaches as well as reducing on site waste will contribute to reducing embodied carbon of the project. During operation the Proposed Development is unlikely to generate any significant amounts of waste, however there will be 15 general waste bins and 15 recycling bins placed throughout the park to encourage users not to litter and to help achieve a good recycling rate from the operational waste that is generated. The other waste stream expected from the Proposed Development will be from maintenance of the grass areas and vegetation, it is expected that this waste stream will be removed by the maintenance contractor and treated in a form of composting facility to produce compost which may in turn be returned to the site to form a closed nutrient recycling loop. A site waste management plan has been drafted to detail the management of waste generated in construction and an operational waste strategy has been prepared to detail the management of waste generated once the park is operational.
Places for Everyone policies	
Policy JP-S6	Sustainable design and construction techniques have been implemented to reduce and recycle waste. In relation to the design, and as discussed in Section 5.2, the existing concrete of the Site is to be retained and therefore this avoids the generation of associated waste. In relation to construction waste mechanisms, a SWMP has been produced which will monitor and report on all waste arisings and the methods of disposal. This will enable transparency and accountability, encouraging waste to be minimised through the waste hierarchy.

5.6 Construction Management

Table 5-6 Compliance of the Proposed Development with construction management policies

Core Strategy policies	
Policy DM1	Construction waste will be managed through the drafted Site Waste Management Plan that has been submitted alongside the planning application for the Proposed Development. This will track waste and how it is disposed of responsibly as well as enable the Principal Contractor to identify areas where construction waste can be further minimised. Construction practices will follow the waste hierarchy and as such will employ actions to reduce on site waste generation. The Construction Management Plan details environmental mitigation measures which will work to protect and enhance the environment from any construction processes that may otherwise have adverse effects. Best practice measures will be employed throughout the construction process. These relate to: ▪ Biodiversity: ▫ If any protected species or evidence of protected species, or any INNPS, are unexpectedly encountered at any point during the works, all works will cease, and an ecologist will be contacted for further advice on how to proceed. ▫ Prior to construction, a suitably qualified Ecological Clerk of Works (ECoW) will be employed for the duration of construction of the Proposed Development and for pre-construction clearance works. ▫ The retained trees within, and adjacent to the Site, will be protected in line with guidelines provided in BS 5837 Trees in relation to Construction63. ▫ Any excavations will be filled or covered overnight to prevent animals (such as fox) becoming entrapped. Where excavations cannot be filled or covered overnight, a plank of wood (or similar) will be placed into the excavation at an angle that allows means of escape. ▫ Vegetation removal is currently scheduled for March 2025. Therefore, vegetation removal is scheduled within the core bird nesting season (the nesting season is 1 March to 31 August, though it should be noted that variation in dates is possible, for example from geographical variations in climate, or due to a particularly mild winter). In order to avoid damage or destruction of occupied nests or harm to breeding birds, works within the core bird nesting season will require an inspection of vegetation to be cleared for breeding birds and their occupied nests by a suitably qualified ecologist no more than 24 hours prior to any works being undertaken. If any nesting birds are identified during the survey, they will be left in situ for their entire nesting period and alternative approaches to the work proposed. This may include leaving an exclusion zone around the nests to avoid disturbance. ▫ The trees with a precautionary ‘low’ bat roost suitability and the structure on Site will be soft felled, where tree limbs and PRFs are cut/removed in sections under the guidance of the ECoW. These measures will be incorporated into the Construction Environmental Management Plan ▪ Noise: ▫ All plant and equipment will comply with the noise limit and noise marking requirements prescribed by the “Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001” and the “Noise Emission in the Environment by Equipment for Use Outdoors (Amendment) Regulations 2005” implementing the EU Directives 2000/14/EC. ▫ All plant, equipment and noise control measures applied to plant and equipment shall be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable. As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired. ▫ Vehicles and mechanical plant employed for any activity associated with the construction works will, where reasonably practicable, be fitted with effective exhaust silencers and shall be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable. ▫ Machines in intermittent use will be shut down or throttled down to a minimum during periods between works. ▫ Static noise emitting equipment operating continuously will be screened or housed within suitable acoustic enclosure, where appropriate. ▫ Noisy plant or equipment shall be sited as far away as possible from noise sensitive buildings. Wherever practicable, the use of barriers in the form of acoustic enclosures or barriers shall be employed. ▫ All personnel on site will undergo site specific inductions and briefings, to include section 61 consent requirements where required, and noise and vibration control measures. Where relevant, specific noise control measures will be incorporated into Works Package Plans. ▫ A programme of community liaison will be carried out, including notification of works and details of the complaints process. ▫ A programme of site inspections and noise monitoring is recommended to assess whether BPM is being employed in the control noise and vibration, to investigate any noise complaints or incidents and compare actual construction noise levels against those predicted. ▫ Noise from reversing alarms from delivery and construction vehicles will be controlled and limited as far as possible through the following means: ▫ Designing the site layout to limit the need for reversing vehicles; ▫ The use of banksmen for traffic management at site entrance gates and within site footprint; ▫ Reversing alarms incorporating directional sounders, broadband signals self-adjusting output sounders or flashing warning lights; ▫ Setting reversing alarms to the minimum output noise level required for health and safety compliance; and

	▫ Where practicable, noisy activities (such as vegetation clearance and access track works near to properties) should be undertaken during normal daytime working hours (0800 to 1800 Monday to Friday and from 0800 to 1300 Saturday). ▪ Pollution prevention: ▫ Potential impacts from construction can be mitigated through best practice measures which are associated with good site practice and preparation of robust method statements. Mitigation measures which will be implemented to mitigate any potential impacts to the water environment during construction of the Scheme will include adhering to Guidance such as Guidance on Pollution Prevention (GPPs) and CIRIA C715 Environmental good practice. Although now withdrawn by the Environment Agency, their Pollution Prevention Guidelines still detail good practice advice for undertaking works which may have the potential to result in water pollution. In general terms, by following these guidelines, significant impacts to the water environment will be avoided. The Construction Management Plan also outlines plans for site logistics and maintenance such as wheel washing procedures, access routes and delivery protocols. The responsibility of enforcing this management will sit with the Principal Contractor.
Places for Everyone policies	
Policy JP-D2	The Construction Management Plan produced outlines mitigation measures that must be implemented during the construction phase (as outlined above). It is the responsibility of the Principle Contractor to ensure these are implemented. The Construction Management Plan will be developed further by the Principle Contractor prior to construction commencing and is a live document that will be updated throughout the construction phase, allowing compliance with these to be monitored.

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