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Volume 1 – Non-technical summary

Manchester City Council

October 2024

FORMER CENTRAL RETAIL PARK – THE PARK

AtkinsRéalis - Sensitive / Sensible

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1. Introduction

1.1 Understanding the Environmental Statement

The Environmental Statement is a document, or set of documents, that is required to be provided by the applicant as part of the process of Environmental Impact Assessment (EIA) to provide information on the likely significant environmental effects of a proposed development. EIAs are undertaken on development projects where there is a potential for causing significant environmental effects. The EIA process is informed by inputs from various organisations including local authorities, statutory consultees such as the Environment Agency, Natural England, and others, and members of the public through consultation events.

The Environmental Statement is required by law to accompany certain development applications such as planning applications where there is a potential for significant environmental effects.

The Environmental Statement contains information on the existing environment and how this will be affected by the Proposed Development, so that the decision maker can take this into account when deciding whether to grant consent. Crucially, the decision maker needs to take into account any effects to the environment that could be 'significant'. The information contained within the Environmental Statement has been specified by the Secretary of State in the Scoping Opinion.

This Environmental Statement comprises three volumes, see Figure 1-1. This document is Volume 1, the Non-Technical Summary (which is also available as a stand-alone document). A brief description of each of the three volumes, and how they relate, is provided below to help you determine which document is the most useful for you to find the information you require.

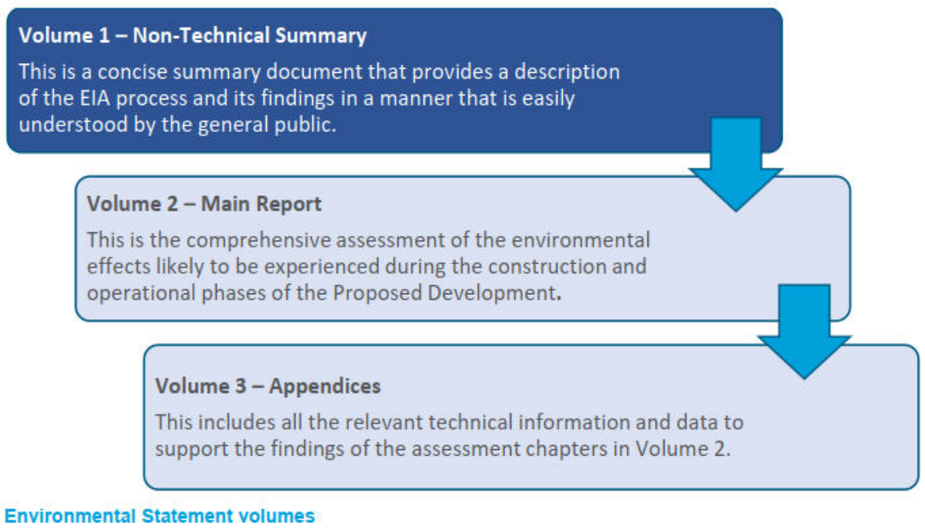


Figure 1-1 Volumes of the ES

The Non-Technical Summary provides an overview of the environment as it is now. It is also required to include the following:

- A description of the Proposed Development
- The likely significant effects on the environment
- How the scheme has been designed to minimise adverse effects on the environment and the mitigation measures included to prevent, reduce, and offset likely impacts
- A description of the reasonable alternatives that were considered and the main reasons for the option chosen (taking into account the effects of the project on the environment)

1.2 Background

This Environment Statement (ES) has been prepared in respect of the proposals for the Park development (herein referred to as the 'Proposed Development') on a central section of the Former Central Retail Park (FCRP) at Ancoats in Manchester (herein referred to as the 'Site') see Figure 1-1. Manchester City Council (MCC) (herein referred to as the 'Applicant') are submitting an application for full planning permission for the Proposed Development.

The Proposed Development will form one part of a wider development of the 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 in to a 'high-quality sustainable office district with an attractive public realm at its centre, including a new green space'. The SRF outlines the three different developments that are proposed as part of the overall regeneration of the FCRP site: Phase 1, Phase 2 and the Park.

The area of the Site is 0.91 ha and sits centrally within the wider FCRP site which is approximately 4 ha in total. The Phase 1 development will occupy the FCRP site to the northwest and the Phase 2 development will occupy the FCRP site to the southeast. The Site is located in Manchester City Centre's north-eastern fringe. The Site is bound by Great Ancoats Street to the south, Cotton Field Park and Co-op Academy New Islington to the north, Phase 1 development to the northwest and the Phase 2 development to the southeast.

1.3 Alternatives to the Proposed Development

Throughout the design phase, various alternative options have been considered and assessed to ensure that the Proposed Development is the best possible option to deliver the scheme objectives. The following three alternatives are considered. In the case of the Proposed Development, the alternatives refer to previous superseded plans for the FCRP site.

- Central Retail Park Development Framework 2015[2]
- Central Retail Park Development Framework 2020 (Draft)[3]
- Central Retail Park SRF March 2023[4]

The Proposed Development forms part of the Central Retail Park SRF (March 2023). This supersedes two development frameworks produced in 2015 and 2020. The following sections outline these frameworks as well as the design decisions that have ultimately led to the design of the Proposed Development.

The revised SRF has improved connectivity, increased green space and biodiversity, and will aim to achieve the highest standards of sustainable design. The revised SRF also aligns with the city's active travel aspirations, to

[1] Former Central Retail Park draft regeneration framework | Manchester City Council
[2] CRP Development Framework November 2015.pdf(Review) - Adobe cloud storage
[3] Central Retail Park Development Framework Draft August 2020.pdf(Review) - Adobe cloud storage
[4] Central Retail Park SRF March 2023.pdf

provide attractive and safe walking and cycling routes for visitors and residents. The new draft SRF for the site also responds to a potential interest from the Government Property Agency (GPA) to locate government offices on the site.

Key design drivers and features forming the SRF include:

- Creating a world class commercial office district to address the demand for new Grade A offices;
- Expanding and increasing connection to the green spaces and the marina;
- Providing a safe office environment to support government uses; and,
- Enhancing local biodiversity, and the quality of public open space.

Design development

Since the release of the 2023 SRF, the overall FCRP site it has ultimately been split into three individual sites; Phase 1, a public realm (the Proposed Development), and Phase 2.

The design of the Proposed Development has evolved throughout the Royal Institute of British Architects (RIBA) design stages[5]. These changes have been driven by a commitment to make the Proposed Development accessible and inclusive to all, maximising green open spaces whilst also supporting active travel routes through the Site.

At early design stages, three concepts were considered for the layout of the Proposed Development:

1. Green;
2. Greener; and
3. Greenest.

These concepts provided three alternative options for the spatial arrangement within the Proposed Development. The first option, *Green,* was deemed the most formal design concept, with the *Greenest* being the most informal. The preferred option was the second concept, *Greener*. This was considered preferrable as it allowed for ample usable space whilst creating an environment that would still feel lush and green. This option avoids over-cluttering of the space whilst also creating pinch points within the design.

Option two was concluded to provide the best balance of ecological benefits to the Site as well as usable recreational space to provide wider benefits to the users of the Proposed Development.

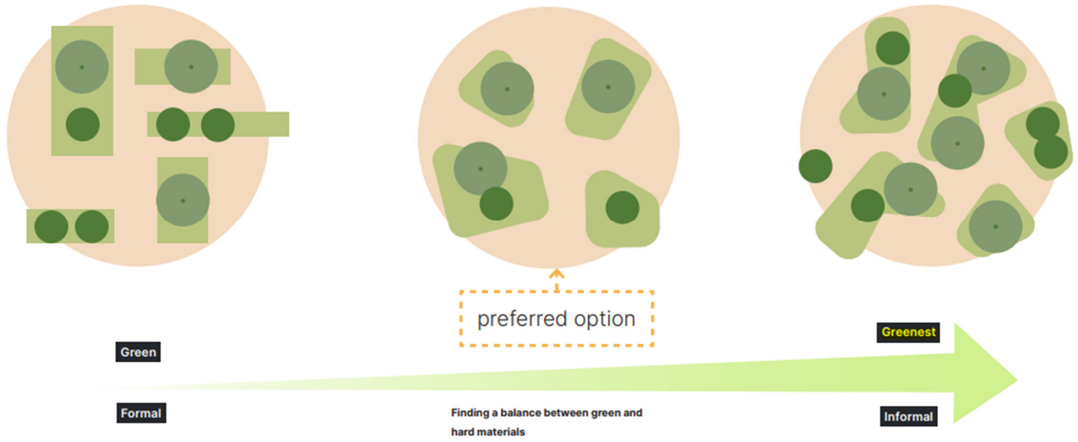


Figure 1-2 Spatial arrangement options considered for the Proposed Development

A key driver of design decisions is accessibility. The balance of soft and hardstanding proposed by the *Greener* option is preferable largely due to the opportunities it presents in maximising the accessibility of the Proposed Development to all groups of people. Having enough hardstanding within the Site enables hard engineer solutions to be implemented to address the challenge of level changes within the Site. Alternative designs were considered for how the Site would address these level changes:

1. 30 steps with no break;
2. 30 steps split into two flights with a rest point halfway up; and
3. 30 steps split into five flights with a potential of six rest points from the bottom to the top.

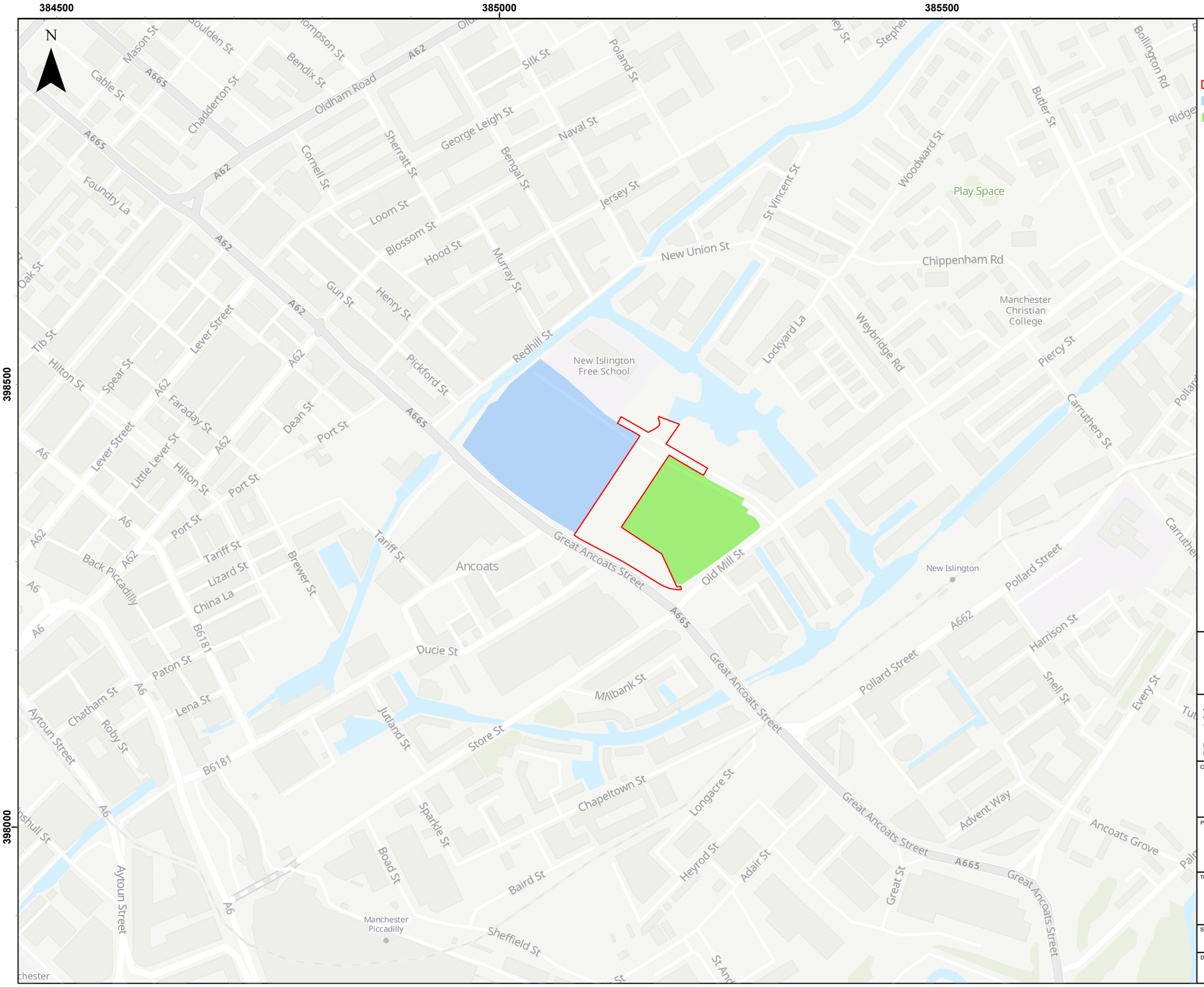
Whilst taking up the largest amount of space, option 3 was concluded as the preferred option as it created a positive and less intimidating elevation throughout the design. Importantly, it was decided that it would be easier to integrate a ramp and planting within this layout therefore increasing accessibility and greenspace around the Proposed Development.

In relation to the layouts of the step free route that would weave between the steps, two options were proposed:

1. Ramp up quickly at 1:12; and
2. Slope up at 1:21.

Option two was considered the preferred option due to its gentler gradient which means no handrails would be required and it would create a less intimidating incline. Ultimately, a gentler slope gradient would improve user experience and ensure no barriers were met by those that require the step route through the Proposed Development.

[5] RIBA Plan of Work (architecture.com)



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Project
Former Central Retail Park: The Park

Title
Location of the Proposed Development

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Figure 1-1

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2. The Site and surrounding environment

2.1 Description of the Site

The wider Site was formerly a retail destination (known as Central Retail Park), characterised by large retail warehouses and surrounded by surface car parking. These retail units have since closed and been demolished and currently, the Site is vacant brownfield land, comprising hardstanding (see Figure 2-1). The Proposed Development sits centrally within the FCRP site and separates the proposed sites for the Phase1 and Phase 2 developments to its west and east respectively.

The Site is a large, concreted area with patches of scrub dotted throughout it, with a small vacant building structure located on the western boundary. Trees line the edge of the Site and limited vegetation is present including buddleia. In relation to the FCRP site shown in Figure 2-1, the Site is located at the point shown furthest east. Part of the Site is currently used as an unlawful skate park constructed with concrete ramps and similar structures.



Figure 2-1 Birds eye view of the western half of the FCRP site from The Residence Inn, Great Ancoats Street

There is a 5 m ground level change across the Site between its northwest corner, descending towards its southeast corner where Great Ancoats Street and Old Mill Street intersect with remnants of the old buildings seen throughout.

Currently the Site has a main vehicular access point located off Great Ancoats Street, and a secondary access point off Old Mill Street, formerly used for deliveries and waste collections.



Figure 2-2 View down Hugh Oldham Way (east to west), off Old Mill Street

2.2 The surrounding area

The Site is located in Ancoats, Greater Manchester. The location of the Site in its wider geographical context is shown in Figure 1-2.

The Site is within the north-eastern fringe of Manchester city centre, within a mixed-use area that is predominantly commercial and residential in nature. It is a dense urban environment comprising a mixture of high- and low-rise properties.

Key residential areas include those surrounding New Islington Marina, Union Street, New Islington and Weybridge Roads which are north of the Site. This region alone comprises over 600 residential dwellings. A further 800+ new developed residential properties are located south east of the Site, along Old Mill Street. Additionally, over 700 residential properties are located between Redhill Street and Jersey Street, northwest of the Site.

Regarding the commercial developments surrounding the Site, there are significant numbers of businesses located at the Urban Exchange, a retail outlet on Great Ancoats Street opposite the Site. Occupiers include Aldi, GO Outdoors and PureGym. Poland Street, north of the Site, comprises several warehouses with occupiers including Powells Tea and Coffee Merchants, Ancoats Food Factory and a Recycling Centre. Other clusters of commercial properties are located in proximity to the Site such as those on Ducie Street and Laystall Street (south of the Site) and Cutting Room Square (west of the Site).

The built environment is broken up by a network of busy main roads such as the Great Ancoats Street ring road (A665) southwest of the Site, Old Mill Street east of the Site and Redhill Street north west of the Site.

A range of sensitive environmental receptors are located within the surrounding area. These are shown on Figures 2-5 and 2-6. The Site is adjacent to Cotton Field Park which is located to the north and is defined by open green space. Co-op Academy New Islington is located to the west of the park.

Rochdale canal breaks up the urban environment and borders the western border of the Site. The canal connects to Cotton Field Wharf Marina, north of the Site. This marina includes a variety of commercial properties as well as residential and facilitates for boat mooring.

The Site is not within a conservation area; however, the boundary of the Ancoats Conservation Area is located 127 m northwest to the Site. There are six other conservation areas within 1 km of the Site. These are described in more detail in Chapter 12 Historic Environment.

There are 202 Listed Buildings within 1 km of the Site, the closest being Grade II listed 32 and 34 Laystall Street located 124 m southwest from the Site.

The Site is located within the Manchester Air Quality Management Area (AQMA), which covers Manchester City Centre, the area around Manchester Airport and the main arterial traffic routes in the city. The pollutant declared for the AQMA is annual mean nitrogen dioxide (NO_2) with the source determined as a mixture of road types.

New Islington Marina is the closest waterbody to the Site, located adjacent to the northern border of the Site within Cotton Field Park. The Site is within Flood Zone 1 (low probability of flooding).

There are three Noise Important Area (NIA) within 1 km of the Site. The Site is located within NIA ID: 10962.

There are no historic landfills or permitted waste sites within 300 m of the Site. The closest is historic landfill (ID: EAHLD16530) located 790 m south-east of the Site.



Figure 2-3 Cotton Field Park and New Islington Marina, adjacent to the north east of the Site

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- Site Boundary
- Phase 1
- Phase 2
- 1km Site Buffer
- 250m Site Buffer
- Historic Landfill
- Open Green Space
- Conservation Areas
- Noise Important Areas
- Sites of Biological Importance
- Air Quality Management Areas

Listed Buildings

- Grade I
- Grade II
- Grade II*

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Irk (Wince to Irwell)

Ashton Canal and Peak Forest Canal (Lower Section)

Rochdale Canal (Western Section)

Medlock (Lumb Brook to Irwell)

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- Site Boundary
- Phase 1
- Phase 2
- 1km Site Buffer
- 250m Site Buffer
- Flood Zone 2
- Flood Zone 3

River, Canal and Surface Water Transfer Waterbodies

- Canal
- River

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3. Description of the Proposed Development

3.1 Overview

The Proposed Development comprises the construction and operation of a new park at Ancoats in Greater Manchester. The Site of the Proposed Development is approximately 0.845 ha and was formerly a retail destination (known as Former Central Retail Park (FCRP)), characterised by large retail warehouses and surrounded by surface car parking. The Site for the Proposed Development will form one part of a wider development of the FCRP site.

3.2 The design

This section aims to provide a detailed description of the proposed design which is shown within the illustrative design in Figure 3-1.



Figure 3-1 Illustrative design of the Proposed Development

3.2.1 Levels

There is a total of 5 m level changes within the Site between the northwest and south east of the Site. To account for these, ten sets of natural stone steps will be located throughout the Site, finished with pennant sandstone and handrails. Eight of the nine sets of steps will be located within the south and southeast of the Site where the greatest level changes are located. Where necessary, level changes will be finished with gabion clad concrete retaining edges to ensure integrity.

3.2.2 Hardworks

Pedestrian footways will connect throughout the Proposed Development. In the north and south of the Site, they will largely be composed of exposed aggregate concrete and the edges will be finished with natural stone. There will be five areas of feature paving, comprising three smaller areas (two small areas in the northeast and one in the southeast of the Site) and two much larger areas in the centre of the Site.

There will be three designated play areas finished with Corkeen surfaces, a material composed of 100% natural cork.

Two types of boardwalks have been incorporated within the design. One will comprise composite decking located within the north of the Proposed Development and the second type will be located within Cotton Field Park will be made of hardwood timber decking to match with existing materials.

Area of loose gravel will be located adjacent to the type one boardwalk in the north of the Site. Three natural stone walls are proposed as part of the design. One is located in the northwest corner of the Site and two are located on the east edge of the northern central lawn and adjacent ornamental flowering.

Three natural stone walls are proposed as part of the design. One is located in the north-west corner of the Site and two are located on the east edge of the northern central lawn and adjacent ornamental flowering. These will be made of UK sourced sandstone. A feature wall with a bespoke perforated design will be installed along the Phase 1 development boundary.

3.2.3 Softworks

The softworks include all planting within the Proposed Development and comprises that of amenity turf, trees and vegetation mixes. Amenity turf is proposed to be laid within two central lawns and a third smaller lawn in the south of the Proposed Development.

Twelve trees will be removed along both Hugh Oldham Way and parallel to Great Ancoats Street. An additional 96 trees are proposed to be planted and are assumed to comprise an even split between native and non-native species. All trees located within hardstanding will be protected with a tree grille.

There are three proposed planting mixes for the vegetation:

1. Ornamental flowering;
2. Wildflower grassland; and
3. Native habitat.

3.2.4 Drainage

The drainage strategy is focused on the discharge of surface water to permeable surfaces and filter drains. Small areas of permeable surface along with filter drains are proposed which run around the edges of all softworks and areas of planting and turf.

This network of pipes will ultimately connect to the existing manhole in the southeast of the Site and to discharge surface water to the sewers at this point. A series of manholes and surface water inspection chambers will be incorporated into the design to allow for maintenance activities.

3.2.5 Lighting and CCTV

The lighting and CCTV design comprises a range of features with a variety of design and practical purposes. These include:

- Six lighting columns and ten lighting columns with CCTV scattered throughout to provide strategic lighting to the walkways throughout the design;
- 30 LED light strips to illuminate handrails and balustrades, further increasing accessibility for park users during levels of low natural lighting;
- 26 lighting bollards predominantly positions to highlight the edge of walkways;
- Three lighting features to wayfinding signs;
- 57 uplighters to trees;
- 26 LED light strips to seating items; and
- Four gateway lighting features.

3.2.6 Street furniture

Where the Proposed Development connects with Cotton Field Park, two new gates are proposed along Hugh Oldham Way. The existing fence line of the Site is proposed to be moved north of the Hugh Oldham Way to align with these access points.

Within two areas of Corkeen hardstanding, a play area and/or outdoor exercise area are proposed. In the southwest of the Site, three areas of native habitat is proposed which includes a stainless-steel slide, play stepping stones and a raised Corkeen path through planting. Within the 'dogleg' of the Proposed Development, a 2 m climbing traversing wall is proposed.

14 bespoke timber slat benches will be located, with arm rests and a backrest. Timber seating cubes will be located in clusters, and this will also be made of FSC certified hardwood timber.

Four timber slat loungers made of hardwood timber with galvanised steel frames will be located in the north of the Site, overlapping and connecting an area of ornamental flowering and a public footway. Approximately 16 sets of timber picnic table and benches will also be incorporated, two other areas of planting and the New Islington Marina. These are located in the southern half of the central corridor as well as the connection with Cotton Field Park.

Spill out seating is also proposed within the design which will be decided later. A total of 54 cycle spaces have been proposed with stainless steel cycle stands. 30 bins will be located throughout and will include 15 for general waste and 15 for recycling waste. Six bee posts and two bird posts are proposed as part of the design.

With regards to utilities, there will be two external water points and two pop up power points.

To support accessibility and usability of the Proposed Development, a variety of wayfinding structures are proposed. These include:

- two gateway markers located at both the north and south of the Site,
- two fingerposts located in the centre and south of the Site, and
- three interpretation posts located in the north, south and south east of the Site.

To manage access bollards have been incorporated within the design. Static bollards and one protective manual telescopic bollard will be installed to manage and allow for maintenance access. This will be in the northeast corner of the Site in the centre of a footway.

3.3 Construction

3.3.1 Scope

In relation to vegetation clearance and earthworks, only those within the 'dogleg' of the Site parallel to Great Ancoats Street and within the connection to Cotton Field Park are within the scope of works (see Figure 1-3). The existing concrete will be retained and built on-top of, removing the need to 'break' ground and minimising the amount of waste produced. The vegetation clearance and earthworks of the central corridor of the Site are within the scope of works for the Phase 1 development. This is because the Site will be used as a site compound during the construction of the Phase 1 development which is proposed to take place between 2025 and 2029, and excess cut material from the Phase 1 development will be used to create the finished levels of the Proposed Development.

3.3.2 Programme

The total construction programme is expected to span a period of approximately 12 months from 2030 at the earliest, within which there will be elements of ground works, hard and soft works such as tree and vegetation planting and installation of street furniture. The Proposed Development is anticipated to be delivered in three continuous phases.

Table 3-1 Construction programme

Phase		Timescale
1 – Site Establishment		Eight weeks
2 – Construction Execution	Earthworks	Six weeks
	Hard engineering	16 weeks
	Soft engineering	16 weeks
3 – Commissioning and Handover		Two weeks

The sequence of activities is further clarified below to demonstrate the consecutive nature of the programme:

Weeks 1-8: Mobilisation and site establishment
Weeks 9-15: Construction Execution- Earthworks
Weeks 16-32: Construction Execution- Hard Engineering
Weeks 33-49: Construction Execution- Soft Engineering
Weeks 50-52: Commissioning and Handover

The programme is based upon on the assumption that working hours of 07.00hrs to 18.00hrs Monday to Friday will be followed, with no work at weekends or Bank Holidays (unless otherwise agreed with MCC). No night-time working is assumed to occur at any point during the construction phase.

3.3.3 Construction Methodology

The works will generally comprise the following:

- Residual groundworks on the Site that have not been undertaken as part of the Phase 1 construction,
- Earthworks to achieve the intended levels of the Site,
- Construction of the underground drainage system (as detailed in the following section),

- Erection of permanent fencing and gates to connect to Cotton Field Park,
- Construction of all hardstanding areas, namely the paths throughout the Proposed Development and the boardwalk within Cotton Fields Park,
- Installation of lighting design (as detailed in the following section),
- Turfing of the grassland areas and planting of trees,
- Landscaping and planting of remaining vegetation,
- Construction of all street furniture including seating and waste bins.

The main infrastructure to be constructed includes that of the drainage and lighting design for the Proposed Development. The drainage design will comprise the following:

- Hardstanding areas forming public pathways throughout the Site,
- Filter drains to collect and direct surface water,
- Combined sewer – the surface water will discharge to the existing sewer in the south east corner of the Site.
- It is expected that the construction of the drainage infrastructure will occur early on in the programme of works and therefore will serve as both the construction and operational drainage strategy.

3.3.4 Traffic management plan

The Site is well served from the disused service road off Old Mill Street which connected to the surrounding local road network. Construction of the Proposed Development is not anticipated to generate a sufficient number of construction vehicles per day warrant assessment.

3.3.5 Construction materials

The materials being used within the design do not generate a risk to construction personnel using the appropriate PPE and following manufacturers guidance.

3.3.6 Environmental management

The contract to build the Proposed Development will need to have a management system in place which will include a Code of Construction Practice and a Construction Management Plan. These documents will set out and govern the mitigation measures that will need to be implemented during construction to minimise environmental impact. The Environmental Statement includes outline versions of both the Code of Construction Practice and the Construction Management Plan. A draft Construction Management Plan is included in Volume 3 of this ES.

3.3.7 Waste management strategy

As all concrete is being retained and only partial earthworks are within the scope of the Proposed Development it is assumed there will be minimal waste associated with the construction. Any waste that is produced will be disposed of in accordance with best practice and will avoid landfill where possible.

3.4 Operation

The users of the Proposed Development will consist local residents, visitors and workers from surrounding residential communities and commercial properties. The Proposed Development will provide new spaces for exercise, recreational activities, and active travel, ultimately increasing connectivity between communities. Once operation, the Proposed Development will be open 24 hours a day. However, the connections to Cotton Field Park will operate under the same timings as those currently practiced as detailed below:

- April – October: 8:00am – 8:00pm;
- November – March: 8:00am – 7:00pm.

3.4.1 Energy Use

The main sources of operational energy use will arise from the lighting, CCTV and pop-up power points. The CCTV is assumed to be operational 24 hours a day, seven days a week. The lighting is assumed to be operational based on solar or timing sensors and therefore its associated energy consumption will vary daily and seasonally.

Electricity is expected to be sourced via the National Grid. A review of the electrical requirements of the Proposed Development has been undertaken and identified potential connection points between Site and its electricity supply. A desktop utilities survey conducted by Electricity Northwest identified that the LV cabling that used to serve the retail park remains in place. If the cable is tested and proven to be in good serviceable condition, it could be repurposed to supply the park.

Additionally, there's an existing feeder pillar on the south side of the Site, near Great Ancoats Street. It currently sits within the Phase 1 boundary but has the potential to be relocated within the Proposed Development's boundaries.

Located on the north side of the park is a 6/0.415kV substation (CENTRAL RETAIL PK 166490). According to the survey, 2 cables from this substation enter the Site boundary, a 3-core 95 mm^2 and a 3-core 185 mm^2 cable. An on-site survey would be necessary to pinpoint the exact location of these cables.

3.4.2 Maintenance

The Proposed Development will require minimal operational maintenance. The main activities will include waste removal, refurbishment and replacement of street furniture, maintenance of the drainage system when needed and general upkeeping of the landscaping and vegetation.

3.4.3 Vehicle movements

The Park will provide an amenity for the local residential and business community, as well as for passersby. No parking will be provided, and it is not anticipated to be a trip attractor, other than for the local surrounding community, including people working in the proposed adjacent office developments, and for people passing by.

Consequently, the Park is only anticipated to generate local trips, with the vast majority being made on-foot and a few being made by bicycle.

Maintenance of the Park is anticipated to generate very few, infrequent vehicle trips, typically less than one return trip per day. Furthermore, the maintenance of the Park will be incorporated into the maintenance regime for Cotton Fields Park to the north-east, which will minimise additional trips associated with park maintenance.

4. The environmental effects of the Proposed Development

4.1 Approach to the EIA process

The EIA process seeks to understand what changes to the environment will occur as a result of the construction and operation of the Proposed Development. To do this, a detailed understanding of the existing environment is obtained through a combination of site visits, detailed specific surveys, and desk-based research. This allows for the

identification of the existing properties and environmental features that could be affected by the Proposed Development.

Impacts from the construction and operation of the Proposed Development are identified through a combination of modelling, desk-based research, professional judgement and experience from other similar projects, and discussions with various stakeholders. The likely significant impacts are characterised, and an analysis is undertaken to determine what effect the impacts will have on the identified environmental receptors and whether any of the effects are significant.

Throughout this process, mitigation is identified to minimise harm to the environment. This could be in the form of changes to the design or in the way that construction will be undertaken, or it could be through additional management or mitigation measures. Where these mitigation measures are known to be effective and will be secured, they are taken into account when assessing the likely significant environmental effects.

4.2 Impacts from the Proposed Development

Impact refers to the immediate change or influence resulting from the construction or operation of the Proposed Development.

The ES identifies impacts from the Proposed Development at two distinct phases, during construction, when the Proposed Development will be built, and during operation when construction is complete. Once the impacts are assessed, required mitigations are implemented. Owing to the lifespan of the Proposed Development, maintenance throughout its operational life and uncertainties as to decommissioning options in decades to come, the Scoping Opinion approved the approach set out in the ES Scoping Report that the ES does not assess the decommissioning phase.

4.2.1 Construction phase impacts

The main impacts that will occur during construction relate to:

- Vegetation clearance in the ‘dog-leg’ along Great Ancoats Street and within Cotton Field Park;
- Movement of soils to achieve the necessary Site levels;
- Movements of heavy goods vehicles transporting construction materials and equipment to and from the Site;
- Dust and emissions to air from the engines of construction equipment, vehicles, surface water drainage which could be contaminated with soils and chemicals, leaks and spills from construction equipment and chemical storage;
- Visual impacts from the presence of construction equipment and activities;
- Noise from construction equipment and processes;
- Carbon emissions - including embedded carbon emissions in the construction materials, carbon emissions from the engines of construction equipment on Site and vehicles travelling to and from Site, and from the removal of vegetation across the Site.

4.2.2 Operational phase impacts

The main impacts that will occur during operation relate to:

- Increased accessibility for pedestrians who are able to use the new routes through the Proposed Development;
- The establishment of vegetation and tree planting;
- The transformation of the Site from a derelict plot of land to a new green public realm; and
- Operational maintenance activities such as waste collections and landscape maintenance.

4.3 Mitigation measures

Throughout the design process, the potential environmental effects of the Proposed Development have been considered. There are many aspects of the design which have sought to avoid impacts altogether or minimise their environmental effects where impacts are unavoidable. During construction, most mitigation will be in the form of construction site management and good working practices. The delivery of these measures will be secured through the deemed planning permission and will be managed on site through the series of control documents, including:

- Construction Management Plan; and
- Site Waste Management Plan;

Most mitigation for the operational phase has been integrated into the design of the infrastructure. The materials used have been chosen to be sympathetic to the setting as well as acknowledge the cultural significance of the Site. The planting strategy has been designed to maximise its resilience to potential climate change impacts going forward. The incorporation of steps and slopes has been chosen to ensure the accessibility of the Proposed Development to all. The drainage strategy adopts the principles of Sustainable Urban Drainage Systems which seeks to manage surface water flows across the Site to minimise possible downstream flooding and ensure that any discharges are free from pollutants.

4.4 Predicted environmental effects

Effect refers to the consequence or outcome caused by an impact. These can be beneficial or adverse and can be temporary or permanent.

4.4.1 Construction

Beneficial effects during construction relate to;

- An increase in employment opportunities, supporting the local labour market and associated economy.

These beneficial effects were not deemed significant in their magnitude.

Adverse effects during construction relate to;

- Risk of pollution from construction machinery and activities affecting environments such as New Islington Marina, Rochdale Canal, Ashton Canal and Cotton Field Park. These were all deemed not significant;
- Release of carbon emissions from construction activities. This was deemed not significant and to not effect the UK Governments abilities to meet relevant carbon budgets;
- The presence of the construction site increase visual disturbances and wider nuisances such as noise, dust and mobilisation of contaminants. These were all deemed not significant, excluding those reported on in section 4.4.3 below;
- Use of materials and generation of waste for construction processes. This is deemed not significant in relation to regional supplies and waste capacities;
- Presence of works within Cotton Field Park and along Hugh Oldham Way. This is deemed not significant; and
- Minor removal of habitat during construction. This is deemed not significant due to the overall gain in biodiversity reported on in section 4.4.2.

4.4.2 Operation

Beneficial effects during operation relate to;

- The presence of the Proposed Development which will in turn:

- Improve townscape amenity,
- Increase access to green space,
- Improve access to walking and cycling routes,
- Increasing sense of place and contributing to local character, specifically in relation to cultural heritage.

- The creation of habitats and increase in biodiversity, with the Proposed Development resulting in a 199.72% net gain in habitat units through the proposed landscaping.
  These beneficial effects were not deemed significant in their magnitude.

Adverse effects during operation relate to;

- The risk of pollution through maintenance activities such as that arising from vehicles used to collect waste, effecting the health of users and / or the quality of groundwater sources. This is deemed not significant;
- The release of carbon emissions associated with operational maintenance activities, resulting in contributions to climate change. This was deemed not significant and to not effect the UK Governments abilities to meet relevant carbon budgets;
- The increase in surface run-off following changes to Site topography. This is deemed not significant; and
- The use materials and generation of waste resulting from operational maintenance. This is deemed not significant in relation to regional supplies and waste capacities.

4.4.3 Significant environmental effects

All potential significant effects post mitigation predicted across all environmental topics are reported in Table 4-1 below. As shown, these only related to the construction phase, and specifically to those associated with Townscape and Visual receptors. These impacts will be temporary as they are within the construction phase and will be minimised as much as possible through the implementation of the management of the construction site as detailed in Table 4-1.

4.4.4 Cumulative effects

Cumulatively, no single receptor is predicted to experience significant effects via sources identified across the multiple environmental assessments.

Nor is the Proposed Development anticipated to contribute towards significant impacts in combination with any other known developments in the surrounding area being constructed during the same time frame.

Table 4-1 Predicted significant effects during the construction phase

Receptor	Sensitivity	Impact	Mitigation	Residual impact magnitude	Residual effect	Effect significance
Townscape and visual						
VP4: Residents in the Northern Quarter Serviced Apartments, Pedestrians, motorists and business workers/users of Great Ancoats Street	Medium	Change in land use from derelict site and part of Cotton Field Park to a construction site	Construction site management	Moderate	The construction area of the Proposed Development would be visible to these residential receptors and would likely affect their visual amenity. Construction elements would occasionally be visible from some windows in the Northern Quarter serviced apartments, and those pedestrians and motorists passing in close proximity to the Site would be aware of the construction elements highlighted against the context of the Phase 1 Development high-rise buildings. Movement and noise would likely draw attention to these elements, making the Proposed Development obvious in the view due to proximity, and would temporarily change the experience of the view for these receptors.	Moderate adverse effect Significant
VP6: Residential receptors looking south, pedestrians, motorists and leisure users of New Islington Marina Promenade.	Medium	Change in land use from derelict site and part of Cotton Field Park to a construction site	Construction site management	Moderate	The construction elements of the Proposed Development would be visible, more so to residents looking south at elevated positions. Ground level receptors would still notice the construction elements due to proximity with movement and noise drawing attention to the new elements within the view, however they would be filtered through intervening vegetation, between structures and through fencing. Large plant and equipment would be particularly noticeable. There are some intervening tree canopies, however construction elements would be seen above and through these, particularly in winter months and would change the experience of the view for these receptors.	Moderate adverse effect Significant
VP8: Residents facing north east, namely, James Brindley Basin gated community, Oxygen Manchester (high-rise development) and properties along 140-150 Great Ancoats Street. Pedestrians, leisure users, motorists and businesses with views along Great Ancoats Street.	Medium	Change in land use from derelict site and part of Cotton Field Park to a construction site	Construction site management	Moderate	The views of construction elements would be visible from limited properties facing the Site and at mid-distance and would alter the visual amenity of these receptors. Despite the channelled nature of the view, the Site is clearly visible and movement of large plant and equipment would draw attention to the new elements changing the experience of the view for these receptors. Whilst construction lighting would add to the view of these receptors, this also has to be considered against the existing high levels of lighting at night in the area. Adverse effects would be temporary and short term.	Moderate adverse effect Significant

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