

Riverpark Road, Manchester

EIA Screening Report

August 2024

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Version	FINAL
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Issued	5 August 2024

1. Introduction

- 1.1 This Environmental Impact Assessment (“EIA”) Screening Report has been prepared by Euan Kellie Property Solutions (“EKPS”) on behalf of our client, Kellen Homes (“the Applicant”). It is submitted to Manchester City Council (“MCC”) to support a formal request for an EIA Screening Opinion to determine whether an EIA is required in respect of proposals to demolish the existing buildings and structures located at the former Riverpark Trading Estate, Riverpark Road, Newton Heath, Manchester (“the Site”). A Location Plan is included at **Appendix 1**.
- 1.2 The proposals include the demolition of all buildings and structures on the Site (herein referred to as “the Proposed Development”), in order to prepare it for future development. Further details in respect of the Site are set out within **Chapter 2** with details of the proposed demolition set out within **Chapter 3**.
- 1.3 This request is submitted under Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (referred to hereafter as “the EIA Regulations”). Guidance on EIA as set out within the National Planning Practice Guidance resource (“NPPG”) which provides guidance on the application of EIA in England, has also been consulted.
- 1.4 The structure of this Report is as follows:
- **Chapter 2** provides details of the Site and its context;
 - **Chapter 3** comprises a summary of the Proposed Development;
 - **Chapter 4** summarises the requirement for an EIA of the Proposed Development having regard to the EIA Regulations and other relevant guidance;
 - **Chapter 5** provides an assessment of the potential significant environmental effects which may result from the Proposed Development;
 - **Chapter 6** provides a summary of this EIA Screening Report.

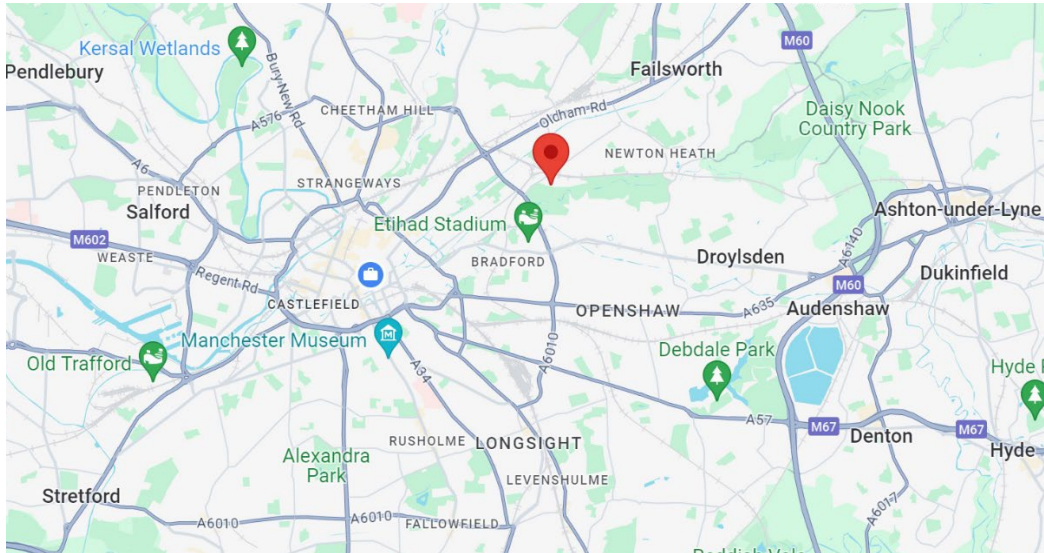
Contact Details

- 1.5 For further information in respect of this Screening Report please contact:

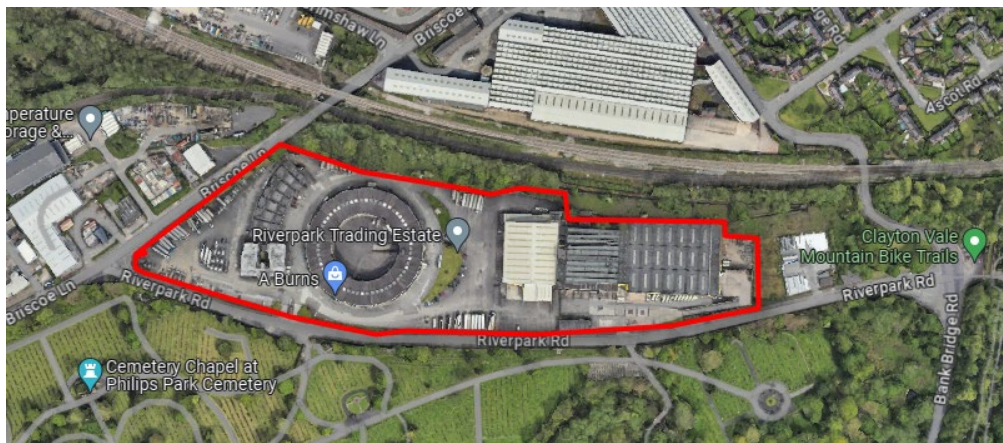
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2. Site Description and Context

- 2.1 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.
- 2.2 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

- 2.3 The Site is currently occupied by several buildings relating to its former use as an industrial estate. It is also the site of the former Manchester Abbatoir which is understood to have operated at the Site until 2000.
- 2.4 The area surrounding the Site is characterised by a mix of residential and commercial development.
- 2.5 The Site is located to the north of 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.
- 2.6 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

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

Adopted Planning Policy

- 2.8 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.
- 2.9 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

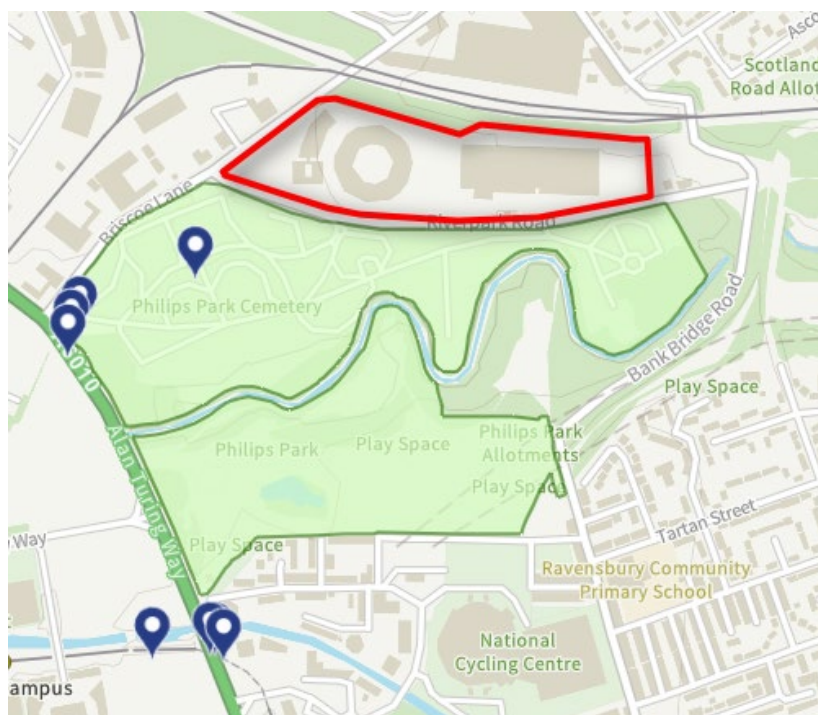
- Guide to Development in Manchester SPD (Adopted 2007)
- Design for Access 2 (Adopted 2003)
- Manchester Residential Design Guidance (Published in 2016 and a 'Material Consideration' in planning decisions)

Other Relevant Planning and Regeneration Documents

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

Heritage

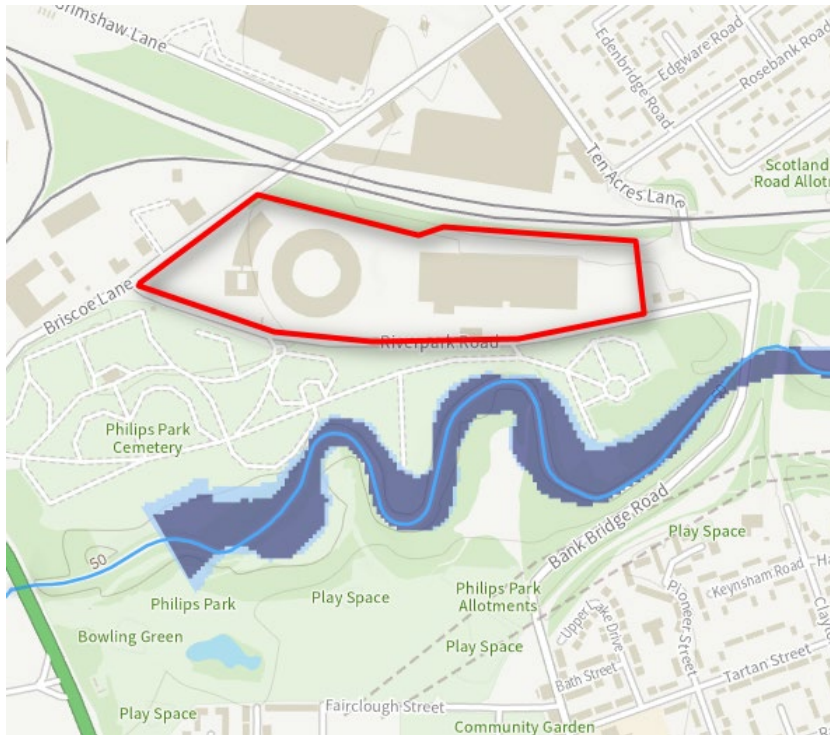
- 2.10 As set out above, whilst there are no listed buildings or structures located on the Site, there are a few of listed buildings/structures located in close proximity to the Site, including:- Cemetery Chapel at Philips Park; Cemetery office at Philips Park; Entrance Lodge to main entrance of Philips Park; Gates and railings to main entrance of Philips Park. All of these are Grade II listed and their location is shown in **Figure 2.11**. The Site is not located in a Conservation Area.



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

Flood Risk

- 2.11 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** overleaf).



^ Figure 2.4: Flood Map

Planning history

- 2.12 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.
- 2.13 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.
- 2.14 **Chapter 3** of this Screening Report will now set out details of the Proposed Development.

3. Proposed Development

- 3.1 The Proposed Development is for demolition of the buildings and structures located at the former Riverpark Trading Estate at Riverpark Road in Newton Heath.
- 3.2 The Site is currently occupied by a number of buildings relating to its former use as an industrial estate. It is also the site of the former Manchester Abbatoir which is understood to have operated at the Site until 2000.
- 3.3 The proposed demolition of the existing buildings and structures on the site of the former Riverpark Road Trading Estate are necessary from a health and safety perspective and to minimise the risk of any anti-social behaviour from occurring once all buildings on site are vacated.
- 3.4 As shown on the Existing Site Plan (included at **Appendix 2**), the Site comprises the following buildings:
- Block 1: A two-storey industrial building. The building is currently in a reasonably poor state of repair and is vacant.
 - Block 2. Adjoining Block 1 is warehouse space which includes an engineering room and boiler room, which vacant and in a very poor state of repair and unsafe due to a collapsed ceiling.
 - Block 3: A two-storey office building in reasonable condition and currently vacant.
 - Block 4: Adjoining Block 2 is a two-storey commercial unit comprises self-storage units and office space. The building is in reasonable condition and is vacant.
 - Block 5 (Annex Hall): Two-storey building in very poor condition. The building is vacant.
 - Block 6: Two-storey multi-let industrial building, largely in poor repair within the top floor currently being unoccupiable due to condition of roof. The building is vacant.
 - Admin Block: Two-storey office building in poor condition. The building is vacant.
- 3.5 The Applicant is currently assessing potential redevelopment options for the site. In the meantime, it is intending to demolish all of the existing buildings on the site, which is considered necessary from a health and safety perspective and to minimise the risk of any anti-social behaviour from occurring following them all being vacated.
- 3.6 Subject to a planning application for the comprehensive redevelopment of the Site coming forward in due course it is anticipated that the land will remain vacant for at least 12 months following demolition of the properties.
- 3.7 The demolition works are expected to take around 23 weeks to complete. Demolition cannot commence until the asbestos removal works are completed, which are currently underway in some buildings and is expected to be concluded during September 2024.
- 3.8 During and following the proposed demolition works, the following security measures are in place and will be maintained at the Site:
- The Site is secured by a 2.4m steel palisade perimeter fence.
 - The two access points into the Site are secured by electric steel gates.
 - The Site will be closed off to members of the public and only approved individuals will be allowed access.
 - The Site is monitored 24/7 by an external security contractor, using CCTV. An on-site caretaker is also available Monday-Friday 6am-6pm to monitor site access and an on-site security guard is in place during the evenings (6pm-6am) and 24 hours over the weekend.
 - The Demolition Method Statement outlines that the proposed demolition will take place in a safe and controlled manner and will not give rise to adverse impacts. The Applicant is fully committed to bringing forward a comprehensive redevelopment proposal for the site and the demolition of the existing buildings on the site will help ensure the timely successful delivery of its regeneration

3.9 **Chapter 4** of this Screening Report will provide details of the Screening Assessment undertaken.

4. Screening Assessment

Requirement for an EIA

- 4.1 The need for a Screening Opinion has been considered in the context of the following Regulations / Guidance:
- European legislation under Directive 2011/EU.
 - The Town and Country Planning (England) (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”).
 - National Planning Practice Guidance.
- 4.2 The EIA Regulations outline thresholds for what are described as Schedule 1 and Schedule 2 Projects. EIA is mandatory for “*Schedule 1*” projects. An EIA is required for “*Schedule 2*” projects if, in the opinion of the Local Planning Authority, they are likely to give rise to “*significant effects*” on the environment.
- 4.3 In determining whether the Proposed Development constitutes EIA development, the following are to be taken into consideration:
- Whether the proposed development is of a type listed in Schedule 1;
 - If not, whether it is listed in Schedule 2;
 - If so, whether the proposed development:
 - is within, partly within, or near a ‘sensitive area’ as defined by Regulation 2 of the EIA Regulations;
 - meets any of the relevant thresholds and criteria set out in Schedule 2; and/or
 - is likely to give rise to significant effects, with regards to Schedule 3 of the EIA Regulations.

Schedule 1 Projects

- 4.4 An EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. The Proposed Development is not of a type listed in Schedule 1.

Schedule 2 Projects

- 4.5 The Proposed Development is considered to be Schedule 2 development under Category 10 “Infrastructure Projects”, of EIA Regulations. Sub-section (b) relates to “Urban Development Projects”.

Sensitive Area

- 4.6 Certain designated sites are defined in regulation 2(1) as sensitive areas. Within these areas, the thresholds and criteria relating to Schedule 2 developments are not applied, and all developments in, or partly in, such areas are required to be screened. These are:
- Sites of Special Scientific Interest and European sites;
 - National Parks, the Broads and Areas of Outstanding Natural Beauty; and
 - World Heritage Sites and scheduled monuments.

- 4.7 With consideration to the above it can be concluded that the Site does not lie within a sensitive area.

Thresholds and Criteria

- 4.8 NPPG provides thresholds and criteria for the identification of Schedule 2 development requiring Environmental Impact Assessment and indicative values for determining significant effects.
- 4.9 In respect of ‘Urban Development Projects’ the Schedule 2 criteria and threshold includes:
- “(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or (ii) the development includes more than 150 dwellings; or (iii) the overall area of the development exceeds 5 hectares”.*

- 4.10 It is also stated, however, that “*Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.*”
- 4.11 The Proposed Development exceeds the threshold set out in Schedule 2 10 (b) of the EIA Regulations as it includes site area larger than 5 hectares – albeit it the buildings which are proposed for demolition do not cover all of this area.
- 4.12 The Proposed Development will however involve demolition works on previously developed land which is identified for development within the adopted regeneration strategy – demolition works therefore being necessary to achieve the redevelopment works.
- 4.13 The requirement for an EIA is therefore dependent on the potential for significant environmental effects to arise as a result of the Proposed Development.

Schedule 3 Criteria

- 4.14 In deciding upon the potential for environmental effects and the associated significance of these effects, it is necessary to refer to the selection criteria set out in Schedule 3 of the Regulations which are relevant to the Proposed Development.
- 4.15 Regulation 5(4) states:
- “Where a relevant planning authority or the Secretary of State has to decide under these Regulations whether Schedule 2 development is EIA development, the relevant planning authority or Secretary of State must take into account in making that decision—*
- (a) any information provided by the applicant;*
- (b) the results of any relevant EU environmental assessment which are reasonably available to the relevant planning authority or the Secretary of State; and*
- (c) **such of the selection criteria set out in Schedule 3 as are relevant to the development.**” (our emphasis).*
- 4.16 The Schedule 3 Criteria for Screening requires regard to be given to:
1. The characteristics of development, including:
 - (a) the size and design of the whole development;
 - (b) cumulation with other existing development and/or approved development;
 - (c) the use of natural resources, in particular land, soil, water and biodiversity;
 - (d) the production of waste;
 - (e) pollution and nuisances;
 - (f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;
 - (g) the risks to human health (for example, due to water contamination or air pollution).
 2. Location of development, including:
 - (a) the existing and approved land use;
 - (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
 - (c) the absorption capacity of the natural environment, paying particular attention to the following areas—
 - (i) wetlands, riparian areas, river mouths;
 - (ii) coastal zones and the marine environment;

- (iii) mountain and forest areas;
- (iv) nature reserves and parks;
- (v) European sites and other areas classified or protected under national legislation;
- (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
- (vii) densely populated areas;
- (viii) landscapes and sites of historical, cultural or archaeological significance.

3. Types and characteristics of the potential impact, taking into account—

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved development;
- (h) the possibility of effectively reducing the impact.

4.17 Consequently, **Chapter 5** will now consider the potential for significant environmental effects to occur as a result of the Proposed Development with regards to the characteristics of the development; the location of the development and the type and characteristics of the potential impacts.

5. Assessment of Environmental Effects

5.1 In line with the relevant legislation and policy set out in **Chapter 4**, consideration has been given to the potential for significant environmental effects to arise as a result of the Proposed Development. The following potential effects (EIA topic areas) have been considered and further details are set out within this chapter.

- i. Ecology and Biodiversity
- ii. Human Health: a) Air Quality; b) Ground Contamination; and, c) Noise
- iii. Transport

5.2 These matters are considered in the following sections of this chapter.

i. Ecology

Introduction

5.3 Enzygo Ltd has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to Ecology. This assessment has been undertaken by Chris Schofield MSc BSc (Hons) ACIEEM (Principal Ecologist at Enzygo).

5.4 This assessment has been informed by a Preliminary Ecological Appraisal (Enzygo, 2024a) and Preliminary Bat Roost Assessment (Enzygo, 2024b) which provide biodiversity information which succinctly identifies ecological features on site and within the corresponding zone of influence, identifies potential impacts resulting from the proposed application, associated effect to identified ecological features, outlines proportionate avoidance/mitigation/compensation strategies, and suitable enhancements that can be implemented in accordance with the British Standard for Biodiversity BS42020:2013 (BSI, 2013).

5.5 These supporting documents and this assessment have been produced with reference to current Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater, Coastal and Marine (CIEEM, 2018), Guidelines for Ecological Report Writing (CIEEM, 2017), is in accordance with Biodiversity – Code of practice for planning and development BS42020:2013 (BSI, 2013).

Location of Development

5.6 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. At the north of the site is a rail embankment which supports dense scrub, broadleaf woodland and scattered trees.

5.7 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.

5.8 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.”*

Are the works taking place within a sensitive area?

5.9 The Proposed Development site does not form part of any statutory or non-statutory designated site for nature conservation, and the SSSI Impact Risk Zone (IRZ) in which it lies does not identify that the Local Planning Authority should consult Natural England on the likely risks of proposals comprising demolition of buildings.

5.10 The Rochdale Canal Special Area of Conservation (SAC) lies 2.05km north-east at its closest point and is designated for its significant population of Floating Water-plantain (*Luronium natans*). Clayton Vale Local Nature Reserve (LNR) lies 200m east and Bank Bridge Meadow Site of Biological Importance (SBI) lies 60m to the south.

- 5.11 The habitats within the Proposed Development site do not complement or contribute to the qualifying features or reasons for designation of these sites, and no potential pathways for impact on these sites have been identified.

Is the proposal likely to have ‘Significant Effects’ on the Environment?

The Characteristics of the Development

- 5.12 As detailed in the separate Demolition Plan (Urban Regen, 2024) the proposals comprise the demolition of existing buildings associated with a former abattoir. All buildings are to be demolished, slabs removed and the ground beneath is to be remediated. All waste materials generated from these operations are to be removed off site to suitable recycling facilities. All demolition rubble is to be processed on site to produce a 6F2 type material. These materials are to be re-used within the post demolition remediation works with any surplus product left in stockpile for the Client.

Use of Natural Resources

- 5.13 The proposed demolition works is to impact existing buildings and areas of sealed surface hardstanding only, and will not result in the removal of surrounding habitat such as woodland, scattered trees and dense trees associated with the rail embankment to the north.

Pollution and Nuisance

- 5.14 There are no potential ecological receptors which may be impacted by any pollution or nuisance associated with the demolition works.

Risk to Human Health

- 5.15 From an ecological assessment perspective, there is no risk to human health associated with the proposed works.

Potential Effects

- 5.16 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 demolition works may result in unlikely and minor damage to trees and scrub habitat which may minor contribution to this green infrastructure function.
 - **Bats.** Buildings provide low to negligible suitability of supporting roosting bats, and nocturnal presence/absence surveys to date have not identified any presence. As a result, in the absence of mitigation, there is a notably low risk of the demolition works resulting in the killing/injury of roosting bats and destruction of roosts of Local value only. In addition, 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 demolition 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.** The buildings to be demolished provide a limited extent of suboptimal 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 demolition 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 demolition 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

- 5.17 No projects in the surrounding area have been identified which may result in cumulative impacts on any relevant ecological features.

Proposed Methods of Mitigation

- 5.18 Below is a summary of proposed methods of mitigation which can be employed to reduce potential effects as identified above:

- Green Infrastructure – Surrounding woodland and trees will be protected throughout the demolition phase in accordance with BS5837:2012 Trees in relation to design, demolition and construction. Recommendations, including installing and maintaining appropriate protection fencing.
- Bats – At the time of writing, further bat surveys have not identified the presence of roosting bats in the buildings to be demolished. In the unlikely event that roosting bats are discovered, it is confirmed the project provides the scope and opportunity to provide suitable mitigation in accordance with current guidance, including acquiring and implementing necessary Natural England licences, to ensure the favourable conservation status of local bat populations is maintained. The protection measures above will serve to ensure suitable bat foraging and commuting habitats are maintained.
- 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 demolition 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).
- Breeding Birds – To avoid an offence being committed in respect of nesting demolition 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.
- Invasive Flora - An invasive species contractor should advise on suitable measures to ensure the proposed demolition 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

- 5.19 It is therefore considered that there are not likely to be any significant environmental effects arising from the proposed demolition works in respect of Ecology.

ii. Human Health

a) Air Quality

Introduction

Introduction

- 5.20 Redmore Environmental has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to air quality. This assessment has been undertaken by Emily Macey BSc (Hons), MSc, MEnvSc, MIAQM.

5.21 The Chapter considers the potential effects of the Proposed Development arising from fugitive dust emissions and road traffic exhaust emissions during the demolition phase. The following guidance documents have been consulted as relevant:

- Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'¹; and,
- IAQM 'Land-Use Planning & Development Control: Planning for Air Quality'².

Location of Development

Study Area

5.22 The site is located at Riverpark Trading Estate, off Riverpark Road, Manchester, at approximate National Grid Reference (NGR): 387238, 399442. The relevant Local Authority (LA) is Manchester City Council (MCC).

Local Air Quality Management

5.23 As required by the Environment Act, 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 nitrogen dioxide (NO₂) are above the Air Quality Objective (AQO) of 40µg/m³ within the city. As such, a number of roads within Manchester have been included within the Greater Manchester Combined Authority (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."

5.24 The Proposed Development is partly located within the AQMA. As such, there is the potential for vehicles travelling to and from the site to increase pollution levels in this sensitive area. This has been considered as relevant.

5.25 MCC has concluded that concentrations of all other pollutants considered within the Air Quality Strategy (AQS) are currently below the relevant AQOs. As such, no further AQMAs have been designated.

Background Concentrations

5.26 Predictions of background pollutant concentrations on a 1km-by-1km grid basis have been produced for the UK by the Department for Environment, Food and Rural Affairs (DEFRA) to assist LAs in their Review and Assessment of air quality. The Proposed Development is located in grid square NGR: 387500, 399500. Data for this location was downloaded from the DEFRA website³ and is summarised in **Table 5.1**, below.

Pollutant	Predicted 2024 Background Annual Mean Pollutant Concentration (µg/m ³)
NO ₂	15.11
Particulate matter with an aerodynamic diameter of less than 10µm (PM ₁₀)	11.10
Particulate matter with an aerodynamic diameter of less than 2.5µm (PM _{2.5})	7.54

Table 5.1 - Background Pollutant Concentration Predictions

5.27 As shown in **Table 5.1**, predicted background NO₂ and PM₁₀ concentrations are below the AQOs of 40µg/m³ and PM_{2.5} concentrations below the Interim Target of 12µg/m³ at the Site.

¹ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

² Land-use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

³ <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>.

Air Quality Monitoring

- 5.28 Monitoring of pollutant levels is undertaken by MCC throughout their area of jurisdiction. Recent NO₂ concentrations recorded in the vicinity of the Proposed Development, as provided in GMCA's '2022 Air Quality Annual Status Report (ASR)'⁴, are shown in **Table 5.2**, below. Exceedences of the AQO are shown in **bold**.

Monitoring Site		Monitored NO ₂ Concentration (µg/m ³)			
		2019	2020	2021	2022
MA95BNO	A635 Ashton Old Road	43.4	31.5	34.1	33.7
MA28NO	A635 Ashton Old Road/Welcomb Street	36.1	26.4	29.4	29.3

Table 5.2 - Monitoring Results

- 5.29 As shown in **Table 5.2**, annual mean NO₂ concentrations were above the AQO of 40µg/m³ at the MA95BNO monitor in 2019. As the monitor is located at a roadside location within an AQMA, elevated concentrations would be expected. Levels at the MA28NO monitor were below the AQO in recent years.

Are the works taking place within a sensitive area?

- 5.30 As outlined above, the Site is partly located within an AQMA. Review of mapping resources also indicated a number of human receptors within the vicinity of the Proposed Development. As such, any emissions during demolition may cause adverse impacts at these sensitive locations.

Is the proposal likely to have 'Significant Effects' on the Environment?

The Characteristics of the Development

- 5.31 The Proposed Development includes demolition of the existing abattoir and offices on site. A total building volume of 33,205m² is to be demolished.

Use of Natural Resources

- 5.32 Not applicable to air quality.

Pollution and Nuisance

- 5.33 The Proposed Development has the potential to cause fugitive dust emissions from demolition activities and road traffic exhaust emissions associated with vehicles travelling to and from the Site during the demolition phase. The may result in pollution and/or nuisance if not controlled effectively.

Risk to Human Health

- 5.34 The Proposed Development has the potential to cause fugitive dust emissions from demolition activities and road traffic exhaust emissions associated with vehicles travelling to and from the Site during the demolition phase. The may affect human health if not controlled effectively.

⁴ 2022 Air Quality ASR, GMCA, 2023.

Potential Effects

Demolition Phase Fugitive Dust Emissions Effects

- 5.35 The undertaking of demolition activities has the potential to result in fugitive dust emissions. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul road and highway surfaces.
- 5.36 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.
- 5.37 As mentioned previously, there are a number of receptors within the vicinity of the site. As such, any emissions could cause adverse impacts at these sensitive locations during the demolition phase. However, these can be controlled through the implementation of appropriate mitigation measures, such as those identified in the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'⁵. The guidance indicates that this should control effects to a level considered to be **not significant**. As such, residual effects from fugitive dust emissions are not predicted.
- 5.38 It should be noted that relevant mitigation can be secured through planning condition to provide a suitable level of confidence in the above prediction.

Demolition Phase Road Vehicle Exhaust Emissions Effects

- 5.39 The Proposed Development has the potential to affect existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site during demolition. Information provided by Curtins, the Transport Consultants for the scheme, indicated that 23 daily vehicle movements are likely to be generated during the demolition phase. This includes 20 Light Duty Vehicles (LDVs) and three Heavy Duty Vehicles (HDVs).
- 5.40 The above level of traffic generation is below the screening criteria outlined in the IAQM⁶ guidance. In these cases, the guidance indicates that impacts are considered to be **not significant**.

Cumulative Impacts

Demolition Phase Fugitive Dust Emissions Effects

- 5.41 Should permission be granted for other committed developments within 500m of the Site, it is possible that cumulative dust impacts may occur during demolition. However, fugitive dust emissions associated with the Proposed Development will be minimised through the implementation of appropriate mitigation measures in accordance with the IAQM 'Assessment of Dust from Demolition and Construction V2.2.'⁷. A similar level of control would also be expected for any other scheme. Therefore, residual cumulative effects are predicted to be **not significant**.

Demolition Phase Road Vehicle Exhaust Emissions Effects

- 5.42 No other relevant development proposals likely to result in cumulative air quality impacts as a result of road traffic exhaust emissions were identified during a desk-top review.

⁵ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

⁶ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

⁷ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

Proposed Methods of Mitigation

Demolition Phase Fugitive Dust Emissions Effects

- 5.43 Measures to mitigate fugitive dust emissions during demolition will be based on the IAQM⁸ 'Assessment of Dust from Demolition and Construction V2.2' guidance. This is anticipated to control effects associated with fugitive dust emissions arising from demolition to an acceptable level.

Demolition Phase Road Vehicle Exhaust Emissions Effects

- 5.44 Air quality impacts associated with road vehicle exhaust emissions were predicted to be **not significant**. As such, additional mitigation is not considered necessary.

Conclusions

- 5.45 Redmore Environmental has been instructed to consider the Proposed Development in relation to anticipated environmental impacts relating to air quality.
- 5.46 Measures to mitigate fugitive dust emissions during demolition will be based on the IAQM⁹ 'Assessment of Dust from Demolition and Construction V2.2' guidance. This will ensure residual effects are **not significant**.
- 5.47 There is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the Site. These were considered against the IAQM 'Land-Use Planning and Development Control: Planning for Air Quality' screening criteria. This indicated that road traffic exhaust effects were predicted to be **not significant**.
- 5.48 Based on the above, it is therefore considered that there are not likely to be any significant environmental effects arising from the proposed demolition works in respect of air quality.

b) Ground Contamination

Introduction

- 5.49 E3P has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to the existing soil and geological conditions and development constraints. This assessment has been undertaken by Matthew Dee, Senior Consultant (MESci, FGS, MEnvSc).
- 5.50 The chapter describes the methods used to assess the impacts, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect impacts of the development arising from E3P – Phase II Geo-Environmental Site Assessment (Ref: Report No. 17-246-R2-2, dated March 2024), the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts.
- 5.51 To inform the content of this chapter, E3P has completed the below reports on the site that are included as appendices alongside a number of other documents.
- E3P – Phase I Geo-Environmental Site Assessment (Ref: Report No. 17-246-R1-2, Dated March 2024)
 - E3P – Phase II Geo-Environmental Site Assessment (Ref: Report No. 17-246-R2-2, dated March 2024)
 - E3P - Remediation and Enabling Works Strategy (Ref: Report No. 17-246-R3-2, dated May 2024)
 - Urban Regen – Demolition Plan (Ref: Report No. URDEMORPTE, dated June 2024)

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

⁹ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

Location of Development

- 5.52 The subject site is an irregularly shaped parcel of land located to the northeast of Manchester city centre, off Riverpark Road. The site is currently occupied by Riverpark Trading Estate comprising a former meat processing and wholesale ring and industrial/commercial warehouse units. Various occupancies and site uses were noted during the walkover, including HGV parking facility, butchery, drain clearance, self-storage facility, mechanical and electrical warehouse(s) and an outdoor furniture warehouse.
- 5.53 A gentle slope is present in the central area, sloping down from the north and south and leading to a cutting in the centre that allows access to the former abattoir building. The surrounding areas in the west and east are generally topographically flat.
- 5.54 The Site is predominantly covered in concrete or asphalt hardstands.
- 5.55 The retaining wall and slope present along the northern boundary are densely vegetated with multiple semi-mature and mature trees and scrub vegetation. A further area of rough scrub vegetation is present in the very east. There are also areas of landscaped grass along the southern boundary and outside the eastern entrance of the central building.
- 5.56 A former livestock delivery ramp connects to the railway, which is located on the crest of the embankment (higher elevation).

Are the works taking place within a sensitive area?

- 5.57 The site is assessed to be located within a “Moderate” sensitivity setting, as discussed in **Table 5.3:**

Sensitivity Profile	Discussion	Rating
Groundwater Source Protection Zone or Drinking Water Safeguard Zone	The site is not located within a groundwater source protection zone or a drinking water safeguard zone.	Low
Distance to the Closest Groundwater Abstraction Point	The nearest groundwater abstraction point is located 555m W, used for construction by Hanson Quarry Products Europe Limited.	Low
Aquifer Classification in Superficial Drift Deposits	Secondary Undifferentiated.	Moderate
Aquifer Classification in Bedrock	Principal and Secondary A	High
Is the Site Underlain by Low-Permeability Drift to Depths in Excess of 10 m?	The underlying superficial deposits are likely to comprise of stiff CLAY identified within the previous site investigation completed by E3P to depths in excess of 10m. The low permeability strata will offer protection to the underlying bedrock aquifer.	Low
Is the Site Located Within 50 m of a Surface Watercourse?	The nearest surface water course, the River Medlock is located 56m south east of the site. Additionally, a cemetery is present between the site and watercourse.	Low
Sensitive Land Uses/ Sensitive Ecological Receptors	An area of adopted green belt and local nature reserve is located 103m east and 196m south east of the site respectively, named as Clayton Vale. The site is also located within a SSSI impact risk zone.	Moderate
Overall Site Environmental Sensitivity		Moderate

Table 5.3 Site Sensitivity

The Characteristics of the Development

- 5.58 Proposed works comprise the complete demolition of all structures to slab level and the processing of all resultant materials for disposal / re-use on the new construction development by Kellen Homes. Demolition works should be completed in line with the Urban Regen Demolition Plan (Ref: Report No. URDEMORPTE, dated June 2024).

- 5.59 Based on the findings of the Phase II Geo-Environmental Assessment, the potential effects during the demolition stage have been evaluated using the method set out below and appropriate mitigation measures identified as necessary. The assessment includes consideration of any proposed earth works and the potential effects of the demolition activities on sensitive receptors such as groundwater, site workers and future end-users.

Is the proposal likely to have 'Significant Effects' on the Environment?

Baseline Conditions:

- 5.60 The geological strata beneath the Site comprises Made Ground (ground level – 5.45 m bgl although in general encountered to depth of less than 1.00 m bgl), overlying cohesive Glacial Till (clay) that in turn is encountered overlying solid strata of the Chester Formation [SANDSTONE] in the east, Pennine Middle Coal Measures Formation [SANDSTONE, SILTSTONE, MUDSTONE] central and west and Pennine Upper Coal Measures Formation [SANDSTONE, SILTSTONE, MUDSTONE] in the south west. The top of solid bedrock was encountered from 5.50 m bgl in the east of the site (CP105) to 17.20 m bgl in the north of the site (RB202).
- 5.61 The Glacial Till is classified by the Environment Agency as an Unproductive Aquifer, the Pennine Middle and Upper Coal Measures are classified as a Secondary A Aquifer and the Chester Formation as a Principal Aquifer. Environment Agency Groundwater Sensitivity Data indicates that the Site is not located within a Source Protection Zone or Drinking Water Zone. The nearest groundwater abstraction point is located 555m west, used for construction by Hanson Quarry Products Europe Limited.
- 5.62 The Site is indicated as being located within a Coal Mine Reporting Area.
- 5.63 No surface water features have been identified within 50 m of the Site. The closest surface water feature is the River Medlock located 56 m south east of the site boundary, with a cemetery located between the site and watercourse.
- 5.64 A review of historical Ordnance Survey maps dating from 1843 shows that the Site was used as a clay pit and associated brick works from circa 1923 to 1966, following the demolition of the brick works the current site layout was formed with an abattoir and later Riverpark Trading Estate. A number of infilled pond features are anticipated in the west of the site.
- 5.65 There are no landfills or hazardous industrial facilities (COMAH sites) recorded on site.
- 5.66 A historical landfill is located 168m east of the site at Clayton Vale Power Station known to dispose of inert, industrial, commercial, household, special and liquid sludge which was filled prior to 1974.
- 5.67 A BGS report was obtained for the Site and confirmed the Site falls within Radon Class 1 - less than 1% of homes are estimated to be at or above the Action Level. No radon protection measures required to new structures.

Magnitude of Impact:

- 5.68 **Table 5.4** provides a framework within which the magnitudes of impact will be assessed during the demolition phases of the Proposed Development. This part of the assessment will be based on professional judgements.

Magnitude of Effect	Definition of Magnitude
High	Activities are likely to increase long-term contaminant release over and above the baseline conditions with significantly increased risks to human health and the wider environment. Effects are likely to be important considerations at a regional or district scale. Remedial work may mitigate such effects to some degree but is unlikely to remove all of the effects upon the affected receptors.
Medium	Activities are likely to result in significant contaminant release, or cause degradation of other soil quality parameters, over and above the baseline conditions, with significantly increased risks to human health or controlled waters. Effects could be permanent on a local scale or have wider, temporary impact. Remediation measures are likely to be largely effective although some residual effects may still arise.

Magnitude of Effect	Definition of Magnitude
Low	Activities may result in some contaminant release or cause degradation of other soil quality parameters over and above the baseline conditions with significant increased risks to human health or controlled waters. Effects are likely to be both temporary and local in nature and can be successfully addressed by remediation to leave minimal residual risk.
Negligible	No effect or effect where risks to human health or the wider environment are not significantly increased.

Table 5.4 Significance Criteria

Sensitivity of Receptor:

- 5.69 **Table 5.5** provides a framework within which the sensitivity of receptors will be assessed. This part of the assessment will be based on professional judgement following a review of mapping and environmental data.

Sensitivity	Definition
High	High quality watercourse, unprotected Principal Aquifer, potable groundwater abstraction, on-site operatives, residential properties, schools and hospitals within the site or within 250m of the site boundary.
Medium	Low quality watercourses, Secondary A Aquifer and residential properties, schools within 250m of the site boundary.
Low	Absence of surface watercourse, Unclassified Aquifer or low permeability drift and no sensitive land uses within 250m of the site boundary.

Table 5.5 Defining the Sensitivity of Receptor

Duration of Effect:

- 5.70 **Table 5.6** provides a framework within which the duration of effects will be determined.

Sensitivity	Definition
Short Term	0 to 5 years including the construction period and on completion
Medium Term	5 to 15 years including mitigation establishment
Long Term	15 + years including long term operation of the development

Table 5.6 Duration of Effect

Significance of Effect:

- 5.71 **Table 5.7** provides a framework which allows for the magnitude of the likely impact to be combined with sensitivity of the receptor to determine the overall significance of the environmental effect. As much of the assessment is based on professional judgement following detailed review of published data this assessment will also be based on professional judgement. Effects considered to have Major Significance will be considered significant in EIA terms.

Magnitude of Effect	Sensitivity of Receptors		
	High	Medium	Low
High	Major	Moderate	Moderate
Medium	Major	Moderate	Minor
Low	Minor	Minor	None
Negligible	None	None	None

Table 5.7 Significance of Effect

Limitations and Assumptions:

- 5.72 The ground conditions chapter is based on desk study and E3P intrusive investigation information and assumes that the Site will comprise predominantly buildings, hard standings and limited landscaping. The assessment has been completed based on demolition of above ground structures only.

Pollution and Nuisance

- 5.73 Potential pollution sources/effects and appropriate mitigation are discussed in **Table 5.8**.
- 5.74 Demolition works to be undertaken in line with the Urban Regen Demolition Plan and E3P Remediation and Enabling Works Strategy. Strict compliance with Control of Asbestos Regulations 2012, air monitoring and working hours throughout the demolition works.

Risk to Human Health

- 5.75 The Tier 2 human health risk assessment has identified the presence of elevated concentrations of inorganic heavy metals (arsenic and lead), organic PAHs (dibenzo(a,h)anthracene, benzo(b)fluoranthene, benzo(a)pyrene and dibenzo(a,h)anthracene) and total petroleum hydrocarbons (TPH C12-C35) in comparison to screening criteria for a residential end use with plant uptake within underlying Made Ground soils.
- 5.76 Elevated PAH, heavy metals and long chain TPH (C16-C35) have primary exposure pathways related to dermal contact and ingestion of soils (PL1 and PL2). The risk to chronic human health can be mitigated through the use of suitable PPE during contact with any on-site Made Ground. Where hardstand is present, this will sever the contamination pathway and remove the risk to human health.
- 5.77 With regards to the short chain aromatic TPHs C12-16, these present a potential volatilisation to indoor air risk. As the demolition works are temporary and no long term indoor air exposure will occur, no risk to human health is present.
- 5.78 Embedded Mitigation: As the Site will comprises buildings, hard standings and limited areas of landscaping, the likelihood of exposure by site operatives to potentially contaminated material is significantly reduced as the works comprise the demolition to slab level only, as such, building foundations and hardstanding will provide a cover over below ground contamination.

Potential Effects

- 5.79 Potential pollution sources/effects and appropriate mitigation are discussed in **Table 5.8**.

Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
Exposure to contaminated soils/groundwater and ground gas to construction works	Construction Workers	Made ground soils pose a risk to construction works through dermal contact, ingestion and inhalation of contamination within the soils, vapours or dust. Demolition works are proposed to slab level only. Building foundations and hardstanding will provide a cover over below ground contamination. As such, workers are unlikely to be in contact with underlying Made Ground Soils.	Appropriate PPE when handling/coming in to contact with soils. Works to be undertaken in line with the Urban Regen Demolition Plan and E3P Remediation and Enabling Works Strategy	Negligible

Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
Migration of contamination to controlled waters	Underlying Aquifers	Proposed demolition works are unlikely to release mobile phase contaminants that could leach into underlying aquifers. Demolition works are proposed to be undertaken to slab level only, as such, should any spillages or mobile phase contamination be realised this be collected within current on site drainage infrastructure. It is considered unlikely that demolition works will affect underground aquifers.	Works to be undertaken in line with the Urban Regen Demolition Plan and E3P Remediation and Enabling Works Strategy	Negligible
Fuel storage	Underlying Aquifers Construction Workers	During demolition works significant plant movements will be required and as such there will be requirement to provide temporary fuel storage facilities. Damage to these facilities or accidental spillages during operation could result in impact to the sub-surface or current site workers.	All fuel storage facilities will need to comply with The Control of Pollution (Oil Storage) (England) Regulations 2001 which requires all facilities greater than 205 ltrs to be provided with secondary containment. The location of oil storage facilities and the operation of those facilities will be clearly referenced and managed as per the CEMP and demolition plan. Spill kits should be present on site throughout the works. Appropriate PPE when handling fuels.	Low

Effect	Receptor	Discussion of Effect	Mitigation in order to Avoid or Remove Effect	Magnitude of Effect
Asbestos in building matrix	Construction Workers Adjacent Commercial/Industrial Workers Future Site Users	Due to the age of the on-site structures that are due to be demolished asbestos containing materials may be present within the building structure.	Demolition works to comply with Control of Asbestos Regulations 2012, inclusive of pre demolition asbestos survey for all structures to be removed. Works to be undertaken in line with the Urban Regen Demolition Plan and E3P Remediation and Enabling Works Strategy	Low

Table 5.8 Identification and Assessment of Effects

Use of Natural Resources

- 5.80 Demolition works are proposed to be completed to slab level, as such, no disturbance or use of underlying natural soils are anticipated during the works.

Cumulative Impacts

- 5.81 Given the works are temporary and will be undertaken in accordance with the Urban Regen Demolition Plan, cumulative impact in relation to ground conditions is considered negligible.

Proposed Methods of Mitigation

- 5.82 Summary of proposed methods of mitigation which can be employed to reduce potential environmental effects are provided in **Table 5.8**.

Conclusion

- 5.83 It is therefore considered that there are not likely to be any significant environmental effects arising from the proposed demolition works in respect of ground conditions.

c) Noise

Introduction

- 5.84 E3P has been instructed to undertake an assessment of the Proposed Development in relation to anticipated environmental impacts relating to Noise. This assessment has been undertaken by Lee Faulkner, Associate Director, BSc (Hons), MIOA, MEnvSci.
- 5.85 Any methodology or guidance in relation to noise impacts due to demolition works is taken from BS 5228:2009+A1:2014 'Code of practice for the control of noise and vibration on construction and open sites. Part 1: Noise'.

Location of Development

- 5.86 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.
- 5.87 Residential receptors are located to the north east on Rosebank Road and Ascot Road, some 150 m from the closest existing on-site building, and to the south east on Upper Lake Drive Combe Close and Pioneer Street, approximately 300 m from the closest on-site building.

- 5.88 Additionally, the Phillips Park Cemetery is located to the immediate south of the development which would be considered a noise sensitive premises.

Are the works taking place within a sensitive area?

- 5.89 The distance to residential receptors is significant however, the proximity of Phillips Park Cemetery would deem the area as sensitive with this area where members of the public might reasonably expect quiet enjoyment of the area, albeit they will be used to some background noise from the existing commercial uses on site, and elsewhere in the vicinity

Is the proposal likely to have 'Significant Effects' on the Environment?

The Characteristics of the Development

- 5.90 The development consists of the demolition of existing structures on site. All buildings are to be demolished, slabs removed and the ground beneath is to be remediated. All waste materials generated from these operations are to be removed off site to suitable recycling facilities.
- 5.91 All demolition rubble is to be processed on site to produce a 6F2 type material. These materials are to be re-used within the post demolition remediation works with any surplus product left in stockpile for the client.

Use of Natural Resources

- 5.92 This is not relevant to this topic.

Pollution and Nuisance

- 5.93 The demolition of the buildings and operation of the plant has the potential for adverse impact at noise sensitive premises in the vicinity of the development. Noise levels from the development could lead to adverse impact and nuisance at residential dwellings and Phillips Park Cemetery and, at a lesser level, existing offices.

Risk to Human Health

- 5.94 The effects of noise on noise-sensitive premises are varied and complicated. They include interference with speech communication, disturbance of work or leisure activities, disturbance of sleep, annoyance and possible effects on mental and physical health. In any neighbourhood, some individuals will be more sensitive to noise than others.

Potential Effects

- 5.95 During the demolition works, a level of impact is likely given the nature of the works and sound pressure levels of equipment used. When considering potential effects, the criteria to be used is given in BS 5228:2009+A1:2014-1. Here absolute criteria of 75 dB for urban areas and 70 dB for rural or suburban areas, are provided along with other assessment criteria which relies on the existing ambient noise levels at the receptors.
- 5.96 The ABC method provides such criteria when considering what receptors are already subject to. However, this would likely be most applicable to residential dwellings where the occupants are subject to the existing noise levels. Given their distance from the site and intervening ground conditions and structures, the impact at these receptors would be considered a likely negligible adverse at the local level and in the short term.
- 5.97 For Phillips Park Cemetery, the application of the absolute criterion would be more applicable as any receptors, or visitors to the cemetery, would be short term and limited. As such, a limit of 75 dB would be considered applicable here given the urban location. Furthermore the sensitivity of the receptors would not be considered akin to residential. Indeed, it is important to note that given its central urban location and that it is adjacent to a number of existing commercial uses (on all sides) it would be reasonable to expect that visitors to the cemetery might already expect/be used to a certain amount of noise.
- 5.98 Upon review of BS 5228, it provides typical noise levels from plant items specific to demolition. Sound pressure levels range between 69 and 93 dB at 10 m, not allowing for any time correction. The breaking of concrete and bricks is attributable to breakers with a typical sound level of 90 dB at 10 m. The distance from the centre of the site and the edge of the cemetery is 95 m. This could result in likely noise levels of 71 dB which falls below the 75 dB criterion and only marginally exceeds the 70 dB criteria applicable to rural areas.

- 5.99 Given the proximity of the development to the cemetery, a likely minor adverse impact at local level in the short term is predicted. This level of impact would not be considered significant. Given this, mitigation measures would not normally be recommended. However, E3P note that a Demolition Plan has been produced which considers potential noise impact and is discussed in Proposed Methods of Mitigation.

Cumulative Impacts

- 5.100 It is noted that no other demolition or construction works are proposed in the vicinity of the site and, as such, any cumulative impacts would be limited or negligible. The character of the existing sound climate is dominated by road traffic and rail traffic noise which is not similar to demolition works and so no cumulative impact is predicted.

Proposed Methods of Mitigation

- 5.101 E3P note a Demolition Plan has been produced which includes a section on 'Protection to the public' which includes measures to control or limit noise impact.
- 5.102 These measures are considered Best Practicable Means (BPM) and the employment of BPM is to be expected and recommended here to limit any potential adverse impact. This is especially true for the potential impact on Phillips Park Cemetery.
- 5.103 Measures include the below, as taken from the Demolition Plan:
- Curtail, suspend or re-programme works as necessary to minimise / prevent any potential impact on neighbouring properties / premises.
 - Monitor the condition of the public highway.
 - Take all reasonable measures to minimise the impact of noise.
 - Ensure all plant is fit for purpose and adequately maintained so as to ensure that noise generation is within the manufacturer's stated maximum noise level.
 - Ensure that all works are carried out within the hours specified by the Local Authority.
 - Ensure a super-silenced generator is being used to provide electrical power to the site welfare facilities.
 - Ensure noisy operations (e.g. use of hydraulic breakers) are programmed to minimise any disturbance.
 - Ensure that an accredited consultant is appointed to undertake Noise and Vibration surveys as necessary.
- 5.104 It is important that any measures are considerate to the cemetery as the primary receptor in relation to demolition noise.
- 5.105 BPM measures are known to reduce noise levels by between 5 and 10 dB. Given the potential for approximately 71 dB at the cemetery due to demolition works, noise levels can be expected to be less than 66 dB with the implementation of the above with the potential impact reduced to negligible adverse at the local level in the short term.

Conclusions

- 5.106 Whilst there is potential for a significant environmental effect in relation to noise arising from the proposed demolition at Phillips Park Cemetery, with the consideration of mitigation measures this is expected to be reduced to a minor adverse impact at local level in the short term only.
- 5.107 Through the implementation of BPM with emphasis on the protection of the cemetery, the impact can be reduced to minor adverse which is not considered significant.
- 5.108 With the implementation of BPM, it is therefore considered that there are not likely to be any significant environmental effects arising from the proposed demolition works in respect of Noise.

iii. Transport

Introduction

- 5.109 Curtins has been instructed to undertake an assessment of the proposed demolition works in relation to the anticipated traffic and transport environmental impacts.
- 5.110 This assessment has been undertaken by Alex Vogt, who is a Board Director at Curtins with over 22 years' experience in development planning. Alex is a Fellow of the Chartered Institution of Highways & Transportation (FCIHT) and a Transport Planning Professional (TPP).
- 5.111 Assessment of the traffic and transport impact of the proposed demolition works has been 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.
- 5.112 IEMA advises that the following criteria be used to determine the extent of the study area and the requirement for further EIA 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 highway links of high sensitivity where traffic flows have increased by 10% or more"*
- 5.113 If either of the above thresholds are reached the IEMA Guidance suggests detailed consideration of the following items:
- *"Severance of communities;*
 - *Road vehicle driver and passenger delay;*
 - *Non-motorised user delay;*
 - *Non-motorised amenity;*
 - *Fear and intimidation on and by road users;*
 - *Road user and pedestrian safety; and*
 - *Hazardous/large loads."*
- 5.114 If neither of the thresholds are reached, no further EIA assessment is necessary.
- 5.115 With regard to the reference to 'high sensitivity' in Para 1.4, sensitive locations are characterised as:
- *"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"*

- 5.116 The IEMA Guidance also notes the importance of identifying groups that may be sensitive to changes in traffic conditions, with the following user groups outlined at Paragraph 1.28:
- *“Non-motorised users*
 - *Public right of way users*
 - *Motorists and freight vehicles*
 - *Public transport*
 - *Emergency services”*

Location of Development

- 5.117 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

- 5.118 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.
- 5.119 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.
- 5.120 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.
- 5.121 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.
- 5.122 There is an uncontrolled crossing with dropped kerbs, tactile paving, and a refuse island access on Riverpark Road at the Riverpark Road / Briscoe Lane junction. There is no crossing across either of the Briscoe Lane arms.
- 5.123 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).
- 5.124 Ten Acres Lane bends to the east immediately north of the junction, limiting visibility for pedestrians crossing Riverpark Road from the south.
- 5.125 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”.
- 5.126 The road is subject to a speed limit of 20mph.

Ten Acres Lane / Bank Bridge Road

- 5.127 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.
- 5.128 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.
- 5.129 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.

- 5.130 There are continuous footways along both sides of the road. The road is subject to a speed limit of 20mph.

Briscoe Lane

- 5.131 Briscoe Lane, which is subject to a speed limit of 20mph. connects the site to A6010 Hulme Hall Lane / Alan Turing Way.
- 5.132 There are several bus stops along the road.
- 5.133 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

- 5.134 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).
- 5.135 Riverpark Road, Briscoe Lane, and Ten Acres Lane fall within the scheme area.
- 5.136 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.
- 5.137 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

- 5.138 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 5.9**:

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 5.9 – Collision Data Summary

- 5.139 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.

- 5.140 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 demolition works.

Are the works taking place within a sensitive area?

- 5.141 The user groups and locations which should be taken into consideration when determining the sensitivity of a highway link / receptor are provided in the introduction. The approach to assigning levels of sensitivity to receptors is detailed in **Table 5.10**, informed by 'Environmental Assessment of Traffic and Movement' (IEMA, 2023).

Sensitivity of receptor	Description	Examples
High	High level of vulnerable road users	- 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.
Medium	Medium level of vulnerable road users	- 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.
Low	Low level of vulnerable road users	- 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.

[^] Table 5.10 – Criteria for Determining Receptor Sensitivity

- 5.142 The Demolition Plan, prepared by Urban Regen, indicates that all vehicles will arrive via Briscoe Lane (rather than Ten Acres Lane / Bank Bridge Road).
- 5.143 Riverpark Road and Briscoe Lane are both deemed to have a low level of sensitivity.

Is the proposal likely to have 'Significant Effects' on the Environment?

The Characteristics of the Development

- 5.144 The proposed works entails the demolition of all existing buildings at the site.
- 5.145 Urban Regen, the principal contractor, has prepared a Demolition Plan (dated 18th June 2024) which details the scope of works and associated demolition procedures to be undertaken for the proposed works.
- 5.146 It is anticipated that there will be circa 11-12 site demolition staff and 5-11 asbestos removal staff, as well as regular visits by the Demolition Projects Manager or Contracts Manager. The plant and equipment will include c. three excavators, a tractor and water bowser, a mobile tracked crushing plant, a telehandler, and skips.
- 5.147 Urban Regen will prepare a Traffic Management Plan (TMP), based on 'HS (G) 144 The Safe Use of Vehicles on Construction sites'. The 'Basic TMP Rules' will include:

"Care shall be taken to ensure vehicle movements are dealt with diligently and are restricted in peak times i.e. pre-school opening, post-school closing times, normal work commuting times etc.

The Project Manager is to coordinate deliveries so as to minimize any disruption to third parties using the public highway.”

- 5.148 The working hours will be from 08:00 to 18:00 on weekdays and to 13:00 on Saturday, with any work outside of these hours to be agreed in advance with Manchester City Council.

Movements

- 5.149 Urban Regen has advised Curtins that there will be 20 car/LGV and 3 HGV average daily two-way movements associated with the proposed demolition works across the 20-week / 100 day programme.
- 5.150 These movements will be dispersed throughout the working day and based on a 10-hour day, this equates to 2 – 3 vehicular movements per hour. This is considered to be imperceptible
- 5.151 As mentioned previously, the Demolition Plan indicates that these vehicles will all arrive and depart via Briscoe Lane.
- 5.152 Initial analysis of the AM and PM peak period traffic on Riverpark Road has demonstrated there are currently 1,269 two-way vehicular movements in the peak hours (0600-1000 and 1500-2200). An additional 23 vehicular movements during this period represents an increase of 1.8%.
- 5.153 On this basis, it is concluded that the demolition of the buildings on site would not result in an increase of either the 10% or 30% thresholds; as such, the traffic and transport impacts of the proposed demolition works is not considered to be significant and no further EIA analysis is necessary.

Use of Natural Resources

- 5.154 This is not directly relevant to transport, and is considered by other chapters.

Pollution and Nuisance

- 5.155 This is not directly relevant to transport, and is considered by other chapters.

Risk to Human Health

- 5.156 This is not directly relevant to transport, and is considered by other chapters.

Potential Effects

- 5.157 Notwithstanding the results set out above and the fact that neither of the thresholds for further assessment are breached, the impacts of the development have been considered below.

Severance of Communities

- 5.158 Severance is a perceived division that occurs when a traffic link separates part of an existing community. This can occur when a road becomes too heavily trafficked (making crossing the road a problem) or when a new route divides existing land creating a physical barrier.
- 5.159 Based on the negligible level of vehicular traffic that is likely to be generated by the proposed demolition works – a reduction from that which could be generated by the extant use – it is not considered that an adverse impact on severance would occur. Therefore, severance to the key receptors is not considered to be significant and will not need to be considered as part of an EIA.

Road vehicle driver and passenger delay

- 5.160 Road vehicle driver and passenger delay is the time lost to a specific journey as a result of other users on a given network. If a development generates vehicular trips and as they are distributed onto the surrounding road network, they impact the operation of that network. Impacts on the surrounding road network can manifest in additional delay and/or queuing for drivers and their passengers and public transport users where applicable.
- 5.161 Based on the negligible level of vehicular traffic that is likely to be generated by the proposed demolition works – a reduction from that which could be generated by the extant use – it is not considered that an adverse impact on road vehicle driver and passenger delay would occur. Therefore, impacts with respect to road vehicle driver and passenger delay to the key receptors is not considered to be significant and will not need to be considered as part of an EIA.

Non-motorised user delay

- 5.162 Non-motorised user delay is the time lost to a specific journey as a result of other users on a given network. If a development generates vehicular trips, the vehicular demand affects the ability of users to cross local routes, which results in an impact on delay. Impacts on the surrounding road network can manifest in additional delay for pedestrians, runners, cyclists and equestrians where applicable.
- 5.163 Based on the negligible level of vehicular traffic that is likely to be generated by the proposed demolition works – a reduction from that which could be generated by the extant use – it is not considered that an adverse impact on non-motorised user delay would occur.
- 5.164 Therefore, impacts with respect to non-motorised user delay to the key receptors is not considered to be significant and will not need to be considered as part of an EIA.

Non-motorised amenity

- 5.165 Non-motorised amenity is the relative pleasantness of a journey as a result of other users on a given network. Influencing factors can be traffic flow, traffic composition and separation from traffic.
- 5.166 Based on the negligible level of vehicular traffic that is likely to be generated by the proposed demolition works – a reduction from that which could be generated by the extant use – it is not considered that an adverse impact on non-motorised amenity would occur. Therefore, impacts with respect to non-motorised amenity to the key receptors is not considered to be significant and will not need to be considered further as part of an EIA.

Fear and intimidation on and by road users

- 5.167 Fear and intimidation can also change as a result of changes in baseline traffic flows. This is influenced by a number of things including the volume of traffic, HGV content, nature and frequency of pedestrian/cycle/ equestrian infrastructure, and the width of such infrastructure.
- 5.168 The proposed demolition works is expected to generate only three two-way HGV vehicle movements per day across the 20-week demolition programme.
- 5.169 Therefore, impacts with respect to fear and intimidation on and by road users to the receptors is not considered to be significant and will not need to be considered as part of an EIA,

Road user and pedestrian safety

- 5.170 Road user and pedestrian safety is concerned with current and future collision rates; with a particular emphasis on serious and fatal collisions. IEMA Guidance notes that, whilst collision cluster analysis is still relevant, the 'Safe System' should be adopted as an international best practice.
- 5.171 Based on the negligible level of vehicular traffic that is likely to be generated by the proposed demolition works – a reduction from that which could be generated by the extant use – it is not considered that an adverse impact on road user and pedestrian safety would occur. From a review of highway collision records, there do not appear to be any collision clusters adjacent to or in proximity of the site.
- 5.172 Therefore, impacts with respect to road user and pedestrian safety to the receptors is not considered to be significant and will not need to be considered as part of an EIA.

Hazardous/large loads

- 5.173 The Demolition Plan sets out how the demolition will be managed, including the traffic generated.
- 5.174 Site activities will be tightly managed and all reasonable efforts will be taken to minimise the impact of the proposed demolition works on the surrounding area and population.

Cumulative Impacts

- 5.175 Curtins is not aware of any significant effects from cumulative development.

Proposed Methods of Mitigation

- 5.176 As detailed previously, the proposed demolition works would generate a lower level of traffic than the existing consented uses could. In line with IEMA guidance, it is not necessary to further consider the traffic impact.
- 5.177 The Demolition Plan sets out how the demolition will be managed, including the traffic generated. Site activities will be tightly managed and all reasonable efforts will be taken to minimise the impact of the proposed demolition works on the surrounding area and population. This includes considerate construction practices (such as wheel washing and road sweeping) to mitigate impacts which are considered elsewhere in the noise, air and dust and dirt section of this EIA.
- 5.178 Urban Regen will prepare a Traffic Management Plan (TMP), based on 'HS (G) 144 The Safe Use of Vehicles on Construction sites'.

Conclusions

- 5.179 It is concluded that there are not likely to be any significant environmental effects arising from the proposed demolition works in respect of transport.

6. Summary

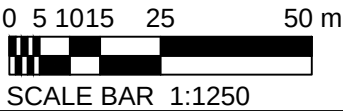
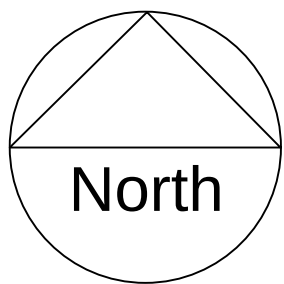
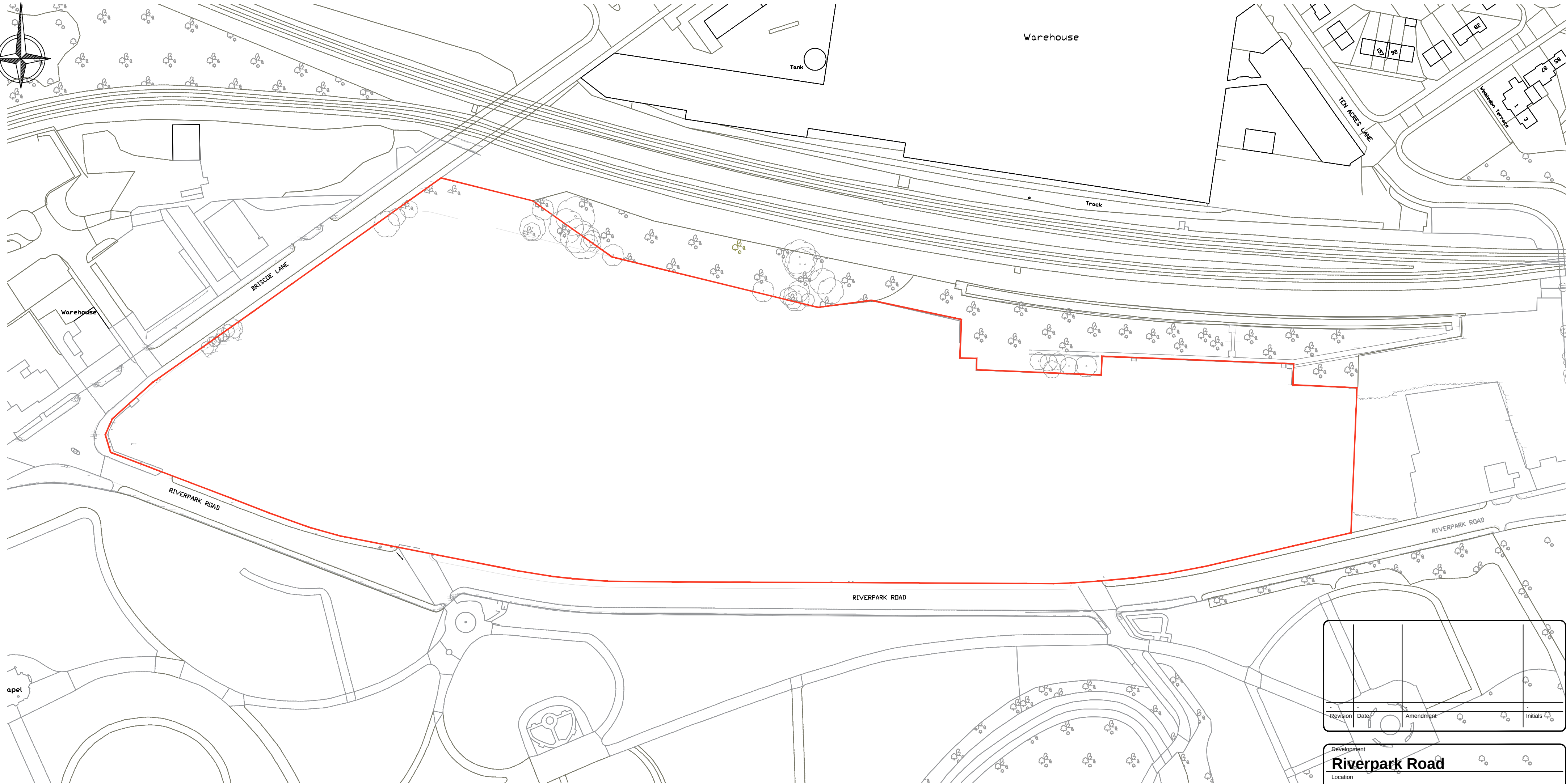
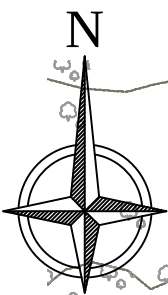
- 6.1 The Proposed Development involves the demolition of all buildings and structures on the site of the former Riverpark Trading Estate. The Site is in an urban location and is not considered to be a sensitive area for the purposes of the EIA Regs.
- 6.2 The Proposed Development is not of a type listed in Schedule 1, however the Proposed Development could be considered to fall within Schedule 2 development under Section 10 'Infrastructure Projects' within sub-category (b) 'Urban Development Projects' as it exceeds the threshold of 5 Hectares for this type of development.
- 6.3 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 types of development in the Regional Centre.
- 6.4 A suite of technical consultants have assessed the proposed scheme development with regards to the characteristics of the Proposed Development; the location of the Proposed Development; and the types and characteristics of the potential impacts of the Proposed Development, and have concluded that there are no likely significant environmental effects arising from the scheme that would warrant an EIA.
- 6.5 Consequently, it is not considered that an EIA will be required in this instance, however we would be grateful if you could provide a Screening Opinion for the Proposed Development.

List of Appendices

Appendix 1: Red Line Plan – Site Location Plan

Appendix 2: Summary of Relevant Planning Policies

Appendix 1 Red Line Plan



Revision	Date	Amendment	Initials

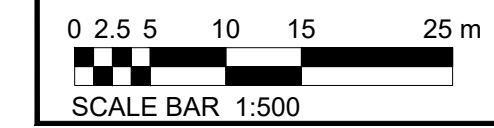
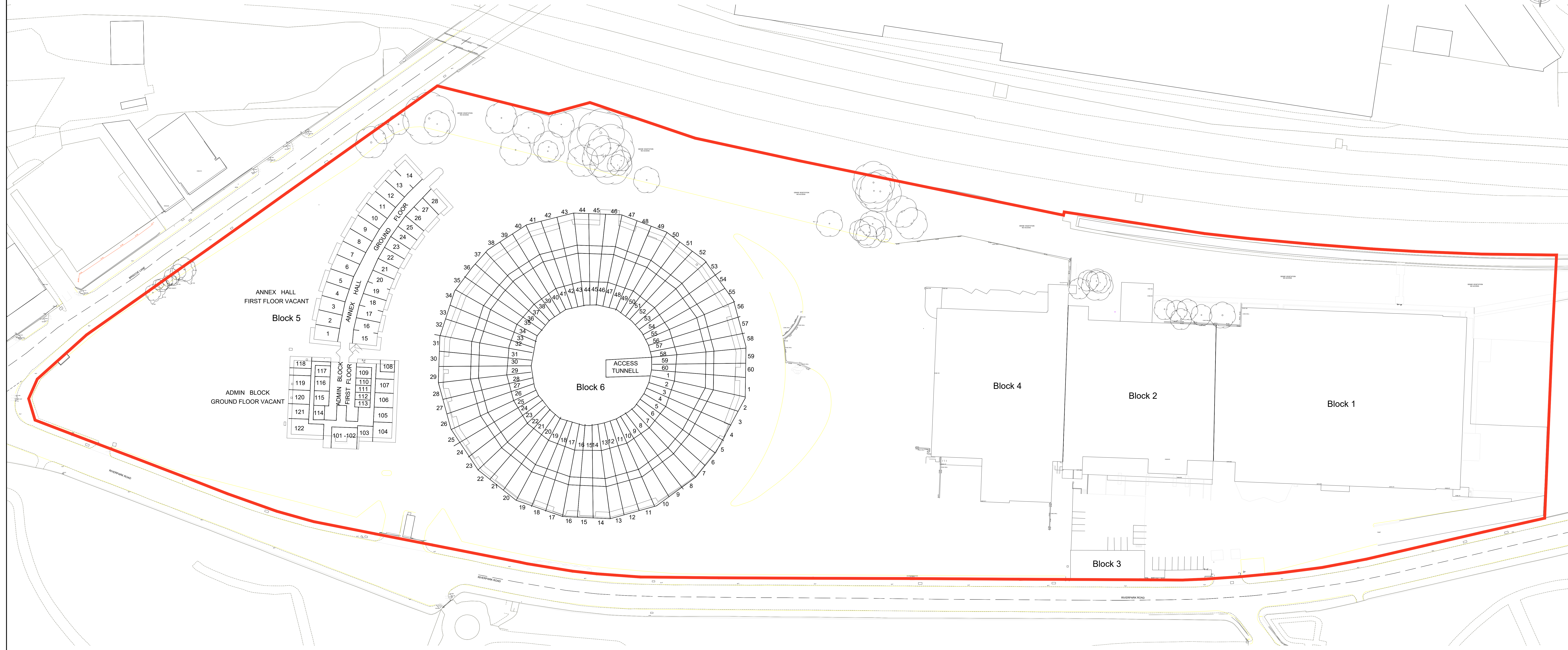
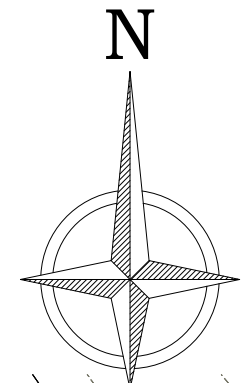
Development	
Riverpark Road	
Location	
Manchester	
Marketing Name	
-	
Drawing Title	
KH Transfer Plan	
Job No.	Drawing No.
-	KH/RP/SSM/01
Revision	Scale @ A2
-	1:1250
Drawn By	Date
RGC	03.04.24
Checked by	Date Checked
TC	04.04.24

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KELLEN
HOMES

Appendix 2 Existing Site Plan



RIVERPARK ROAD			
MANCHESTER			
EXISTING SITE PLAN			
Job No.	Drawing No.		
KH-012	506		
Revision	Scale (A3)		
	1:500		
Drawn By	Date		
BG	01.08.24		
Checked by	Date Checked		

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Appendix 3 Summary of Relevant Planning Policies

Adopted Local Plan

Manchester City Council Core Strategy

The Manchester Core Strategy ("CS") was adopted in July 2012 and is the key, overarching Development Plan Document ('DPD') within the Local Development Framework ('LDF'). The CS has replaced significant elements of the Manchester UDP, and the CS is the document that sets out the long-term strategic policies for Manchester's future development.

The site-specific policies which are relevant to the site include:

Policy EC5 'East Manchester' - states that East Manchester is expected to provide approximately 80-85ha of employment land, the majority of which will be in the Regional Centre. Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

Outside of the Regional Centre the district centres will provide opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.

The supporting text states:

"The wide scale regeneration in East Manchester particularly at the neighbourhood level has led to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods."

Policy H4 'East Manchester' - states that East Manchester will assist with the delivery of around 30% of new residential development (approximately 8,280 residential units) between 2009-2027. It is noted that priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy EC3 'The Regional Centre' – States that within the Regional Centre, development for employment generating uses including offices and other commercial development will be encouraged. It goes on to state that housing will also be an appropriate use within the Regional Centre and, subject to site and location details, this will generally be a location where higher density residential development is appropriate.

Policy EC2 'Existing Employment Space' - is also relevant to the Site having last been in employment use. Policy EC2 states that *"the Council will seek to retain and enhance existing employment space and sites"*. It continues, *"Alternative uses will only be supported if it can be demonstrated that:*

- *The existing use is unviable in terms of business operations, building age and format*
- *The existing use is incompatible with adjacent uses*
- *The existing use is unsuitable for employment having regard to the Manchester-Salford-Trafford SFRA, or*
- *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use."*

Policy SP1 'Spatial Principles' - states that beyond the Regional Centre, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

Other policies relevant to the Proposed Development are summarised in the table below.

Policy	Summary
Policy SO1: Spatial Principles	Provides a framework within which the sustainable development of the City can contribute to halting climate change.
Policy SO3: Housing	Policy SO3 seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
Policy SO6: Environment	Policy SO6 seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources.
Policy H1: Overall Housing Provision	Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027; predominantly to be provided in the North, East, City Centre and Central Manchester. The Policy states that 90% of residential development will be on previously developed land.
Policy H8: Affordable Housing	Affordable housing is required on all residential developments that propose 15 or more units. New development will contribute to the City-wide target of 20% of new housing provision to be affordable and it is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The proportion of affordable housing units will reflect the type and size of the development as a whole.
Policy T1: Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: Promote regeneration and economic viability by relieving traffic congestion and improving access to jobs and services, particularly for those in need and for those without a car. Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. Improve pedestrian routes and the pedestrian environment. Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles subject to appropriate design and location. Take account of the needs of road users accordingly to a broad hierarchy.
Policy T2: Accessible Areas of Opportunity and Need	The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, and to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. All development should provide appropriate car parking facilities.
Policy EN1: Design Principles and Strategic Character Areas	All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.
Policy EN3: Heritage	Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.
Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through several actions, including the requirement for all new development to follow the principle in the Energy Hierarchy.
Policy EN6: Target Framework for CO2 reductions from low or zero carbon energy supplies	Applications for residential development of 10 or more units will be expected as a minimum to meet the targets set out in this policy unless this can be shown to be unviable. This should be demonstrated through an Energy Statement. This Energy Statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.
Policy EN8: Adaptation to Climate Change	All development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy	Summary
Policy EN14: Flood Risk	Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding, this should take account of all sources of flooding identified in Manchester-Salford-Trafford SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.
Policy EN15: Biodiversity and Geological Conservation	The Council will seek to maintain or enhance sites of biodiversity or geological value throughout the City. 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.
Policy EN16: Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas.
Policy EN17: Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: Development should avoid any adverse impacts on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. Development should minimise surface water run-off from development and associated roads, and minimise groundwater contamination, and to avoid pollutants reaching watercourses. Development close to a water course should also ensure that waste or litter cannot enter the watercourse from the site. Development should, where feasible and appropriate, seek to open up and culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.
Policy EN18: Contaminated Land and Ground Stability	The Council will give priority for the remediation of contaminated land to strategic locations as identified in the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment.
Policy EN19: Waste	The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
Policy PA1: Developer Contributions	Where needs arise as a result of the development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/ guidance. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area.
Policy DM1: Development Management	All development should have regard to the following specific issues including: appropriate siting, layout, scale, form, massing, materials and detail; effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; refuse storage and collection; vehicular access and car parking; effects on biodiversity, archaeological or built heritage; flood risk and drainage; and green infrastructure.

Saved Policies of the Manchester Unitary Development Plan

Several of the policies set out in the UDP adopted in July 1995 were ‘saved’ in 2012 and are still in effect today. The policies relevant to the Proposed Development are summarised in the table below:

Policy	Summary
Policy DC7: New Housing Development	The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play.
Policy DC19: Listed Buildings	In determining applications for development that would involve or have an impact on buildings of special architectural or historic interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.
Policy DC20: Archaeology	The Council will give particular consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place.
Policy DC26: Development and Noise	The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: - The effect of new development proposals which are likely to be generators of noise; and - The implications of new development being exposed to existing noise sources which are effectively outside planning control. New noise-sensitive developments (including large-scale changes of use of land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to them not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this Policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future. Where the Council believe that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures proposed to deal with it satisfactorily.

Places for Everyone

The Places for Everyone joint development plan document (PfE) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It was adopted in March 2024 and is a material consideration in the determination of planning applications.

Key policies of the PfE Plan that are of relevance to the Proposed Development include the following:

- Policy JP-Strat1 (Core Growth Area) – aims to protect and enhance the economic role of the Core Growth Area (within which the Site is located) and promotes a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities;
- Policy JP-Strat2 (City Centre) – states that the increasingly important residential role of the City Centre will be expanded;
- Policy JP-Strat5 (Inner Areas) – promotes the continued regeneration of inner areas and states that high levels of new development (predominantly residential) will be accommodated in these highly accessible and sustainable locations;

- Policy JP-S2 (Carbon and Energy) – aims to deliver a carbon neutral Greater Manchester, with a dramatic reduction in greenhouse gas emissions;
- Policy JP-S5 (Flood Risk and Water Environment) – promotes an integrated catchment approach to protect the quantity and quality of water bodies, and managing flood risk;
- Policy JP-S6 (Clean Air) – supports improvements in air quality, focusing particularly on locations including where people live;
- Policy JP-S7 (Resource Efficiency) – promotes the achievement of a circular economy and a zero waste economy to help Greater Manchester to meet its ambition to become a leading green city region by 2038;
- Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development) – promotes the development of good quality, adaptable new homes which enables people to reduce the need to travel;
- Policy JP-H2 (Affordability of New Housing) – aims to deliver substantial improvements in the ability of people to access affordable housing;
- Policy JP-H3 (Type, Size and Design of New Housing) – promotes the delivery of a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods;
- Policy JP-H4 (Density of New Housing) – states that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport;
- Policy JP-P1 (Sustainable Places) – aims for Greater Manchester to become one of the most liveable cities in the world, consisting of a series of beautiful, healthy and varied places;
- Policy JP-P2 (Heritage) – aims to conserve, sustain and enhance Greater Manchester’s historic environment and heritage assets and their settings;
- Policy JP-C1 (An Integrated Network) – aims to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity; and
- Policy JP-C7 (Transport Requirements of New Development) – requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Supplementary Planning Documents and Planning Guidance

Guide to Development in Manchester SPD

The Guide to Development in Manchester SPD (April 2007) and sets out the design principles and standards that MCC expects new development to achieve. The key principles and standards relevant to the Proposed Development are set out in the table below.

Guidance	Summary
Areas of change should promote a sense of place	In areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity
Neighbourhoods should contain a mix of housing	Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance.

Guidance	Summary
New developments should maximise access for disabled people	The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, with identifies their philosophy and approach to inclusive design.
Environmental Standards	The Council is committed to making Manchester 'the Greenest City in Britain' so developers are expected to submit a Statement on how their proposal will achieve the environmental standards required.

Design for Access 2

Design for Access 2 (2003) sets out the standards which MCC expects to be used for all buildings and projects on which the Council lead, owns, has an interest in, or delivers a service from. MCC also often requires the same standard of provision on new schemes, even where MCC does not have a direct interest.

It is recommended that the detailed requirements of Design for Access 2 be reviewed and incorporated into the proposals, where possible. In terms of residential development specifically, some of the guidance within Design for Access 2 has been superseded by the more recent Residential Design Guidance.

Manchester Residential Design Guidance

MCC has prepared the Residential Quality Guidance (July 2016) for use by architects and developers, to seek to achieve design excellence in all new housing to be built in the City. The document is a material consideration in the determination of planning applications, providing guidance on a range of details including minimum space standards and high environmental standards.

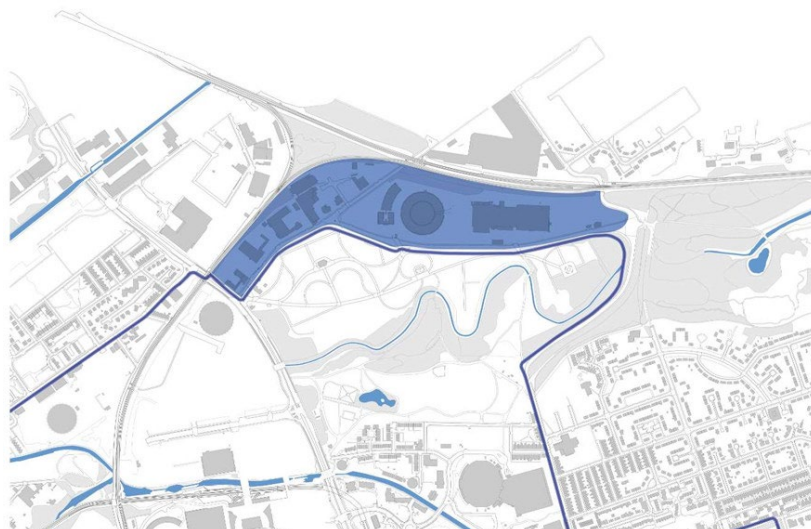
The guidance states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration is to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

Other Relevant Planning and Regeneration Documents

Eastlands Regeneration Framework

The Site is also within the Eastlands Regeneration Framework ("ERF") area. The framework was updated in 2019 and the boundary was extended to include this site.

The Manchester Abattoir/ Riverpark Road Trading Estate



Taken from Eastlands Regeneration Framework: A 2019 Update

The focus of the ERF is to seek the broadest range of housing choice is made available across the ERF area. This means there is an expectation that housing will be affordable to local people, whether that be for private sale, shared ownership, affordable rent and social rent.

The ERF considers that developing this site in partnership with RSLs should be part of any future proposals that come forward. The Framework also considers that there is an opportunity for proposals to come forward which explore opportunities to increase density, whilst remaining residential quality. The site falls within the Regional Centre, as defined within the Core Strategy, and has a sustainable location close to public transport and District Centre amenities.

Additionally, the Framework advocates that any development should promote excellent accessibility to Philips Park and also ensure that the north boundary of the Park is activated.

In addition to the above, the guidance also states:

- Overlooking (back-to-back) distances between dwellings should normally be 20 metres; although a reduction may be appropriate where facing uses are compatible, there remains enough daylight and residents enjoy a sense of space without feeling overcrowded.
- Floor to ceiling heights in living and bedroom spaces should be a minimum of 2.4 metres, and 2.5 metres in all habitable areas.
- Replacement provision for any trees to be lost of at least 2-to-1 equivalent.
- Incorporate pavements which are wide enough to accommodate street trees.
- Consider the use of SUDs as an urban design tool, and to provide destinations for social activities and interaction.
- Accommodate sufficient storage space for refuse bins (a minimum area to accommodate 3x 240L and 1x 140L bins externally).
- There should be larger windows, particularly to living areas, with an aspect of the sky and direct views of external spaces such as gardens, courtyards, streets, parks and open spaces.
- Routes through the site should prioritise pedestrians, cyclists and public transport connections.
- Offer the opportunity to bring neighbours together, through the appropriate relationship to external public spaces, parks and squares (e.g. pairing front doors together or providing common routes through open space).
- Contribute and / or add to the distinctive character of the City's landscape network and protecting and enhancing biodiversity.
- Provide homes that are adaptable and flexible, to meet changing needs and technology.
- Demonstrate a hierarchy of measures that can exceed the Building Regulations requirement for reduced energy and water consumption (e.g. through the use of on-site power generation and water harvesting).