

ARKADY INDUSTRIAL ESTATE, MANCHESTER

Industrial Storage and Distribution Building

Air Quality Mitigation Strategy

Prepared for: Cassel and Fletcher Construction Ltd

SLR Ref: 410.57043.00001
Version No: V1.0
December 2020



BASIS OF REPORT

This document has been prepared by SLR Consulting Limited with reasonable skill, care and diligence, and taking account of the manpower, timescales and resources devoted to it by agreement with Cassel and Fletcher Construction Ltd (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

CONTENTS

1.0	INTRODUCTION	1
1.1	Scope	1
2.0	MITIGATION MEASURES	2
3.0	CONCLUSIONS	3

1.0 INTRODUCTION

SLR Consulting Ltd (SLR) has been commissioned by Cassel and Fletcher Ltd to prepare an air quality mitigation strategy to support a pre-commencement condition discharge relating to air quality, for the erection of a light industrial and storage/distribution building with associated car parking ('Proposed Development'), at land off Briscoe Lane, Manchester ('Site').

1.1 Scope

Conditional planning consent was issued by Manchester City Council (MCC) (MCC: 123295/FO/2019)¹. Of relevance to this scope of works is Condition 17, which states:

"17) Prior to commencement of development, mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation."

The purpose of this air quality mitigation strategy is to outline mitigation measures proposed to be implemented and remain in situ, to minimise the development's overall operational emission contribution. Consideration has not been given to the identification of temporary mitigation measures with respect to construction activities, given that the wording refers to operation of the development (e.g. measures proposed to remain in situ during operation).

Pre-assessment discussion was attempted² with the Environmental Health Officer (EHO) at MCC in order to agree upon the extent of the measures to be included within the air quality mitigation strategy. However, at the time of writing, no response had been received. As such, the mitigation measures outlined to MCC were deemed to be suitable and have been included within this report, in the absence of clarification.

¹ Manchester City Council. Decision Notice. 123295/FO/2019. March 2020.

² E-mail correspondence with Rebecca Twigg, Environmental Protection at MCC, dated 1st December 2020.

2.0 MITIGATION MEASURES

As part of the planning application, a supporting Transport Strategy³ has been prepared. The Transport Strategy outlines measures which are aimed at reducing single occupancy private car trips to-and-from the Site in favour of more sustainable modes of transport, as well as reducing disruption and therefore congestion on the local road network, thus minimising the development's overall emission contribution.

The relevant measures outlined within the Transport Strategy are as follows:

- promotion of active travel schemes and public transport links to all persons on Site. The Site is well served by both bus and tram links which cumulatively have a large footprint/catchment area, providing a credible alternative to vehicular use for commutes;
- provision of cycling facilities (showers, storage) to promote active travel;
- provision of electric vehicle charging points (10% of parking spaces);
- coordination of vehicular-led import/exports to limit congestion both on and/or off Site.
- management of deliveries and collections to avoid congestion on-Site;
- enforcement/coordination of vehicle size limits for imports/exports to avoid vehicles impacting Briscoe Lane, thus avoiding causing congestion; and,
- the rear entrance which leads off Briscoe Lane will be used as the main access route for imports/exports and service vehicles. Vehicles using this access are less likely to cause congestion on Briscoe Lane, relative to the front entrance, as the rear benefits from having an internal Site access road, minimising interference along Briscoe Lane.

All measures outlined above will be employed continuously throughout the operational phase of the development.

³ Transport Strategy. Arkady Industrial Estate, Briscoe Lane, Newton Heath, Manchester. Feb Rev:0

3.0 CONCLUSIONS

SLR has prepared an air quality mitigation strategy to support a pre-commencement condition discharge relating to air quality, for the erection of a light industrial and storage/distribution building with associated car parking at land off Briscoe Lane, Manchester. The purpose of this air quality mitigation strategy is to outline mitigation measures proposed to be implemented and remain in situ, to minimise the development's overall operational emission contribution, in order to discharge Condition 17.

The measures proposed to be implemented in support of the scheme aim primarily at reducing single occupancy private car trips to-and-from the Site in favour of more sustainable modes of transport, as well as reducing disruption and therefore congestion on the local road network through the coordination of operations as well as imports/exports. The scale and extent of the measures proposed are considered sufficient in terms of satisfying MCC's request, and Condition 17.

EUROPEAN OFFICES

United Kingdom

AYLESBURY

T: +44 (0)1844 337380

BELFAST

belfast@slrconsulting.com

BRADFORD-ON-AVON

T: +44 (0)1225 309400

BRISTOL

T: +44 (0)117 906 4280

CARDIFF

T: +44 (0)29 2049 1010

CHELMSFORD

T: +44 (0)1245 392170

EDINBURGH

T: +44 (0)131 335 6830

EXETER

T: + 44 (0)1392 490152

GLASGOW

T: +44 (0)141 353 5037

GUILDFORD

T: +44 (0)1483 889800

LONDON

T: +44 (0)203 805 6418

MAIDSTONE

T: +44 (0)1622 609242

MANCHESTER (Denton)

T: +44 (0)161 549 8410

MANCHESTER (Media City)

T: +44 (0)161 872 7564

NEWCASTLE UPON TYNE

T: +44 (0)191 261 1966

NOTTINGHAM

T: +44 (0)115 964 7280

SHEFFIELD

T: +44 (0)114 245 5153

SHREWSBURY

T: +44 (0)1743 23 9250

STIRLING

T: +44 (0)1786 239900

WORCESTER

T: +44 (0)1905 751310

Ireland

DUBLIN

T: + 353 (0)1 296 4667

France

GRENOBLE

T: +33 (0)6 23 37 14 14