MANCHESTER CITY COUNCIL

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Mr Nick Brookman,
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Our reference: 138523/DEM/2023
Your reference:
Date 9th January 2024

Dear Nick Brookman,

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND) REGULATIONS 2017
FORMAL SCREENING REQUEST FOR ENVIRONMENTAL IMPACT ASSESSMENT 'SCREENING' UNDER PART 2 REGULATION 6
Former Walkers of Manchester Printing Site, 73 Crabtree Lane.

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) is required to support the proposed development, Manchester City Council, as Local Planning Authority, has taken into account of the requested time extension by the planning agent until 19th January 2024 , due to the receipt of additional information, and the supporting information contained within the following documentation:

Covering letter from planning agent ref: 2023-11-09 dated 09 November 2023; Site location plan ref: 23168-UMC-XXXX-SI-DR-A-0502 rev.P01; Topographical Survey

plan ref: 473333_T rev.0; Preliminary Ecological Appraisal ref: UG2066 Issue No. 02 ;Preliminary Roost Assessment ref: UG2066 dated 03 November 2023; and the following documents and plan received on 21st December 2023 : Demolition Method Statement dated November 2023 received 9th November as updated by:- Dust Risk Assessment and Hazard Management Plan ref: 198.1.DM.00 dated 19.12.2023; Traffic Management Plan ref: 198.1.TMP.00 dated 20.12.2023; Waste Management Plan ref: 198.1.WMP.00 dated 19.12.2023; Outline Method Statement – ref: 198.MS01.00 dated 19.12.2023; and Swept Path Analysis 4 Axle Tipper plan.

Demolition works fall within the scope of the EIA Directive and therefore it is now necessary to consider whether the demolition project is likely to have significant environmental effects.

The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017. The buildings and wider site falls under the threshold under 1 hectare.

Within the National Planning Policy Guidance (NPPG), general considerations relating to the need for an EIA for Schedule 2 developments is identified within paragraph 18 of the guidance. This references the selection criteria in relation to Schedule 3 of the Regulations. This criteria which must be taken into account in determining whether a development is likely to have significant effects on the environment. The criteria is as follows:

I. Characteristics of Development (e.g. its size, use of natural resources, quantities of pollution and waste generated);
II. Location of Development (e.g. environmental sensitivity of geographical areas);
III. Characteristics of the potential impact (e.g. its magnitude and duration).

The Secretary of States view is that, in general, an EIA will be needed for Schedule 2 developments in three main types of cases, namely:

I. For major developments which are of more than local importance;

II. For developments, which are proposed for particularity environmentally sensitive or vulnerable locations;

III. For development with unusually complex and hazardous environmental effects. Below is a consideration as to whether an EIA is required to support this demolition application.

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CONTEXT

The proposed development site relates to the former Walkers of Manchester Printing site at Crabtree Lane to the north of the Ashton Canal .

The Ashton Canal is a Grade A Site of Biological Importance and is separated from the site by a part single part double height industrial premises. The site covers an area of approximately 0.926.ha, and comprises industrial buildings and hard-surfaced areas. The wider area comprises a mix of uses, including retail stores to the north and north east of the site, industrial premises to the south and south east, and public house and vehicle repair garage to the west. The above details demonstrate the character of the area within which the works would be situated.
The application relates to the demolition of former industrial buildings used in connection with a printing business. The main building is set back from Crabtree Lane by an area do hardstanding used for parking and servicing.

ASSESSMENT
As detailed above, an assessment is provided, based on the three criteria within Schedule 3 of the regulations.
Characteristics of Development
Size of Development
The proposed development site relates to the former Walkers of Manchester Printing site at Crabtree Lane to the north of the Ashton Canal. The scope of the works is to demolish the former industrial buildings used in connection with a printing business,

A Demolition Method Statement dated November 2023 updated by:- Dust Risk Assessment and Hazard Management Plan; Traffic Management Plan; Waste Management Plan; Outline Method Statement; Swept Path Analysis 4 Axle Tipper plan; Site location plan; Topographical Survey plan; Preliminary Ecological Appraisal; and Preliminary Roost Assessment forms part of the Prior Approval application for the demolition of the former industrial buildings and provides detailed information relating to the programme of works, the timescales for the demolition works, the equipment to be used to demolish the premises , together with confirmation that adequate precautions would be undertaken as required. The, annotated site photographs within the Outline Method Statement showing the staff welfare facilities and controlled access points submitted within your application, clearly identify which building and structures are to be demolished. The perimeter of the buildings would comprise the areas of hard and soft landscaping which would be redeveloped in connection with the commercial development in the future.

The site area and size of the buildings (and subsequent material generated) to be demolished are unlikely to create any significant environmental impacts. The buildings to be demolished are approximately 76 metres from the nearest residential properties to the northeast and 34.7 m from the living accommodation above the public house to the south west of the site ,

Cumulation with other development
A screening opinion should be adopted on its own merits, and on the basis of what is being proposed. However, in assessing whether the effects of a development are likely to be significant, regard should be had to the possible cumulative effects with any existing or approved development. The development site is located in an area of change where there are likely to be other developments taking place in proximity to each other, but these are localised and impacts arising are predictable and not significant in nature, and therefore does not require consideration by an EIA.

Use of natural resources
The site is not a known area containing any natural resources. In addition, given the scale of the development, it is not believed that this would require the excessive usage of any natural resources in the demolition process.
There would be some use of water (for dust suppression with the site and highway) and fuel for demolition vehicles, but this is not considered to be of a level which would have serious environmental impacts and is only temporary for the duration of the demolition process.

Production of waste
The demolition project is likely to produce an amount of waste in terms of internal strip out rubble and other materials. The production of waste would not be significant and would be mitigated through the potential for recycling and re-use of materials.

Furthermore, the arrangements for the managed removal of asbestos, by a specialist contractor has been specified in Outline Method Statement.

Whist there is an amount of waste to be generated at the site, it is not considered that the levels would give rise to a significant environmental impact of the development, would be localised in natures and predictable and is likely to be of no more than local significance, and therefore does not require consideration by an EIA.

Pollution and nuisances
The demolition process will produce dust, noise and vibration from the works and use of machinery. Additional traffic will be present on the highway network from vehicles associated with the demolition process, particularly heavy goods vehicles, resulting in noise and emissions in the immediate area which would give rise to disruption to local and businesses for the duration of the construction period. These impacts will be temporary, and intermittent , but predictable in duration during the 12 week period of works.

Some noise impacts will inevitably occur through the implementation of demolition works. However, demolition work would be undertaken over an approximate 12 week period and contained within normal working hours, i.e., Monday-Friday: 08:00 – 18:00 , 08:00 to 13:00 on Saturdays , and with no demolition or demolition activities on Sundays and Bank Holidays to minimise local disruption. On the basis of the submitted documentation it is anticipated that materials would be stockpiled on site, this would enable timed vehicle movements which avoid local peak traffic and other highway sensitivities.

It is therefore considered the impact of demolition would be within anticipated limits of tolerance, of limited duration and localised in nature.

It is considered that, through the implementation of best practice and measures set out within the Demolition Method Statement dated November 2023 updated by:- Dust Risk Assessment and Hazard Management Plan; Traffic Management Plan; Waste Management Plan; Outline Method Statement, including dust suppression

and noise mitigation impacts would be minimal, temporary and limited in duration. As such, the effects not considered to be significant in this context particularly due to urban and suburban character of areas around the site. Such impacts are therefore not considered to be of a scale which is more than local significance and therefore do no warrant consideration as part of an EIA.

Risk of accidents
As the site is accessed by nearby roads and footways, there is potential for accidents from falling debris and moving vehicles. It is noted that the exception of 1no. single storey small building close to the back of pavement on Crabtree Lane , the majority of the proposed buildings to be demolished are a minimum of 17 from the back of pavement. There is existing boundary treatment in place on Crabtree Lane with existing occupied industrial premises and associated boundary treatment to the southern boundary with fencing and planting to the northern perimeter, which would secure the site during the demolition process . This will help to minimise the risk of accidents at the site. Furthermore, that the current boundary treatment would be retained until this site is redeveloped for modern commercial units.

It is considered that given the scale and nature of the development, such impacts are not likely to be of more than local significance, short in duration and predictable. The area is not considered to be environmentally sensitive and whilst there is potential to impact on the Ashton Canal, due to the separation distance and the commercial premises between the Ashton Canal, it is considered that this can be managed to avoid any hazardous effects through management of demolition activities and surface water run-off.
Given the scope of works and the above measures, it is considered that potential risks have been appropriately considered and an EIA would not be required.

Location of development

Existing land use
The buildings on site have been there for some time and have little architectural merit. The buildings are not Listed and do not fall within a Conservation Area. In addition, there are no Tree Preservation Orders on the site and the site is not known for is ecological, biodiversity or archaeological value.

Furthermore, the site is on a low risk area of flooding (Flood zone 1). There should be no excessive surface water run off from the demolition process and any that is created can be accommodated by existing drains around the site. A Preliminary Ecological Appraisal and Preliminary Roost Assessment accompanies the submission, which confirms that there was no evidence of any bat roosts . In the event that bats are found during the demolition works that are being undertaken, then all work must stop when the building has been made safe, workers withdraw from the site and liaison with Natural England will need to take place. The site has been identified as being within 250m metres of a landfill site, but is approximately 157m from the landfill site , and there are no contaminated land issues to preclude demolition taking place. On that basis, the development site is not considered to be environmentally sensitive site.

Relative abundance, quality and regenerative capacity of natural resources in the area
The site is not known to contain any natural resources that would be affected by the development.

Absorption capacity of the natural environment
As has been detailed above the site does not lie within any site that has been allocated for its ecological or biodiversity value. On this basis, the impact of the demolition will be limited, in the long term, on the local environment.

Characteristics of the potential impact

The potential significant effects of the demolition must be considered in relation to criteria set out within Schedule 3 of EIA Regulations 2017 and discussed below:
i. Magnitude and spatial extent of the impact - In this instance, the extent of the impact is considered to be localised only and not of significance. Construction impacts including noise, dust, vibration and vehicular activity would be limited to the site and surrounding area.
ii. The nature of the impact - The impacts of the proposed development are outlined below:

The development site is considered to be previously developed land. The development site is formed of industrial buildings, areas of hardstanding and self seeded trees and grass.

The former industrial buildings are not listed or located within a conservation area. The site is not the subject of any tree preservation orders.
The existing ancillary buildings within the site have very limited or negligible architectural merit, and on balance it is not considered that any visual impact would be significantly harmful to visual amenity to require consideration through an EIA.

With respect to impacts on ecology, the site has limited ecological value. This has been accompanied by a preliminary bat survey which indicates that no bats have been found and that all the buildings to be demolished within the site have a low potential to support a bat roost. The risk of harm or disturbance to bats and birds is therefore limited. Precautionary mitigation measures are recommended within the Appraisal to mitigate any potential impacts on ecology during the works.

The impact on site from general construction noise and traffic may result in short term, but predictable, disruption to habitats for birds and foraging bats, but it is considered such impacts can be managed as part of the process and will therefore not require consideration by an EIA. It is considered that any impacts to ecology would be of a localised nature and not give rise to any significant effects on the environment requiring consideration through an EIA.

Whilst the proposed development works would have the potential to result in increased construction traffic, dust pollution, noise and vibration, all impacts would be medium-term, limited and appropriately managed and mitigated through working

hours and practices. The production of waste will not be significant and will be mitigated through the proposed recycling and re-use of materials; i.e. ‘waste’ arising from the works would be negligible.

On balance, taking account of all of the above considerations, it is considered that any impacts would be of a localised nature and not give rise to any significant effects on the environment requiring consideration through an EIA.
The proposed demolition would have some impact on air quality in respect of demolition work and related vehicle movement that may affect residential properties in relatively close proximity to the site. However, it is considered that the proposal would have a manageable impact on local air quality through the provision of dust suppression measures during the implementation of works with a limited scope and duration.

The site has no apparent archaeological value.

The site is located in Flood Zone 1 and is therefore not within an area with a significant risk of flooding. There should be no excessive surface water run-off from the demolition process and any created can be accommodated by existing drains around the site. It is confirmed that noise, dust, vibrations are to be kept to a minimum. The nature of the site means that it is likely to have historical land contamination, i.e. gas and ground conditions. It is not expected that the ground conditions would be unusual or complex , and it is not anticipated that there would be ground contamination risks arising from the proposal which would be significant in nature and would not preclude demolition taking place.
On this basis, the development site is not considered to be environmentally sensitive site.
The site is not known to contain any natural resources that would be affected by the development. As has been detailed above the site does not lie within any site that has been allocated for its ecological or biodiversity value.

On this basis, the impact on the local environment would be limited and, on this basis, an EIA is not considered necessary.

iii. Transboundary nature of the impact - Transboundary impacts will be limited to the transportation of material from the site. These movements will not result in significant impacts on the local highway network and would be temporary in nature.
Given the scale and nature of the development, transboundary impacts would be localised and predictable, and an EIA on this basis is not required.

iv. Intensity and complexity of the impact - As detailed within the application submission, the impacts associated with demolition have been thoroughly assessed and understood. Through appropriate best practice measures and successful mitigation, an EIA will not be required.
v. Probability of Impact - Through assessment of the submitted information, any impact is understood and considered to be of a localised nature and of a short duration only. Through appropriate best practice measures and mitigation, the impacts are considered acceptable and therefore do not require assessment through an EIA.

vi. Expected onset, duration, frequency and reversibility of impact - Any impact as a consequence of the above is likely to be medium term or temporary. On this basis, it is not considered that an EIA will not be required.
vii. Cumulation of the impact with the impact of other existing and/or approved development - As stated in addition to small scale development in the locality, with more substantive development being fully implemented. An EIA is not therefore required on this basis.
viii. Possibility of effectively reducing the impact - Reducing the impact is possible through the implementation of best practice measures, effective protocols and mitigation as outline within the application documentation. An EIA will not therefore be required.
ix. Expected onset, duration, frequency and reversibility of impact – As stated the works would take approximately 12 weeks and undertaken with specified working hours. The loss of the gas holder and associated buildings would be permanent and non-reversible in that it would change the visual character of site and how it is viewed in the urban landscape. However, the site is not considered to be environmentally sensitive and the gas holder and associated buildings are not considered to have such significant merit, that an EIA is required to assess these issues.

Paragraph 58 of Appendix 2 of the PPG (Screening Checklist)
Provides a screening checklist as to which types of cases in which an EIA is more likely to be required for particular types of developments. It states that an EIA is unlikely to be required for the redevelopment of land unless the new development is on a significant 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.
For sites which have not previously been intensively developed the following criteria is relevant:
i. Area of the scheme is more than 5 hectares; or
ii. it would provide a total of more than 10,000 sq. metres of new commercial floorspace; or
iii. the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).
The demolition of this structure and associated buildings would create some degree of additional traffic movements along the surrounding roads. However, this would not be too significant for the demolition period. Noise would be limited to the demolition of the building and structures and limited to specific working hours.

Mitigation if development is not EIA development 'General Provisions relating to Screenings' Under Part 2 Regulation 5
Regulation 5 (5) (b) and paragraph 18 of the NPPG states "if it is determined that proposed development is not EIA development, state any features of the proposed development and measures envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment".
As detailed above it is considered that the potential impacts from a development of this nature are as follows:
- Visual/landscape character;
- Heritage and archaeology;
- Ecology and biodiversity;
- Traffic and access;

- Air quality and pollution;
- Use of resources including water;
- Creation of waste;
- Land contamination;
- Noise/dust/emissions from construction and operations of the development; and
- Cumulative impacts.

It is considered that whilst some there will be environmental impacts associated with this development, these can be suitably mitigated against. This is detailed below:
- Visual amenity/ character – The proposed development contains industrial buildings. It is not envisaged that demolition process, and associated mitigation works warranting consideration by EIA would be required;

- Heritage and archaeology – The development is located in an area where there are no conservation areas, and other non-designated heritage assets in close proximity to the site . Whilst the lock on the Ashton Canal at the end of the northern section of Crabtree Lane has Grade II listed status it is 58m to the south west of the site . It is therefore not envisaged that mitigation works warranting consideration by EIA would be required .

- Ecology and biodiversity – Given the nature of the proposed works, whilst it is considered that there may be some potential to impact on the ecology on the site, that this would be limited and localised impact.

- Traffic and access – The access to the site would be as existing. Anticipated vehicular movements are set out in the supporting Traffic Management Plan. To minimise impact of traffic on surrounding roads, route planning of vehicle movements have been referenced. It is understood that there would be fluctuations in the number of movements through the programme meaning some weeks would experience greater levels of activity and others less.

- Air quality and pollution – There are likely to be impacts on air quality during the demolition works. There are likely to be short term impacts during the demolition programme, which can be suitably mitigated against during the through the Dust Risk Assessment and Hazard Management Plan and Outline Method Statement. When the demolition is complete, there will be a neutral impact on air quality .

- Use of resources including water – The proposal will not utilise any resources which are in short supply. Measures can be adopted during the demolition process to minimise the impact on resources being used in a sustainable manner such as water.

- Creation of waste – The proposal will create a degree of waste. Through careful waste management arrangements during the course of the proposal, the impacts of waste generation can be minimised which should also include efforts to recycle waste.

- Land contamination – The land is not complex in this regard. The nature of the site means that it is likely to have historical land contamination, i.e. gas and ground conditions risks. It is considered ground contamination risks arising from the

proposal, would not be so significant as to prevent the demolition of the industrial buildings.

- Noise – During the construction phase the development is likely to generate a degree of disturbance from comings and goings in the local area. These effects can be minimised and through the measures in the Demolition Method Statement as updated by the Outline Method Statement.

- Cumulative impacts – The development site is located in an area of significant change where there are likely to be other developments taking place in close proximity to each other. The effects of this are not considered to be of more than local significance.

CONCLUSION

Based on the above, it is concluded that the proposed demolition would have some local impacts on the surrounding area. However, these impacts have been assessed and it has been concluded that there would not be significant enough to be of more than local importance and therefore does not warrant a formal Environmental Impact Assessment. The relevant matters can be assessed in detail as part of a prior notification application. Therefore, the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment is not required.
This screening opinion relates to the requirements of an Environmental Impact Assessment only and does not inform in any way that the demolition is acceptable and that prior notification would be granted.

The City Council as Local Planning Authority reserves the right to seek an Environmental Impact Assessment of any future planning submission on this site.

Yours sincerely,



Derek Jones
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