

Environmental Impact Assessment (EIA)

Screening Report

Land adjoining Atlas Business Park, Manchester

December 2022

Turley

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Client

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Our reference

AVIM3003

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1. Introduction

- 1.1 Turley is acting on behalf of its client Aviva Investors (the 'Applicant') who are preparing to submit a full planning application for the proposed construction of five units (general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway (the 'Proposed Scheme') located on land adjoining Atlas Business Park, Simonsway, Wythenshawe, Manchester (the 'Site') – as defined on **Figure 1**.
- 1.2 The Site is approximately 9.85 hectares (ha) and is primarily cleared land (having been formerly occupied by the former Ferranti Works¹) with the majority of the land comprising open grassland (including the former buildings' footprints), with some scattered woodland, trees and shrubs, particularly situated along the boundaries. A disused car park is located in the western corner of the Site. A small disused circular guard hut and working electrical substation located near the vehicle access point off Simonsway in the northern portion of the Site.
- 1.3 This report has been prepared in order to obtain an EIA Screening Opinion from Manchester City Council (MCC) in accordance with Part 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)², hereafter referred to as the 'EIA Regulations'.
- 1.4 In accordance with Regulation 6, Paragraph 2 of the EIA Regulations, this Environmental Impact Assessment (EIA) Screening Report includes the following information:
- A plan sufficient to identify the land (see **Figure 1**);
 - A description of the location of the development, including in particular;
 - A high level description of the physical characteristics of the development and, where relevant, of demolition works (set out within **Section 2**);
 - A description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected (see **Section 3**);
 - A description of the aspects of the environment likely to be significantly affected by the development (set out within **Section 6**);
 - To the extent of the information is available, a description of any likely significant effects of the development on the environment resulting from;
 - The expected residues and emissions and the production of waste, where relevant (see **Section 6**);

¹ A UK-based electrical engineering and equipment firm.

² The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). SI No. 571.

- The use of natural resource, in particular soil, land, water, and biodiversity (see **Section 6**); and
- Such other information or representations as the person making the request may wish to provide or make, including any features of the development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment (see **Section 6**).

1.5 Furthermore, this report has been prepared in line with Regulation 6, Paragraph 4 (including criteria set out in Schedule 3) of the EIA Regulations and covered the following steps.

Identification of the characteristics of the development (**Section 2**)



Identification of the characteristics of the site and surrounds (**Section 3**)



Taking into account the characteristics of the development and the site and surrounds, identification of how Schedule 1 or 2 of the EIA Regulations applies (**Section 4**)



An explanation of how the development has been appraised within this report and how this report sets out the consideration of likely environmental effects and in-combination effects (**Section 5**)



An appraisal of whether there will be any likely environmental effects, including the identification of any plain or easily achievable mitigation to avoid significant effects (**Section 6**)



An appraisal of whether there will be any likely in-combination effects (**Section 7**)

- 1.6 Where, through the appraisal of likely environmental effects, mitigation has been identified, this has been collated and set out within a Schedule of Mitigation, provided in **Appendix 1**.
- 1.7 As such, the information provided within this report is considered sufficient to inform MCC's Screening Opinion, in accordance with Regulation 6, Paragraph 2 of the EIA Regulations.

- 1.8 In accordance with Regulation 6, Paragraph 6(a) of the EIA Regulations, MCC has three weeks within which to provide a Screening Opinion, from the date of receipt of this request.
- 1.9 Regulation 5, Paragraph 5 of the EIA Regulations outlines the required contents of the Screening Opinion.

2. Characteristics of the Proposed Scheme

Overview of Site Preparation, Earthworks and Construction (Construction) Stage

- 2.1 All temporary and permanent works will take place within the boundary shown in **Figure 1**. This boundary is larger than the boundary for which planning permission will be sought to incorporate all temporary and permanent works associated with the Proposed Scheme.
- 2.2 The following activities will be undertaken during the construction stage:
- Enabling works, comprising securement and establishment of construction compound;
 - Site clearance³;
 - Utilities disconnection/diversion works (as required);
 - Earthworks and infrastructure, including remediation (if required), formation of drainage features, utilities installation and re-profiling to create development platform levels;
 - Foundations preparation and installation;
 - Construction of buildings (including superstructure);
 - Internal fit-out and external finishing; and
 - Implementation of landscaping.
- 2.3 It is envisaged that temporary fencing/hoarding will be erected around the perimeter of the Site⁴. Where this requires the diversions of pedestrian/cycle routes within the Site (i.e. along Simonsway), temporary protective barriers will be provided to segregate pedestrians/cycle from construction vehicles and plant, managing any risks to human health and safety.
- 2.4 To ensure safe and efficient operation of the Site during the construction stage, the appointed contractor will provide a detailed Construction Environmental Management Plan (CEMP). This will set the details of the construction process, management of the Site and any temporary mitigation required during the construction stage.
- 2.5 Temporary secure access gates will be provided to manage the movement of vehicles, plant and personnel into/out of construction working areas. Welfare facilities and other temporary infrastructure will be required (e.g. compound, material laydown and

³ No demolition works are anticipated as the Site is cleared other than the removal of the disused circular guard hut located near the Site entrance. The electrical substation is to be retained, although during the ecology survey work in 2022, it was noted that a tree had fallen on the substation which caused significant damage to the structure (which will require remedial action).

⁴ Not including the northern portion which comprises Simonsway, as this and the pavement will remain open during the construction stage. Hoarding will be implemented within/around the existing boundary wall.

storage areas) and these will be set up at a designated location within the Site, as determined by the appointed contractor in the CEMP.

- 2.6 Vehicular construction traffic from the west and north will likely be routed via the M56 and onto Simonsway to the Site; or from the east and south via A555 Manchester Airport Relief Road, onto Styal Road and then Simonsway to the Site. All construction vehicles will access/egress the Site from the existing entrance off Simonsway. Heavy Goods Vehicles (HGV) and Abnormal Loads will be booked in advance of arrival, where appropriate, to prevent congestion on surrounding roadways. Deliveries, where appropriate, will be escorted and managed on-site by a competent Traffic Marshall/Banksman. It is unknown at this stage what the peak daily number of HGVs journeys will be during the construction works; however, appropriate traffic management of HGVs to/from the Site during the construction stage will be implemented through an appropriate traffic management plan in the CEMP.
- 2.7 Temporary signage shall be installed as required, to provide guidance of the proposed construction stage traffic routes. Traffic management requirements will also be provided to Contractors and Suppliers as detailed in the CEMP.
- 2.8 Deliveries and collections will generally be restricted to between 08:45 and 16:30, particularly for HGVs, to ensure that during peak times construction traffic will be prevented from causing any obstruction in the local highway and to avoid congestion during peak morning and afternoon traffic flows.
- 2.9 There will be adequate and suitable vehicle wheel washing provision, to ensure that no mud/detritus from the construction works is deposited on the public highway. Control measures will be provided (e.g. in the form of temporary soakaways, protection of United Utilities gullies, etc.) such that waste water arising from wheel washing does not cause contamination or other hazards as a result of the process.
- 2.10 No plant or materials will be stored on the public highway at any time during the construction stage. Stockpiles of soil will only be stored temporarily on-site with relevant dust management and controls⁵ implemented as required.
- 2.11 Prior to commencement of construction works, existing on-site utilities and services will be identified and, where required, disconnected and/or diverted and made safe with appropriate notices/licenses sought.
- 2.12 Suitable protection zones will be set up around the features that are to be retained (i.e. existing boundary walls/fences, electrical substation and vegetation/trees), within which no activities will be undertaken. It is assumed that these features will be retained in-situ at existing levels with surrounding levels responding appropriately.
- 2.13 To create the appropriate development plateau levels, it is anticipated there will be both areas where levels will reduce (areas of cut) and areas where levels will increase (area of fill). Levels from existing would remain for the Proposed Scheme, likely varying no more than between approximately +2m and -2m when compared to existing ground

⁵ As per Institute of Air Quality Management (IAQM) (2014) Guidance on the assessment of dust from demolition and construction (v1.1).

levels which ranges from approximately 67–71 metres Above Ordnance Datum (mAOD). It is assumed that a broad cut and fill balance will be achieved within the Site and no significant import/export of material will be required. No basement levels are proposed and none currently exist within the Site.

- 2.14 Any limited quantities of surplus material exported off-Site for disposal will be subject to chemical analysis and classification testing. Any hazardous materials identified (such as asbestos) will be removed, handled and disposed of in line with appropriate guidance and regulations⁶. All waste arisings will be separated into allocated skips to maximise material re-use/recycling where achievable.
- 2.15 As concluded in a Preliminary Geo-Environmental Risk Assessment prepared for the Site⁷, an intrusive site investigation (and interpretative reporting) will be undertaken in line with appropriate guidance and standards⁸ prior to any works commencing to define (including its nature and extent, if present) the potential for contamination and ground gases from historic uses (as identified in **Table 3**) and appropriate measures/actions to be delivered by the Proposed Scheme. The site investigation will confirm the presence and nature of Made Ground deposits; identified potential contamination sources within the Site; and gas-generating potential of Made Ground and the infilled former pond (refer to **Section 3**), along with confirming appropriate engineering and design responses. If required, a remediation scheme will be submitted and agreed with MCC in advance of works taking place to manage identified land contamination. This will also identify the requirement for any construction specific method statements (e.g. if the need for dewatering is identified). The investigation will also refine the Site-specific ground model and groundwater regime and enable confirmation of foundation and engineering solutions to be made. For the purposes of EIA Screening, and whilst conventional shallow strip or pad foundations have been suitable for other developments in close proximity to the Site, it is assumed that a piled foundation solution is possible.
- 2.16 A Desk-Based Archaeological Assessment⁹ has been undertaken for the Site. Whilst no evidence of archaeological remains on the Site have been found (and truncation of any unknown remains will have occurred through previous development), field evaluation will be undertaken to clarify the archaeological potential of the Site (as identified in **Table 3**) prior to the commencement of development. All work will be undertaken in accordance with a Written Scheme of Investigation (WSI) approved by the Greater Manchester Archaeological Advisory Service (GMAAS).
- 2.17 Due to the relatively low heights of the proposed buildings, no tower/mobile cranes are anticipated during the construction stage.

⁶ Including: The Hazardous Waste (England and Wales) Regulations 2005 No. 894, Control of Asbestos Regulations 2012 No. 632 and CIRIA (2015) C741 Environmental good practice on site guide (4th edition).

⁷ Delta Simons (2022) Preliminary Geo-Environmental Risk Assessment – Atlas Business Park, August 2022.

⁸ Such as: BS 5930:2015 Code of practice for ground investigations; and Environment Agency (2020) Land contamination risk management (LCRM).

⁹ Delta Simons (2022) Desk-Based Archaeological Assessment Atlas Business Park, Simonsway, Wythenshawe, Manchester M22 5PR, August 2022.

- 2.18 Unless otherwise agreed with MCC, construction stage working hours will be 07:30 to 18:00 on Monday to Friday; 08:30 to 14:00 on Saturday; and only minimal (i.e. no noisy) working on Sunday and Bank Holidays.

Design Principles

- 2.19 The Proposed Scheme will comprise:

- Five general industrial and/or storage or distribution units (varying in size and across four buildings¹⁰:
 - Ranging in height from ground floor plus 1–2 storeys (maximum height of 19.717m above ground level and 88.544mAOD);
 - Total of 39,536m² Gross External Area (GEA) – comprising 36,492m² general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with 3,040m² GEA of ancillary office floorspace (Use Class E(g)(i)) of ancillary office;
 - Associated service yards and parking (total of 382 car spaces¹¹ and 84 cycle spaces);
- Vehicle access/egress road and junction off Simonsway, with adjacent cycle track; and
- Landscaping, amenity space and “ecology zone”.

- 2.20 Each of the five units will include light industrial/warehouse and ancillary office floorspace, service yard, bin storage and dedicated car and cycle parking, as well as individual gated entry off the new access/egress road.

- 2.21 All operational vehicles will access/egress the Site from the existing entrance off Simonsway which will be widened to approximately 7.3m, allowing for HGVs, and will form a T-junction in the centre of the Site, providing access to all five units. A 3m wide cycle track will be incorporated into the on-site infrastructure, providing a connection into the existing local cycle network. An upgraded Site access/egress junction will be provided as part of the Proposed Scheme and has been tested¹² to ensure it can accommodate the associated development traffic. There are no other changes proposed to off-site junctions.

- 2.22 Due to the ecological potential of the Site, a “Landscape Ecology Zone” will be delivered around the Site perimeter, comprising:

¹⁰ Due to the existing public safety zone associated with Manchester Airport, there is a build exclusion zone located in the south-eastern corner of the Site. Therefore, no proposed buildings/structures will be located here and only landscaping is proposed within this zone.

¹¹ The Proposed Scheme will follow the Greater Manchester Transport Strategy 2040 expectation of 10% active and 20% passive electric vehicle spaces provided for an ‘office/general industrial’ development of this nature.

¹² Vectos (2022) Transport Assessment. December 2022.

- Retention and enhancement of selected existing vegetation/trees (primarily along the Site boundaries), including introducing native ground flora, shrub layer and tree planting; and
 - Swales as water attenuation features as part of the drainage strategy¹³, sown with water's edge marginal wildflower grass seed mixes.
- 2.23 Additionally, hard and soft landscaping will be incorporated around the proposed units, including Sedum green roofs on top of ancillary offices and cycle and bin stores.
- 2.24 The Proposed Scheme will incorporate a sustainable drainage system (SuDS) to manage on-site surface water drainage. The drainage strategy proposes surface water attenuation using a geocellular storage tank with a capacity of 4,800m³ to contain the 100 year + 45% climate change allowance. Further SuDS measures include oversized pipes and petrol interceptors. The Proposed Scheme will provide a 50% betterment to existing hardstanding discharge rates (achieving 16.4 litres per second [l/s]) and will achieve greenfield runoff rate for the remainder of the Site (achieving 48.9 l/s). Thereafter, the surface water is to be discharged into the public combined water sewer at a maximum allowable rate 65.3 l/s (1:100 year run off rate).
- 2.25 The Proposed Scheme will require new lighting which will be designed to maintain a good level of illuminance across the Site, minimising dark areas and creating a safe environment whilst avoiding light pollution and light spill to surrounding areas. External lighting will be provided in line with relevant guidance and standards¹⁴.
- 2.26 Operation waste streams will primarily comprise industrial/commercial, with an element of green related waste from the landscaping. The Proposed Scheme will include appropriate facilities for the storage, handling and collection of these waste types. Waste collection and disposal will be managed by a private contractor.
- 2.27 The energy strategy¹⁵ follows the nationally accepted energy hierarchy of 'Be Lean', 'Be Clean', 'Be Green' and 'Be Seen'¹⁶ as a framework to reduce energy requirements for the Proposed Scheme and concludes an all-electric scheme (opting for a grid supplied electric solution) with a combination of the following:
- Passive design measures in the form of improved U-values, solar controlled glazing and reduced air permeability to reduce the base energy demand of the buildings;

¹³ Ridge (2022) Atlas Park, Manchester – Flood Risk Assessment & Drainage Strategy Report, October 2022.

¹⁴ Including: CIE 150: 2017 – Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2nd Edition; ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2021; BS 5489-1: 2020 – Code of Practice for the Design of Road Lighting; BS EN 13201-2:2015 – Road Lighting – Part 2: Performance Requirements; BS EN 12464 – 2 2014 – Outdoor Work Spaces; SLL Guide to Limiting Obtrusive Light 2012; SLL Lighting Handbook 2009; LG 6 (CIBSE) – The Exterior Environment 2016; and ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK.

¹⁵ Yonder (2022) Energy Strategy – Atlas Park, December 2022.

¹⁶ As set out within the London Plan 2021. Available at:
https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

- Rooflights to 12% of warehouse floor area to enhance natural light, reducing the need for artificial light;
- Energy efficiency measures in the form of low energy fans, high efficiency LED lighting, etc. have been applied to reduce the energy consumption of the building;
- Air source heat pumps (ASHP) supplying the office heating and cooling; and
- Roof mounted solar photovoltaics (PV) to off-set operational carbon emissions.

Operational Hours

2.28 For the purposes of EIA Screening, it is assumed that the Proposed Scheme will operate 24/7.

Timescales

2.29 Subject to gaining planning permission, the initial works are anticipated to commence in January 2024. The full operational year of the Proposed Scheme is anticipated to be in February 2025. The Proposed Scheme will not have phased occupancy.

3. Description of the Site and Surrounding Area

- 3.1 The assessment and characteristics of the Site and surrounding area have been informed by draft planning application documents which have been referenced throughout. Publicly accessible information (i.e. nationally held environmental data sets) have also been used to inform this EIA Screening Report

Location and Setting

- 3.2 The Site is approximately 9.85ha and is primarily cleared land (formerly occupied by the Ferranti Works) with the majority of the land comprising open grassland (including the former buildings' footprints), with some scattered woodland, trees and shrubs, particularly situated along the boundaries. A disused car park is located in the western corner of the Site and a small disused single-storey circular guard hut and working electrical substation¹⁷ are located near the entrance off Simonsway in the northern portion of the Site.
- 3.3 The Site topography is generally flat, falling very gently from south to north. The south-east area of Site is slightly higher at approximately 70m AOD and the north-east corner is the lowest at approximately 66m AOD.
- 3.4 The Site is bound: to the north by the curb of the northern edge of the carriageway of Simonsway and located immediately north of Simonsway are residential dwellings along Patch Croft Road and Pasture Field Road (part of the Peel Hall suburb), as well as Chamber Hall farm house (all set back from the road itself by a deep verge, footway and mature hedgerows); to the east by Styal Road and beyond are a NCP car park and the Flying Horse Public House (both situated along Styal Road); to the south by Manchester Airport JetParks Ringway car park; to the south-west by Ringway Trading Estate; and to the west by Atlas Business Park.
- 3.5 Further afield: the north comprises residential dwellings (forming the Peel Hall suburb) and open space; the east comprises residential (e.g. along Finney Lane, Irvin Drive, Daisy Bank Lane and Cunningham Drive), commercial properties (e.g. along Longstone Road), Heald Green train station (and Northern railway line which runs north-east–south-west) 300m east and a working farm (Nixon Farm) 330m east; the south comprises Manchester Airport and associated car parking (e.g. Jetparks and airport staff car parking, located on the southern side of A555 Manchester Airport Relief Road) 750m south; and the west comprises residential dwellings (e.g. along Shadowmoss Road) and Big Wood Site of Biological Interest (SBI) (225m west).

Historic Land Use

- 3.6 In 1882, the Site comprised open fields and plantations with no presence of Simonsway or Styal Road. The Site remained relatively unchanged up to 1960s, although in the wider area, Manchester Airport opened in 1938 to the south-west.

¹⁷ These are both small scale and are no taller than 3 metres in height.

- 3.7 In 1961–3, the Site and locality underwent a significant transformation. The rural character of the wider area was replaced by housing and light industrial buildings, along with the construction of Simonsway. The 1966 OS Map shows the western portion of the Site underwent development and included ‘industrial works’ comprising several small and large buildings with an access road and areas of hard surfaced ground – occupied by Ferranti Works – and the eastern half was dedicated to recreational playing fields with two tennis courts in the north-eastern corner introduced in the 1960s.
- 3.8 Satellite imagery shows that between 2013–2016 the Ferranti Works buildings were demolished to slab level and a pile of rubble still remains in the western half of the Site. Vegetation (grass and scrub) has since spread across much of the Site, excluding the disused car park in the western portion of the Site, which remains hardstanding.

Summary of Key Characteristics of the Site and Surrounding Area

- 3.9 **Table 3** provides a summary of the key characteristics of the Site and surrounding area and any notable sensitive receptors on a topic by topic basis.

Table 3: Summary of Key Characteristics of the Site and Surrounding Area

Topic	Summary
Transport and Access	- Existing vehicular access/egress of the Site is via Simonsway, which runs in an west–eastern direction through the northern-most portion of the Site. Simonsway directly links to the M56 motorway (2.15km west), with direct routes to Manchester City Centre (10km north). Directly to the east is Styal Road, running north–south along the eastern boundary of the Site, which directly joins the A555 Manchester Airport Relief Road (700m south), connecting back to the M56 (3.1km west). - There are no public rights of way (PRoW) located within the Site boundary, however a PRoW starts at the north of Simonsway (20m west of the north-western corner of the Site). National Cycle Route (NCR) 85 runs through the northern portion of the Site along Simonsway and along the eastern Site boundary on Styal Road. - The closest rail station to the Site is Heald Green (280m east). Bus stops are located along Simonsway (one within the Site boundary) and Styal Road immediately north and east respectively. Peel Hall tram stop is situated 310m west along Simonsway and the Shadowmoss Metrolink is located 360m to the south-west along Shadowmoss Road. All providing regular direct services to Manchester and Manchester Airport. - Manchester Airport and runway are located 860m south-west of the Site. Airport car parks are located nearby, such as NCP Car Park Manchester Flightpath located immediately east and Manchester Airport JetParks Ringway situated immediately south of the Site.
Air Quality	The Site is located in an area where air quality is mainly influenced by emissions from road transport using Simonsway and Styal Road.

Topic	Summary
	Potential commercial sources are identified¹⁸ in the vicinity of the Site that may also influence the local air quality; however, these would be characteristic of the mixed-use area in which the Site is located. - MCC have declared the Manchester Air Quality Management Area (AQMA) within its administrative area for exceedances of Particulate Matter (PM₁₀) and Nitrogen Dioxide (NO₂). The Site is not situated within the AQMA; however, the north-east corner of the Site is located next to one section of the Manchester AQMA (Simonsway/Styal Road junction) and the Stockport AQMA¹⁹ along Finney Lane (65m east). - The closest automatic monitoring station (Manchester Sharston; 135m north-east), did not record any exceedances of the relevant Air Quality Objective (AQO) for NO₂, PM₁₀ or PM_{2.5} during 2017–2021.
Noise	- Noise surveys²⁰ measured ambient noise levels of 73 decibels (dB L_{Aeq}) during the weekday daytime, with primary noise sources from road traffic on Simonsway and Styal Road and overhead aircrafts from Manchester Airport. In periods of no road or air traffic, plant noise extraction fans at the Flying Horse Public House at the south-east corner of the Site can be heard. - No noise or vibration is currently generated from the Site.
Community and Socio-Economics	The Site is situated within MCC's administrative area. As of 2020, the population of Manchester (ages 16-64) was 391,700²¹, 70.5% of the population, which is above the national average (62.4%). In 2021/2022, 297,300 of all people were economically active, 275,200 of which were in employment. This equates to 68.9% employment, below the national average of 75.5%. In 2021, the 'Professional, Scientific And Technical Activities' sector employed the most people (57,000; 13.7%), followed by 'Human Health And Social Work Activities' (51,000; 12.3%).
Biodiversity	The Site is not situated within an ecologically designated Site, although it is within a Site of Special Scientific Interest (SSSI) Impact Risk Zone (IRZ) associated with Cotterill Clough SSSI²² (3.1km south-west) and Lindow Common SSSI²³ (4.4km south). Other statutory designated ecological sites within 5km of the Site include: Gatley Carrs Local Nature Reserve (LNR) (2.6km north); Stenner Woods & Milgate Fields, Didsbury LNR (3.3km north); Abney Hall LNR (3.5km north-east); Wythenshawe Park LNR (3.6km north-west); Wrights Woodland LNR (4.2km north-east); and Mersey Vale Nature Park LNR (4.4km north-east).

¹⁸ Delta Simons (2022) Air Quality Assessment – Atlas Business Park, Simonsway, Wythenshawe, Manchester M22 5PR, November 2022.

¹⁹ Allocated for excessive levels in NO₂ from road transport.

²⁰ Delta Simons (2022) Noise Impact Assessment – Atlas Business Park, Simonsway, Wythenshawe, Manchester, M22 5PR, November 2022.

²¹ Nomis (2022) Labour Market Profile - Manchester [online]. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157083/report.aspx#tabempunemp> [Accessed 29/11/22].

²² Designated for Ancient Woodland and ground flora.

²³ Designated for lowland heath, perimeter woodland and scrub, plus a man-made lake and a number of wildlife ponds.

Topic	Summary
	• The nearest non-statutory ecological sites are Big Wood SBI (225m west), Heald Green Marsh SBI (930m north) and Park Wood SBI (1km north-west). • A Phase 1 Habitat Survey²⁴, undertaken in January 2021, concluded: – The Site comprises semi-natural broadleaved woodland, dense scrub, scattered scrub, scattered trees and poor semi-improved grassland (all of Local value for nature conservation), as well as buildings, bare ground, spoil and hardstanding²⁵. – There are no on-site Habitats of Principal Importance (HPI); however, the trees and shrubs qualify as a Manchester Biodiversity Action Plan²⁶ (BAP) Priority Habitat (W10 Oak Bracken Bramble Woodland). Habitats within the Site are widespread on both a local and national scale, none of which are considered rare. – Old nests were observed within on-site mature trees indicating the Site is used by nesting birds²⁷, including herring gull (<i>Larus argentatus</i>) and house sparrow (<i>Passer domesticus</i>), listed on the 'Red List' of Birds of Conservation Concern²⁸. The nesting bird assemblage at the Site is considered to be of Local value. – No evidence of badgers (<i>Meles meles</i>) or hedgehogs (<i>Erinaceus europaeus</i>); however, on-site habitats are suitable for both species and there remains a possibility that they could venture onto Site. The Site is considered to be of Local value to badgers and hedgehogs. – Further reptiles and bats surveys in 2021 and 2022 concluded: ○ Despite the presence of suitable basking, foraging and hibernating habitat on-site, no reptiles were found; ○ Whilst no bats were recorded emerging from the Site with activity levels being generally low, 19 mature trees within the Site were identified to have features suitable for roosting bats (17 with low Bat Roost Potential (BRP) and 2 dead oak trees in the eastern extent of the Site with high BRP). The Site is of Local value for commuting and foraging bats. – No evidence of on-site invasive species were recorded.

²⁴ As presented in: Delta Simons (2022) Ecological Impact Assessment – Atlas Business Park, Simonsway, Wythenshawe, Manchester M22 5PR, October 2022.

²⁵ Habitat descriptions are by broad habitat type, as listed in the Phase 1 Habitat Survey Manual (JNCC, 2010). 'Buildings' has been used to identify the small single storey disused circular guard hut and working electrical substation.

²⁶ MCC (2009) Greater Manchester Biodiversity Action Plan, 2009.

²⁷ Such as feral pigeon (*Columba livia domestica*), robin (*Erithacus rubecula*), magpie (*Pica pica*), blue tit (*Cyanistes caeruleus*), blackbird (*Turdus merula*), and carrion crow (*Corvus corone*).

²⁸ Birds of Conservation Concern 5 (2011) is compiled by a coalition of the UK's leading bird conservation and monitoring organisations and reviews the status of all regularly occurring birds in the UK, Channel Islands and Isle of Man. Species on the Red List are of most concern/endangerment.

Topic	Summary
	A tree survey²⁹, undertaken in September 2022, identified 27 on-site trees and/or groups of varying species (e.g. ash, oak, willow). The majority of trees are located along the perimeter of the Site and are of low value (i.e. category C); however, there are 6 category A (highest quality and value) and 3 category B trees.
Archaeology	An Archaeological Desk-Based Assessment³⁰ concluded that whilst the western half of the Site will have been significantly impacted by the construction of previous development (i.e. Ferranti Works), the level of disturbance on the eastern half appears to have been minimal, which was dedicated to recreational playing fields with two tennis courts in the north-eastern corner introduced in the 1960s. There is no evidence for any potential archaeological remains other than a negligible potential for significant remains of the medieval periods and later. However, the potential for earlier remains is unknown, due largely to a lack of archaeological work undertaken in advance of development from the 1960s onwards in this area of Manchester.
Built Heritage	- There are no designated or non-designated heritage assets located within the Site. The nearest Listed Buildings are Chamber Hall (Grade II) (100m north) and Barn (Grade II) (95m north). The Greater Manchester Historic Environment Record (HER) identifies the nearest locally listed buildings to be located along Daisy Bank Lane (including several cottages and farm, 90–130m north-east), Heald Green Station (280m east) and Tatton Arms Public House (470m south). - There are no Scheduled Monuments or Registered Park/Gardens located within 500m of the Site. The nearest Scheduled Monument is Peel Hall moated site (650m north) and the nearest Registered Park/Garden is Cheadle Royal Hospital (Grade II) (1.1km west). - The Site is not situated within a Conservation Area (CA). The nearest CA (Cheadle Royal) is located 700m north-east within Stockport.
Landscape and Visual	- The Site is not within any statutory landscape designations such as an Area of Outstanding Natural Beauty (AONB). However, the eastern portion of the Site lies within an area of adopted Green Belt³¹. - Locally, the Site partially falls within Local Character Area 40: Heald Green to Bramhall ('LCA 40'), categorised within the 'Urban Fringe Farmland' Landscape Character Types³² (LCT), comprised of land between the Bramhall, Kitt's Moss and Heald Green suburban areas, and the Stockport District boundary (predominantly designated as

²⁹ James Royston Arboricultural Consultant (2022) Arboricultural Impact Assessment at Atlas Business Park, Manchester, September 2022.

³⁰ Delta Simons (2022) Desk-Based Archaeological Assessment – Atlas Business Park, Simonsway, Wythenshawe, Manchester M22 5PR, October 2022.

³¹ Greater Manchester Green Belt Assessment (2016).

³² As defined by the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA).

Topic	Summary
	Green Belt land). The whole Site is located within the 'City of Trees Community Forest' category³³. The Site lies within National Character Area (NCA) 55 'Manchester Conurbation' (NE463), characterised by dense urban and industrial development, commercial, financial, retail, and administrative centres, commuter suburbs and housing, interspersed with a network of green infrastructure. The area is centred on low hills, crossed by several river valleys cutting through the urban fabric.
Hydrology, Flooding and Drainage	- The Site is located entirely within Flood Zone 1 (annual probability of fluvial flooding of less than 1 in 1000 in any year (<0.1%)). The risk of flooding from surface water for the majority of the Site is very low, with areas ranging from high to low associated with areas of hardstanding (i.e. disused car park and access road) and along the eastern boundary. - The nearest surface water feature is a pond on Chamber Hall farm (90m north-east). However, it is noted³⁴ that there is potentially infilled land associated with a former on-site pond in the south-east corner of Site (shown on maps until 1960). The nearest Main River (Gatley Brook) is located 200m east of the Site which flows north to the River Mersey and there is a culverted tributary of Baguley Brook 400m west of the Site. - The Site is not located within a Source Protection Zone and there are no groundwater abstractions with 1km of the Site boundary. There is a public Combined Water Sewer that crosses the access/egress point off Simonsway in the northern portion of the Site. A United Utilities Surface Water Sewer is located approximately 400m west of the Site which discharges to Baguley Brook. - The underlying bedrock formation is classified as Principal Aquifer and Secondary B in the eastern and western portions of the Site respectively, with Secondary (undifferentiated) superficial drift³⁵.
Ground Conditions and Contamination	- The Site is likely underlain by a sequence of Topsoil and/or Made Ground (anticipated in locations of former buildings or infilled ground) underlain by Alluvium and Devensian Till (Secondary Undifferentiated Aquifers) diamicton. Bedrock of the Bollin Mudstone Member (Secondary B Aquifer) mudstone and siltstone is beneath most of the Site, and the Helsby Sandstone Formation (Principal Aquifer) in the east. - Potential sources of on-site contamination are associated with: infilled land and potential ground gas attributed with the former pond, which may include asbestos containing material; contaminants from the former agricultural usage of the Site; contaminants from the former Ferranti Works and existing electricity substation; and the potentially contaminated stockpile of demolition rubble/debris on-site.

³³ City of Trees is a charitable organisation set up in Greater Manchester regions dedicated to the planting of trees.

³⁴ Delta-Simons (2022) Preliminary Geo-Environmental Risk Assessment – Atlas Business Park, August 2022.

³⁵ British Geological Society (no date). Aquifer Designation Data. Available at: <https://www.bgs.ac.uk/datasets/aquifer-designation-data/> [Accessed 29/11/2022].

Topic	Summary
Lighting	The only sources of lighting currently present on-site are associated with the disused car park in the western portion. No lighting assessment has been completed at the Site; however, the lighting environment is anticipated to be E2/E3 Environmental Zone³⁶ (low/medium district brightness) due to the absence of lighting in the eastern portion but the presence of lighting in the immediate surrounding area (e.g. neighbouring Atlas Business Park to the west and street lighting from the surrounding road network to the north and east).
Major Accidents and/or Disasters	- The Site does not fall within any Health and Safety Executive (HSE) Consultation Zones. There are no Control of Major Accident Hazard (COMAH) sites within or adjacent to the Site, but the nearby Manchester Airport is subjected to COMAH Regulations (lower tier). The activities at the establishment include fuel storage/distribution. - A public safety zone³⁷ for Manchester Airport covers the south-eastern corner of the Site, and therefore no buildings/structures are proposed within this area for the Proposed Scheme to avoid potential risks with landing/taking-off aircraft. - The Site has Low-to-Moderate risk of uncovering Unexploded Ordnance (UXO)³⁸. A Detailed UXO Risk Assessment³⁹, undertaken in 2022, concluded that during World War II the Site was located within an area that sustained low density bombing and no evidence could be found to suggest the area within 500m of the Site was damaged during the War. Any very shallow buried UXO will likely have been unearthed, observed, and removed from the Site during years of post-war agricultural ploughing, or if not, during the subsequent construction works carried out on-site for the former Ferranti Works.

³⁶ Institution of Lighting Professionals (2021). Guidance Note 1 for the reduction of obtrusive light 2020.

³⁷ More information available at: <https://www.gov.uk/government/publications/control-of-development-in-airport-public-safety-zones/control-of-development-in-airport-public-safety-zones>

³⁸ Zetico UXO (no date). Risk Map. Available at: <https://zeticauxo.com/downloads-and-resources/risk-maps/> [Accessed 29/11/2022].

³⁹ Impartial Assessments (2022) Detailed Explosive Ordnance Risk Assessment, October 2022 (Ref: RDA. 10073.22).

4. Schedule of the Proposed Scheme

- 4.1 In line with the EIA Regulations, the Proposed Scheme has been appraised against the development descriptions contained within Schedule 1 and Schedule 2.
- 4.2 Based on the characteristics of the Proposed Scheme (**Section 2**), it is not considered that the Proposed Scheme would constitute Schedule 1 development.
- 4.3 As established in **Section 3**, the Site is not located within a 'Sensitive Area'⁴⁰, within the meaning of the EIA Regulations. The thresholds set out within Schedule 2 should therefore be considered.
- 4.4 Following an appraisal against Schedule 2 of the EIA Regulations, the Proposed Scheme could be considered to fall under Schedule 2,10(a) 'industrial estate development projects' as the total area of development (9.85ha) exceeds 5ha; or under 2,10(b) 'urban development projects' as the Proposed Scheme includes more than 1ha of urban development which is not dwellinghouse development (i) and the overall area of the development exceeds 5ha (iii).
- 4.5 As outlined within the EIA Regulations and Planning Practice Guidance (PPG), the exceedance of the threshold/criteria does not automatically determine that the Proposed Scheme is 'EIA Development', but rather that the *"...proposal needs to be screened by the local planning authority to determine whether significant effects on the environment are likely and hence whether an Environmental Impact Assessment is required"*⁴¹.
- 4.6 The selection criteria for Schedule 2 development are detailed within Schedule 3 of the EIA Regulations and are as follows:
- Characteristics of development;
 - Location of development; and
 - Types of characteristics of the potential impact.
- 4.7 The characteristics of the Proposed Scheme were set out in **Section 2** and the location of the Site in **Section 3**. The following sections consider the types and characteristics of the potential impact, termed as an appraisal of likely environmental effects.

⁴⁰ SSSIs, European Sites; National Parks, the Broads, Areas of Outstanding Natural Beauty; World Heritage Sites and Scheduled Monuments.

⁴¹ Planning Practice Guidance Paragraph: 017 Reference ID: 4-017-20170728.

5. Approach

Appraisal of Likely Environmental Effects

- 5.1 The appraisal of likely environmental effects, set out within **Section 6**, has been based on baseline information presented within **Section 3** and has considered likely environmental effects arising from the Proposed Scheme, as detailed within **Section 2**. The appraisal has focused on environmental effects and whether any of these are considered '*likely*' and '*significant*' at receptors.
- 5.2 In accordance with Regulation 4, Paragraph 2 (and expanded on in Schedule 4, Paragraph 4) of the EIA Regulations the following environmental 'factors' have been considered:
- Population and Human Health;
 - Biodiversity;
 - Land, soil, water, air, and climate;
 - Material assets, cultural heritage and the landscape; and
 - The interaction between the above factors.

Mitigation

- 5.3 Regulation 6, Paragraph 2(e) allows for the discussion and identification of project specific measures to avoid and/or prevent significant adverse environmental effects, specifically stating;

"A person making a request for a screening opinion in relation to development where an application for planning permission has been or is proposed to be submitted must provide the following-...

...(e) such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment".

- 5.4 As part of this appraisal, mitigation measures have only been considered if they are specific, easily achievable and if there is a high degree of confidence in their effectiveness and implementation.
- 5.5 As such, as part of the review of likely environmental effects set out in **Section 6**, mitigation measures have been considered in order to understand/ameliorate the environmental effects associated with the Proposed Scheme. Where mitigation has been identified at this stage, this has been clearly identified for the benefit of MCC with the use of a reference system within the text (use of M1, M2, etc.) that links to the

Schedule of Mitigation provided as **Appendix 1** that contains a summary of all mitigation identified to date⁴².

Appraisal of In-Combination Effects

- 5.6 In line with Schedule 3 of the EIA Regulations, the “*cumulation of the impact with the impact of other existing and/or approved development*” has also taken into consideration and is set out in **Section 7**.
- 5.7 In order to determine the likelihood of possible in-combination effects (i.e. effects with other existing/approved development), a qualitative appraisal has been undertaken. To identify ‘existing and/or approved development’ (hereafter referred to as ‘Approved Projects’) for consideration of in-combination effects with the Proposed Scheme, a review of the MCC planning portal has been undertaken in order to identify projects in proximity to the Site (taken as circa 1.5km), based on the following criteria:
- Submitted applications not yet determined but which have the potential to be determined prior to the determination of the application for the Proposed Scheme;
 - Applications with a resolution to grant planning permission;
 - Refusals subject to appeal procedures not yet determined;
 - Approved applications either under construction or not yet implemented; and
 - Projects of a relevant scale (the threshold for consideration has been set as the Schedule 2 criteria in the EIA Regulations at which there is a potential for ‘likely significant effects’).
- 5.8 Furthermore, due to the nature of surrounding land uses (i.e. Manchester Airport, large-scale car parking associated with the Airport), schemes that provide large-scale car parking have been included due to their potential in-combination impact of increased traffic flows on the shared road network with the Proposed Scheme.
- 5.9 The search has focussed on applications submitted to MCC within the last 5 years⁴³.
- 5.10 Projects identified, which met these criteria have been considered against the following points (where sufficient information allows):
- Is there or is there likely to be a concurrent construction or operational stage with the Proposed Scheme; and
 - Is there potential that the Proposed Scheme shares common sensitive receptors with the identified approved projects.

⁴² In accordance with IEMA’s 2015 guidance ‘Shaping Quality Development’, primary (inherent), secondary (foreseeable) and tertiary (inexorable) mitigation has been considered.

⁴³ This has been completed using the interactive mapping functions and selective criteria functions available with the mapping.

- 5.11 The list of Approved Projects identified for appraisal is outlined in **Section 7**.
- 5.12 At present, there is no widely accepted methodology or best practice for the assessment of cumulative effects (especially at the EIA Screening stage). Therefore, in order to determine the likelihood of possible in-combination effects, a high-level appraisal has been set out in **Section 7**. The appraisal has been undertaken on a receptor category basis, where a possible in-combination effect may be likely, but the appraisal does not go as far as to say if an in-combination effect occurs. In order for there to be a potential in-combination effect, there needs to be more than one potential effect on the same receptor at the same time.

6. Appraisal of Likely Environmental Effects

- 6.1 Given the nature of the Site and the Proposed Scheme, a number of environmental effects are considered to be 'not significant' due to an absence of receptors or source of effects, including:

Construction

- **Encountering unstable ground conditions:** There is currently no evidence of unstable ground conditions within the Site. Regardless, all necessary groundworks will be implemented, and documented within a CEMP [M1], in order to provide suitable construction platforms⁴⁴ during the construction stage in line with relevant standards⁴⁵ and Building Regulations. As such, effects relating to encountering unstable ground conditions are considered unlikely to be significant.
- **Impact on ecologically designated sites:** As stated in **Section 3**, no statutory designations are located within or adjacent to the Site; therefore, no direct effects associated with land-take or disturbance (due to noise, lighting etc.) are anticipated on statutory designated sites. However, the Site is situated within two SSSI IRZs associated with Cotteril Clough SSSI and Lindow Common SSSI. Nevertheless, it is concluded in the EcIA²⁴ that the Proposed Scheme does not meet any of the criteria for which MCC would need to consult with Natural England over risks posed by development for statutory designated sites. The nearest non-statutory ecologically designated site is Big Wood SBI (225m west); however, this is physically separated from the Site by Atlas Business Park and Shadowmoss Road and is already exposed to vehicles emissions from Simonsway. Overall, due to the Proposed Scheme's type, small scale, separation and distance from the aforementioned sites, it is considered unlikely that there would be any significant adverse impacts on designated sites as a result of the construction stage works.
- **Spread of non-native invasive plant species (e.g. presence of Japanese knotweed):** As stated in **Section 3**, no non-native invasive plant species were identified on-site during the ecological surveys. Although there is a possibility that such species could grow within the Site before construction stage works start, if found these will be appropriately managed/removed/disposed of by the contractor as part of a CEMP [M1].
- **Changes to surface water flows and increase in flooding:** As stated in **Section 3**, the Site lies in Flood Risk Zone 1 (i.e. low probability of flooding) and the risk of surface water flooding is predominantly very low with some limited areas at low to high risk associated with existing hardstanding and along the eastern boundary of the Site. The majority of the Site is covered by permeable surfaces

⁴⁴ i.e. removal of compressible/unstable ground should any be encountered, appropriate foundation typology or shoring of ground.

⁴⁵ Including: CIRIA report C572: Treated ground engineering properties; and performance, British Research Establishment (BRE) document FB75: Building on Fill - Geotechnical Aspects and British Standard (BS) 6031:2009: Code of Practice for Earthworks.

(i.e. grassland) and therefore as the Proposed Scheme is gradually built, the Site will become more impermeable, thus increasing flood risk. However, as the Proposed Scheme is constructed, the Site will incorporate the required surface water drainage strategy/SuDS **[M2]** (as described in **Section 2**). Where required during the construction stage, temporary flood risk measures will be implemented through a CEMP **[M1]** to prevent significant on-site flooding from occurring during heavy rainfall/weather events. As such, no significant effects will arise in relation to surface water flows or flooding.

- **Changes to existing daylight and sunlight hours, levels of shadowing and wind microclimate conditions:** In terms of buildings/structures, the Site only comprises a small single storey disused circular guard hut and electrical substation and therefore does not currently impact on surrounding off-site properties or amenity spaces in terms of daylight and sunlight hours or levels of shadowing. As construction of the Proposed Scheme progresses, the on-site built form will gradually increase from baseline levels (i.e. undeveloped with vegetation), which could result in changes to the existing daylight and sunlight hours and levels of overshadowing for the surrounding community and changes to the existing wind microclimate. These effects, however, will not reach maximum effect until construction of the Proposed Scheme has been completed, so are not considered to be significant during the construction stage.

Operational

- **Changes to, and increase in demand on, public transport:** The Proposed Scheme will not alter any existing public transport infrastructure. As stated in **Section 3**, the Site can be reached through a variety of public transport modes (i.e. bus, tram, train), which are all within a 15-minute walk and majority of which connect directly to Manchester city centre. The increase in demand on public transport as a result of the Proposed Scheme is not anticipated to be significant as there is ample on-site parking for vehicles and cycles for future workers/visitors.
- **Changes to pedestrian and cycle movements during operation:** As previously mentioned, the Proposed Scheme will provide ample parking for future workers/visitors to use. Whilst cycle spaces will be provided and the Site is adequately accessible by public transport (e.g. bus, train, tram), it is assumed that the majority of trips to/from the Site will be vehicle based. Therefore, significant changes in pedestrian and cycle movements are not anticipated.
- **Changes to access and open space:** The northern portion of the Site includes Simonsway which will remain open throughout operation (as well as during the construction stage, albeit with temporary traffic management measures to allow Site access/egress of HGVs); however, the remainder of the Site will remain non-accessible to the public and a perimeter fence will enclose the Proposed Scheme. The Site is currently accessed from Simonsway to the north, with no other access/egress routes and this will remain the only access/egress point for Site users. Therefore, effects related to access and open space are considered unlikely to be significant.

- **Disturbance to future users due to noise generated by existing off-site sources:** Future users of the Proposed Scheme comprise workers and drivers. The main existing off-site noise sources, as described in **Table 3**, are associated with traffic using the surrounding road network and planes from Manchester Airport and in periods of no road and air traffic plant noise extraction fans at the Flying Horse Public House at the south-east corner of the Site. None of these noise sources have been concluded to be significant factors in either impacting on future users of the Site or restricting development of the Site for its intended use.
- **Crime levels and community safety:** The Proposed Scheme has been designed in line with appropriate national guidance and standards with respect to crime prevention and safety **[M3]** and will incorporate appropriate security measures (such as access gates, CCTV and, if required, on-site security). Therefore, the Proposed Scheme is not considered to result in a significant change to crime levels or decrease in community safety.
- **Changes/degradation of designated ecological sites as a result of changes in air pollutant concentrations:** As stated above within the Construction Stage effects (*Impact on ecologically designated sites*), the Site is situated within two SSSI IRZs associated with Cotteril Clough SSSI and Lindow Common SSSI. Nevertheless, it is concluded⁴⁶ that the Proposed Scheme does not meet any of the criteria for which MCC would need to consult with Natural England over risks posed by development (for statutory designated sites). The nearest non-statutory ecologically designated site is Big Wood SBI (225m west); however, this is physically separated from the Site by Atlas Business Park and Shadowmoss Road and is already exposed to vehicles emissions from the use of Simonsway. Furthermore, as stated in **Table 6 (Air Quality)** changes in pollutant concentrations from operational traffic are negligible and not significant. As such, there are no anticipated significant impacts on ecological sites as a result of changes in air pollutant concentrations arising from the Proposed Scheme.
- **Changes to the existing wind microclimate conditions:** The Site is currently cleared and is therefore exposed to relatively windy conditions compared to a developed Site. The Proposed Scheme will introduce new 2-storey buildings which will change the on-site wind microclimate. However, although a wind assessment has not been undertaken, given that the Site is (and will remain) enclosed by trees along the perimeter, the interception of existing surrounding land use to the south and west (which is the predominant wind direction of the area) and the introduced demarcation of the Site from the proposed buildings/plots, excessive on-site and off-site wind conditions (or safety concerns) for future users are not anticipated.
- **Changes to existing daylight and sunlight hours and levels of shadowing:** A daylight/sunlight assessment has not been undertaken for the Proposed Scheme; however, the Proposed Scheme will introduce new industrial units reaching up to 2-storeys which has the potential to change existing on- and off-site daylight and sunlight hours and levels of overshadowing. The nearest

⁴⁶ Delta Simons (2022) Ecological Impact Assessment – Atlas Business Park, Simonsway, Wythenshawe, Manchester M22 5PR, October 2022.

sensitive receptors in relation to natural lighting are residential properties situated along Patch Croft Road (35m north) and commercial/industrial properties within Atlas Business (located immediately west). There are no open spaces in close proximity to the Site which will be affected by changes in overshadowing. Given the low-rise scale of the Proposed Scheme, it is not anticipated that changes in daylight and sunlight hours or levels of shadowing on sensitive receptors will be significant.

- **Changes to surface water flows and increase in flooding:** As described in **Section 2**, the drainage strategy proposes that surface water attenuation within the Site will be implemented using a geocellular storage tank (to contain the 100 year + 45% climate change allowance). Further SuDS measures also include oversized pipes and petrol interceptors. The Proposed Scheme will provide a 50% betterment to existing hardstanding discharge rates (achieving 16.4 litres per second [l/s]) and will achieve greenfield runoff rate for the remainder of the Site (achieving 48.9 l/s). Thereafter, the surface water is to be discharged into the public combined water sewer at a maximum allowable rate 65.3 l/s (1:100 year run off rate) **[M2]**. As such, changes to surface water flows and the increase in flooding is considered unlikely to be significant.
- **Increased demand on utilities network:** The Site already drains into the combined sewer located at the entrance of the Site. The Applicant will enquire with the relevant district network operators (United Utilities) to confirm capacity exists within their relevant networks to accommodate the Proposed Scheme **[M4]**. Where capacity upgrades are required, this is not anticipated to be overly complex nor significant given the scale of the Proposed Scheme. Therefore, increased demand on utilities network are unlikely to be significant.
- **Accidental release of contaminants arising from operational activities:** The Proposed Scheme will introduce additional hardstanding and therefore any below ground contamination will be 'capped' primarily in the central portion of the Site where industrial development is proposed. In the very eastern portion of the Site and around the perimeter, the land will remain open green space which has the potential to release existing contaminants. However, no intrusive activities are proposed once operational, minimising ground disturbance. In addition (and stated in **Section 2**), as part of the pre-commencement works, site investigations (and interpretative reporting) will be undertaken to further define contamination (and its nature and extent, if present) and, if required, appropriate mitigation measures, such as remediation, in line with appropriate guidance and standards⁴⁷ **[M5]**. As such, effects related to the release of contaminants during the operational stage are considered unlikely to be significant.
- **Risk of major accidents or disasters:** The probability, frequency and likelihood of natural disasters arising from climatic occurrences (i.e. hurricanes) are considered to be very low due to the natural climatic conditions of the UK within the global climate system. There are no hazards for which HSE needs to be

⁴⁷ Such as: BS 5930:2015 Code of practice for ground investigations; and Environment Agency (2020) Land contamination risk management (LCRM).

consulted on within or immediately surrounding the Site. All earthworks and foundation design will be in accordance with industry guidance and standards⁴⁸ [M3], thereby negating the probability and likelihood of any significant effect. It is assumed that all buildings will be designed and constructed in line with fire preventative measures (e.g. fire doors) and all external façades and materials will meet the necessary fire resistance standards set out within Building Regulations and by law. Furthermore, prior to occupation of all buildings the necessary emergency producers/practices (e.g. Fire Emergency Evacuation Plan (FEEP)) or apparatus/instruments (e.g. smoke detectors/sprinklers) will be in place as required by law [M3]. As stated in **Table 3**, a public safety zone for Manchester Airport covers the south-eastern corner of the Site, resulting in no buildings/structures proposed within this area for the Proposed Scheme to avoid potential risks with landing/taking-off aircrafts [M3]. Given the above, effects are unlikely to be significant.

- 6.2 Where a receptor and effect has been identified, an appraisal of likely environmental effects is provided within **Table 6**. The appraisal has focussed on possible effects during the construction and operational stages of the Proposed Scheme. Where possible, conclusions have been made as to whether the likely environmental effects are 'significant'.

⁴⁸ Presented in: CIRIA Report C572: Treated ground engineering properties and performance; British Research Establishment document FB75: Building on Fill – Geotechnical Aspects; and BS 6031:2009: Code of Practice for Earthworks.

Table 6: Appraisal of Likely Significant Effects

* C = Construction; O = Operational

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
Transport and Access			
C	Changes to traffic flows on the local road network as a result of construction stage traffic	Vehicle users Pedestrians and cyclists Users of public transport	The construction stage of the Proposed Scheme will result in additional vehicular movements on the local road network as a result of movement of plant/machinery, workers (including subcontractors) and deliveries/collections. The additional traffic generated by construction stage activities will include a greater proportion of Heavy Goods Vehicles (HGV) compared with existing traffic movements in the local area. Construction traffic movements will be short-term and temporary and are unlikely to represent greater than 10% change on the local road network given the current land use⁴⁹ and existing traffic flows⁵⁰. In addition, construction stage traffic and access management measures will be implemented to minimise disruption as part of a CEMP [M1], including the following: • Traffic management plan, including timing of deliveries (avoiding peak hours where practicable) and associated control mechanisms for all construction stage traffic. This will also include details for any deliveries of large oversize machinery/plant; • Proposed construction stage vehicle routing; • Necessary temporary signage on the local road network; • Set out specifics of temporary parking for all construction staff, deliveries and sub-contractors; and • Provision of alternative pedestrian/cycle routes (including diversions, where required) with appropriate sign-posting.

⁴⁹ Outlined in the Institute of Environmental Assessment's (now IEMA) 'Guidelines for the Environmental Assessment of Road Traffic' (1993), detailed environmental impact studies (i.e. when effects are considered to be 'significant') will normally only be triggered where it: includes highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); or includes any other specifically sensitive areas where traffic flows have increased by 10% or more.

⁵⁰ Although no construction stage traffic data has been provided, the appointed Transport consultant has used professional judgement based on estimated flows for other projects of a similar scale to conclude that the aforementioned IEMA thresholds will likely not be exceeded by the Proposed Scheme.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
O	Changes to traffic flows on the local road network as a result of operational stage traffic	Local community (users of local road network)	Once completed, the Proposed Scheme will provide 382 car parking spaces and 84 cycle parking spaces, in line with local parking standards. An upgraded site access junction will be provided as part of the Proposed Scheme and has been tested to ensure it can accommodate the associated development traffic. There are no other changes proposed to nearby junctions proposed. As concluded in the Transport Assessment⁵¹, the Proposed Scheme has the potential to generate a maximum of 299 two-vehicle movements during the AM and 340 two-way PM peak hour periods respectively. Operational trips have been distributed using the quickest routes to the strategic highway network, and initially attributed to the M56 with 50% travelling northbound at Junction 4 and the remaining 50% travelling southbound via Junction 5. The number of vehicle movements generated by the operational Proposed Scheme is unlikely to represent a greater than 10% change on the local road network or increase of 30% for HGVs⁵². Therefore, changes to traffic flows on the local road network as a result of operation related traffic are considered unlikely to be significant.
Air Quality			
C	Disturbance associated with dust and particulate matter generated by temporary on-site construction stage	Local community (residents, workers) Construction stage workers	There is a potential for dust and particulate matter emissions (PM₁₀) associated with construction stage activities (e.g. site clearance, breaking of hardstanding, earthworks, storage of materials) and vehicle movements (generating exhaust emissions (NO₂, PM₁₀ and PM_{2.5}) on the local and regional road networks), which both have the potential to affect existing sensitive receptors (i.e. construction stage workers and nearby residents and workers⁵³). However, such emissions will be short-term and temporary and can be managed through the implementation of various measures within a CEMP [M1], such as:

⁵¹ Vectos (2022) Transport Assessment. December 2022.

⁵² As per the aforementioned thresholds in the Institute of Environmental Assessment's (now IEMA) 'Guidelines for the Environmental Assessment of Road Traffic' (1993).

⁵³ Ecological receptors have been screened out on the basis the Air Quality Assessment concluded that *"There are no ecological receptors within the vicinity of the Site considered to be sensitive to dust or PM, and as such, these effects are not considered further within this assessment."*; and the EclA's conclusion that although the Site is situated within SSSI IRZs, the Proposed Scheme does not meet any of the criteria for which MCC would need to consult with Natural England over risks posed by development (for internationally and nationally designated statutory sites).

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
	activities and associated traffic		• Providing screening for dust generating activities and covering any material stockpiles; • Use of effective water suppression during construction stage activities; • Implementation of a wheel washing system for vehicles entering/leaving the Site; • Regular site inspections and communication with the local community; • Construction vehicle management (including timings and routing); and • A Construction Logistics Plan (CLP) should be produced to manage the sustainable delivery of goods and materials. Additionally, as concluded within the Air Quality Assessment¹⁸, based on the current local air quality in the area, the proximity of sensitive receptors (such as residents) to the roads likely to be used by construction vehicles (via Simonsway), the likely numbers of construction vehicles and plant/equipment that will be used⁵⁴, and through good site practice and the implementation of suitable mitigation measures (as per above), the impacts are considered to be not significant in line with Institute of Air Quality Management (IAQM)⁵⁵.
O	Changes in pollutant concentrations (NO ₂ , PM ₁₀ and PM _{2.5}) from exhaust emissions arising from traffic	Local community (residents, workers)	Vehicle movements associated with the operation of the Proposed Scheme will generate exhaust emissions on the local and regional road networks which have the potential to affect existing sensitive receptors (such as residents and workers). However, the Air Quality Assessment ¹⁸ concluded that annual mean NO ₂ , PM ₁₀ and PM _{2.5} concentrations were predicted to be below the AQOs ⁵⁶ at all existing sensitive receptor locations in each of the modelled 2025 scenarios (i.e. the opening year 'with' and 'without' the Proposed Scheme), with no new exceedances predicted as a result of the Proposed Scheme. There were also no exceedances of the 35µg/m ³ Greater Manchester Combined Authority (GMCA) NO ₂ threshold, predicted at sensitive receptors during both the same assessment scenarios.

⁵⁴ Information on the number of Heavy Duty Vehicles and exact plant and equipment associated with the construction stage of the Proposed Scheme is not available and therefore professional judgement has been used.

⁵⁵ Institute of Air Quality Management (2016) Guidance on the Assessment of Dust from Demolition and Construction, version 1.1.

⁵⁶ NO₂: Annual mean of 40µg/m³ and 1-hour mean of 200µg/m³ (not to be exceeded more than 18 times a year). PM₁₀: Annual mean of 40µg/m³ and 24-hour mean of 50µg/m³ (not to be exceeded more than 35 times a year). PM_{2.5}: Annual mean of 20µg/m³ for.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
	generated by the Proposed Scheme		Therefore, it is concluded that there will be a negligible effect for sensitive receptors as a result of operational traffic generated from the Proposed Scheme, which is considered not significant (in line with Environmental Protection UK (EPUK) and IAQM assessment criteria ⁵⁷) without the inclusion of additional mitigation measures during the operational stage.
Noise and Vibration			
C	Disturbance associated with noise generated by temporary on-site construction stage activities and traffic	Local community (residents, workers)	Construction stage activities (e.g. cutting, breaking of materials, use of machinery, piling) and traffic will generate noise and vibration that could potentially impact on nearby receptors. A Noise Impact Assessment²⁰ identified sensitive receptors (i.e. residential properties) along Patch Croft Road (35m north), Cunningham Drive (120m south-east) and Irvin Drive (150m east). As the exact types of machinery and scheduling is unknown at this stage, the indicative construction stage assessment was based on typical examples of construction tasks and scheduling. This concluded that resultant noise and vibration levels are below the significant effect threshold value at the sensitive receptors, resulting in a negligible effect. However, it is likely that vibration in residential environments will cause complaints but can be tolerated if prior warning and explanation has been given to residents. A complaints logbook for recording complaints (made available to MCC upon request) will be implemented through a CEMP [M1]. Construction stage noise and vibration can be further controlled through adherence to Best Practicable Means (BPM) and methods set out in BS 5228-1:2009 + A1:2014 Part 1 - Noise and Part 2 – Vibration⁵⁸ as part of a CEMP [M1]. Furthermore, construction stage works are assumed to take place during the weekday daytimes only and therefore the evening, weekend and night-time periods has not been included in this assessment. Works are transient and will not be taking place in close proximity to receptors for extended periods of time. Furthermore, as stated in Section 2, construction stage working hours will be 07:30 to 18:00 on Monday to Friday; 08:30 to 14:00 on Saturday; and only

⁵⁷ EPUK and IAQM (2017) Land Use Planning & Development Control: Planning for Air Quality, version 1.2.

⁵⁸ British Standard (BS) 5228-1:2009 + A1:2014 Code of Practice for noise and vibration control on construction and open sites - Part 1 - Noise and Part 2 – Vibration.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			minimal (i.e. no noisy) working on Sunday and Bank Holidays, unless otherwise agreed with MCC in advance. Therefore, noise and vibration associated with construction stage activities is considered not to be significant. As described earlier in the <i>Transport and Access</i> appraisal within this table, several construction traffic management measures will be implemented during the construction stage (e.g. vehicle routing, timings) as part of the CEMP [M1]. These will reduce/prevent construction traffic congestion in and around the Site during peak AM and PM times, which would potentially lead to louder noise levels along the local road network and within the Site.
O	Changes to local noise environment as a result of operational noise generated by proposed on-site uses and traffic	Local community (residents, workers)	The Proposed Scheme will comprise a new logistics and distribution centre, with fixed plant⁵⁹ and multiple HGVs moving to/from the Site, all of which will generate noise. A Noise Impact Assessment⁶⁰ assessed operational traffic and fixed plant noise⁶⁰ on the basis that the rating level should be 5dB below the measured background sound level, as required by MCC. The assessment sets noise limits for fixed plant items at the closest receptors and provided that the noise emission at the nearest sensitive receptor locations from on-site fixed plant does not exceed 49dB L_{Ar,1hour} (daytime) and 40dB L_{Ar,15min} (night-time) [M6], the effect will be negligible. The assessment for operational traffic⁶¹ concluded that the Proposed Scheme will generate up to +0.8 L_{A10,18hour} change in basic noise level on surrounding roads due to traffic associated with the Site, which results in a negligible effect. The assessment indicates that the rated level of noise will be at least 5dB below the measured background sound level at all sensitive receptors for the daytime period. Therefore, daytime impacts are considered to be negligible. However, for residential dwellings off Patch Croft Road the rated level of noise is 4dB below existing background, which exceeds the 'below 5dB' MCC requirement. Nevertheless, for the night-time period

⁵⁹ At this stage the exact details and location of fixed plant to be installed (e.g. air handling units and transformers) for the proposed units is not known.

⁶⁰ Following BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

⁶¹ To present a reasonable 'worst-case', the noise impact assessment for operational traffic assumed that all the 52 proposed HGV bays will be operational at any one time for the day-time period and 50% operational for the night-time period.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			it is not reasonably expected that occupiers of the dwellings will use their garden area during night-time hours and therefore the assessment considered sound levels within bedrooms. It was concluded that internal noise levels would not be exceeded during night-time hours and therefore would have a negligible effect. Given the context of the Proposed Scheme being of a similar nature to the existing surrounding commercial premises/uses, it is considered that the Proposed Scheme is not a new noise source within the area and that sensitive receptors will have already experienced similar noise levels. Therefore, changes to local noise environment as a result of operational noise generated by proposed on-site uses and traffic is not considered to be significant and no further mitigation is required.
Socio-Economics			
C	Changes to economics productivity and creation of additional jobs	Local and wider community of working age Local and wider economy	There will be new employment generated during the construction stage, potentially including associated apprenticeship and work placements. It is estimated that up to 95 jobs (direct or indirect) and up to £35.5million gross value added to the Manchester economy will be generated by the construction stage ⁶² . Employment will be short-term (i.e. up to 13 months) and temporary, albeit there is a potential for some longer-term employment opportunities to be created by associated apprenticeships and work placements. The number of additional jobs generated by the Proposed Scheme is anticipated to represent a limited proportion of total employment across Manchester (as outlined in Section 3). As such, changes to economic productivity and the creation of additional jobs, whilst beneficial, are considered unlikely to be significant.
O	Changes to economics productivity and creation of additional jobs	Local and wider community of working age Local and wider economy	During the operational stage it is estimated that up to 565 jobs (up to 210 net additional employment opportunities directly or indirectly created for Manchester residents) and up to £26.5million per year gross value added to the Manchester economy will be generated by the Proposed Scheme. The number of additional jobs generated by the Proposed Scheme is anticipated to represent a limited proportion of total employment across Manchester (as outlined in Section 3). As such, changes to

⁶² Turley (2022) Economic benefits of the proposals for Atlas Business Park, Manchester – Infographic.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			economic productivity and the creation of additional jobs, whilst beneficial, are considered unlikely to be significant.
Biodiversity			
C	Change to/loss of valuable/notable habitat within the Site and indirect impacts on protected/notable species utilising on-site habitat	On-site habitat Protected/notable species (bats, birds, badgers, hedgehogs, reptiles)	As described in Section 3, the Site comprises a variety of habitats (i.e. woodland⁶³, grassland, scrub, scattered trees) and although such habitats are widespread on both a local and national scale, none are considered rare. The Proposed Scheme will result in the loss of these habitats and features. A general loss of habitats/vegetation from the Site will contribute to the fragmentation of habitats across the wider landscape, and a loss of nesting, foraging and commuting habitat for a range of species (i.e. bats, birds, hedgehog and badger). As the woodland and scattered trees were found to be the most important habitat on the Site due to them providing foraging habitat and links for a range of species to the wider landscape, vegetation/trees will be retained on-site where practicable (primarily along the Site boundaries; as implemented into the landscaping strategy [M7]) and protected during the construction stage. Appropriate measures in a CEMP [M1] will ensure on-site habitats (and species utilising them) are protected during the construction stage, such as: - Retained trees and scrub should be protected in accordance with current standards⁶⁴, including implementing root protection areas (RPA) for retained trees, avoiding any development within RPAs where practicable. Additionally, there must be no vehicles, materials, equipment or machinery allowed within the RPAs of retained trees at any time; - All tree works should be carried out by a suitably qualified contractor; and - Pollution prevention measures to avoid polluting/contaminating on-site habitats. Additionally, loss of habitat will be in part compensated for through the provision of new native/wildlife-friendly planting (as implemented into the landscaping strategy [M7]) which have been

⁶³ Qualifies as a Manchester BAP Priority Habitat (W10 Oak Bracken Bramble Woodland).

⁶⁴ BS 5837:2012 – ‘Trees in Relation to Design, Demolition and Construction to Construction – Recommendations’; and BS 3998:2010 – ‘Recommendations for tree work’.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			carefully chosen in line with best practice guidance to maximise the Site's biodiversity value post-development ⁶⁵ . Considering the above, any impact resulting from the loss of habitat on-site will be adverse but not significant.
C	Direct loss/disturbance to protected/notable species	Bats Nesting birds Badgers Hedgehogs Reptiles	As identified in Section 3 , the ecological surveys identified the Site as having suitable habitat for nesting birds, bats, hedgehogs, badgers and reptiles. The construction stage works, therefore, have the potential to result in temporary disturbance to and risk of killing/injuring these species within the Site through increased lighting, noise and vibration, and site/vegetation clearance. The construction stage works has the potential to result in temporary disturbance to bats through increased lighting, noise and vibration, both on foraging and commuting corridors. However, as stated in an Ecological Impact Assessment (EcIA) ²⁴ , it is anticipated that during the main active bat season (April-October), construction stage works will generally cease, or be winding down before dusk when bats emerge and will not begin before dawn when bats return to roosts. In some instance, e.g. late autumn or early spring when daylight hours are limited but weather conditions may be suitable for bats to be active, there may be a brief overlap between bat activity and on-site construction stage works. During this period, lighting may be required to enable the construction works to progress, and this along with any associated noise, may temporarily alter bats foraging and commuting activity across an area of the Site. However, existing Lux levels at the Site boundaries fall well below the levels required to cause disturbance to more light-tolerant bats species. Nevertheless, in order to avoid any impacts to more light tolerant species of bat, a lighting strategy should be designed in consultation with an ecologist [M1, M8] . The effects from lighting and noise during these occasional circumstances will only be a temporary deterrent to foraging and commuting bats in a concentrated area, and not across the wider Site and this is not anticipated to have significant adverse impacts upon bats. Although no individuals were identified during the ecological surveys, badgers, hedgehogs and reptiles may make use of the on-site woodland, scrub and grassland and therefore have potential to be

⁶⁵ Although not part of the EIA process, for Biodiversity Net Gain (BNG) purposes, it is understood that any remaining net loss in biodiversity is to be dealt with via a suitable mechanism to be agreed between the Applicant and MCC.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			killed/injured during Site clearance works and be affected subsequent to Site clearance by a loss of foraging, commuting, sheltering and basking habitat. As stated in Table 3, old nests were observed within on-site mature trees during the ecological surveys, indicating the Site is used by nesting birds. Consideration will be given during the construction stage works for nesting birds, in particular with vegetation/tree clearance (as listed in the CEMP measures below). Through the CEMP, several measures will be implemented to avoid/minimise disturbance of protected/notable species from the construction stage works [M1], such as: • Where practicable, vegetation/tree clearance at the Site will be undertaken outside of the main nesting bird season (i.e. between September and February inclusive). If these works cannot be restricted to within this period, an Ecological Watching Brief will be maintained during the main bird breeding season to ensure that no nesting birds are adversely affected; • Measures to discourage nesting birds up to the works commencing; • Avoidance of works before dusk when bats emerge and will not begin before dawn when bats return to roosts; • Clearance of any scrub, woodland, grassland, or trees will be undertaken with an awareness for the potential presence of hedgehog and any individuals found should be caught with gloved hands and moved to an alternative suitable habitat away from the proposed works by a qualified ecologist; • No open pits or trenches will be left uncovered or alternatively without a mammal escape ramp overnight; and • The reduction of fixed lighting outside construction working hours. In addition, as identified in the EclA²⁴, further bat surveys (emergence/return surveys or tree climbing observations by a licensed bat ecologist) will be required of all trees assessed as having BRP [M9] prior to felling to confirm the absence of bat roosts. If bat roosts are identified an appropriate Natural England protected species license will be obtained, prepared by a suitable ecological consultant. All further works are to be undertaken in line with a Natural England license, overseen by an appointed

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			Ecological Clerk of Works (ECoW). A Precautionary Working Method Statement (PWMS) will be produced by a qualified ecologist and implemented for any works include details of precautionary soft felling measures to be implemented whilst removing or pruning trees with bat roost habitat suitability. Precautionary soft felling measures will include pre-commencement checks of any PRFs prior to tree removal under supervision of a licensed bat ecologist via aerial inspection where possible [M9]. Considering the above, direct loss/disturbance to protected species/notable species will be temporary, adverse and not significant.
O	Provision and management of new/existing on-site habitat during operation	On-site habitat Birds Bats Badgers Hedgehogs Invertebrates	As stated in Section 2, the Proposed Scheme will include the provision of a 'Landscape Ecology Zone' within the landscape strategy [M7] which will comprise: the retention and enhancement of selected existing trees, grass and scrub, including introducing native ground flora and shrub layer and native tree planting; and swales as water attenuation features as part of the drainage strategy, sown with water's edge marginal wildflower grass seed mixes. The landscaping proposals will also include extensive Sedum green roofs on office, cycle and bin stores. Furthermore, it is recommended in the EclA²⁴ that: bird boxes are installed for species known to occur within the local area that are of conservation concern; bat boxes should be attached to retained trees at the Site to provide roosting opportunities for bats; and invertebrate boxes and log piles installed to increase foraging opportunities for wildlife on-site [M7]. A Landscape and Ecological Management Plan (LEMP) [M10], or similar, will be implemented during the operational stage in order to ensure landscaping and ecological measures are managed to maximise foraging, sheltering and commuting opportunities, and to prevent destruction or damage to bird nests in-use, for at least the next 30 years. Furthermore, a Bird Hazard Management Plan (BHMP) [M10] will be prepared to minimise impacts on nesting birds from the nearby Manchester Airport, by deterring larger species such as gulls, corvids, and pigeons from roosting on the proposed buildings. Given the above, although the provision and management of new/existing on-site habitat during operation will be beneficial, it is not anticipated to be significant.
Ground Condition and Contamination			

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
C	Exposure to on-site hazardous materials (specifically asbestos, radon) and historic contamination	Construction stage workers	As identified in Table 3, the potential sources of contamination within the Site are associated with historic agricultural and manufacturing/chemical works (i.e. from the former Ferranti Works) uses of the Site and the potentially infilled land associated with the former on-site pond which may include asbestos containing material. There is potential risk of the release of contaminants during the construction stage works (such as from intrusive groundworks) that could harm construction stage workers. The PRA⁷ concludes there is a low to moderate risk by construction workers to become exposed to localised contaminated soils during any intrusive groundworks. Safe working practices should be undertaken and appropriate Personal Protective Equipment (PPE) should be used, secured through a CEMP [M1], that will reduce the risk to low. A further intrusive investigation (and interpretative reporting) will be undertaken in line with appropriate guidance and standards⁶⁶ to confirm the presence and nature of Made Ground deposits; identified potential contamination sources within the Site; and gas-generating potential of Made Ground and the infilled former pond, along with confirming appropriate engineering and design responses [M5]. Whilst complex contamination is not anticipated, if required, a remediation scheme will be submitted and agreed with MCC in advance of works taking place to manage identified land contamination. This will also identify the requirement for any construction specific method statements (e.g. if the need for dewatering is identified). With the adoption of the identified mitigation, effects related to exposure to on-site hazardous materials and historic contamination is not considered to be significant.
C	Accidental migration/release of existing on-site contamination and/or contamination	Soil/waterbodies (including groundwater)	Throughout the construction stage, there is a potential for spillages (such as oil, fuel, cement, chemicals), soil erosion and/or the generation of suspended solids from activities which could affect soils and controlled waters. The PRA⁷ identified a low to moderate risk of soil/groundwater contamination and hazardous ground gas at the Site, as well as the potential presence of asbestos within the Made Ground. However, all construction stage activities will be undertaken in line with all appropriate Guidance for Pollution Prevention (GPP). Likely preventive measures that will be included

⁶⁶ Such as: BS 5930:2015 Code of practice for ground investigations; and Environment Agency (2020) Land contamination risk management (LCRM).

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
	arising from construction stage activities		within a CEMP [M1] include: bunded storage; designated wheel washing areas; and pollution prevent/reaction measures. With the adoption of the identified mitigation, effects related to the potential migration/release of contamination or that arising from construction activities are considered unlikely to be significant.
Archaeology			
C	Loss/disturbance to below ground heritage assets and historic site features of interest	Unknown heritage assets or features of historic interest (if present)	The construction stage works will include ground excavation works which have the potential to disturb unknown below ground heritage assets (if present). As stated in Section 3, the eastern portion of the Site has historically undergone minimal development (primarily associated with recreational playing fields with two tennis courts introduced in the 1960s) and therefore has the most potential for archaeological remains to be present within the Site. It is recommended that the archaeological potential of the Site is clarified through field evaluation. The overgrown nature of the Site and uneven ground means that geophysical survey is not feasible and so it is suggested that a programme of trial trenching is undertaken prior to the commencement of the construction stage works and any significant archaeological remains revealed by this work are appropriately recorded and sampled. All work should be undertaken in accordance with a Written Scheme of Investigation (WSI) approved by the Greater Manchester Archaeological Advisory Service [M11].
Heritage			
C	Change to/loss of significance and setting of built heritage assets	Built heritage assets (Listed Buildings and locally listed buildings)	The construction stage works/activities (including temporary presence of equipment/machinery) have the potential to change the significance/setting of nearby heritage assets through temporary changes to the Site's appearance and gradual erection of the Proposed Scheme. As stated in Section 3 and Initial Heritage Appraisal⁶⁷, there are no designated heritage assets located within the Site and the nearest designated heritage assets are the Grade II listed Chamber Hall and Barn, situated 95-100m to the north. Several locally listed buildings are identified along Daisy Bank Lane (including several cottages and farm), Heald Green Station and Tatton Arms Public House.

⁶⁷ The Initial Heritage Appraisal (Turley, 2022) states that due to distance, tree cover and the extent of intervening development it is not considered that the Proposed Scheme would have a potential effect on the significance of any other designated or non-designated heritage assets.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			The Site is well enclosed by existing vegetation/trees. Where visible, the boundary treatments and unkempt nature of the Site create a derelict appearance. Historical mapping shows the Site to be within the wider area of agricultural land and then in landholdings of the Tatton Estate, which also contained Chamber Hall and it can therefore be assumed that there was a degree of functional association between the farm complex and part of the Site at that time. However, this relationship is no longer evident due to the wide highway, verges, footpaths and cycleways on Simonsway and visual screening created by trees and other planting along the perimeter of the Site. Therefore, the Site neither contributes to or detracts from the significance of Chamber Hall or Barn. The Site is visible to varying degrees from the identified non-designated heritage assets. As with the Listed Buildings, it previously formed part of a wider area of agricultural land and was part of the wider rural setting of these assets historically. This relationship is also no longer evident and the Site is not an aspect of the setting of these assets that contributes to their setting/significance. Therefore, due to distance, tree cover and the extent of intervening development it is not considered that the construction works/activities would have a potential effect on the significance of any other designated or non-designated heritage assets.
O	Change to setting and significance of built heritage assets	Listed Buildings Locally listed buildings	As stated for the construction stage effects, the relationship between the Site and the designated and non-designated built heritage assets are no longer evident and the Site is not an aspect of the setting of these assets that contributes to their setting/significance. Furthermore, the Proposed Scheme will comprise low-rise (2-storeys) units which will not significantly extend above the existing trees on the Site boundary which currently screen the Site. Therefore, the fully built and operational Proposed Scheme will not result in any significant change to the setting and significance of existing built heritage assets.
Landscape and Visual			
C	Changes to on-site/off-site landscape	Landscape character	During the construction stage, there will be a temporary change in the landscape character and visual context of the Site, as viewed by the nearby residential properties and users of surrounding public amenity areas with inter-visibility with the Site. The presence of plant on-site (specifically tall

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
	character and visual amenity as a result of construction stage activities/plant/machinery on-site and new built form	Visual receptors (local residents)	machinery) and construction activities may be perceived by the local community negatively and introduce a change to the Sites character. However, views of the Site are considered⁶⁸ to be highly localised due to landscape pattern, varying topography and the intervening vegetation and treescape along the Site boundaries which will limit views of the works. It is envisaged that temporary fencing/hoarding will be erected around the perimeter of the Site, where necessary, implemented through a CEMP [M1]. This will further help to screen low level construction activities. In addition, the adoption of general site tidiness and sensible layout (which will be defined in a CEMP [M1]), will in part help to mitigate adverse visual effects. The effects during construction will be short-term and temporary (approximately 13 months) and, in general terms, will be no greater in magnitude than those described below for the operational stage. Therefore, construction stage effects are not considered to be significant.
O	Changes to visual amenity as a result of new built form	Road users, cyclists and pedestrians Local community Local workers User of PRow Site and immediate setting Future Site users (workers, visitors)	The visibility of the Site would increase with the introduction of the Proposed Scheme due to the presence of large-scale built form within the Site. The Zone of Theoretical Visibility (ZTV) within the Landscape and Visual Impact Appraisal and Green Belt Appraisal⁶⁸ demonstrates that the Proposed Scheme will be most noticeable from the roads within the immediate setting off the Site and therefore 14 representative viewpoints at various points along the local road network and PRowS were assessed. These views will be experienced by sensitive receptors in the context of the existing adjacent commercial uses. Beyond this the Proposed Scheme would be less visible, will glimpses of the rooftops of the proposed built form, although generally these views would be experienced in the context of the surrounding commercial buildings. Overall, it is considered that the Site is an area of low landscape value and sensitivity and the identified effects on views would be localised and generally of low-medium to medium magnitude, with sensitivities of the receptors ranging from low-medium (from roads) to medium (from PRowS). The effects would be considered adverse for Styal Road southbound, Shadowmoss Road and Ringway Road, and beneficial for Simonsway, Finney Lane, Patch Croft Road/Pasture Field Road and within the Site. All

⁶⁸ Turley (2022) Landscape and Visual Impact Appraisal and Green Belt Appraisal – Atlas Business Park, November 2022.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			views from PRoWs were concluded as negligible. However, none of the effects were concluded to be significant.
O	Change to landscape character as a result of new built form	Local Character Area	During the operational stage, the Proposed Scheme will introduce new built form to the Site, which has the potential to change the existing landscape character, of which the Landscape and Visual Impact Appraisal and Green Belt Appraisal⁶⁸ identified and assessed three landscape receptors: LCA 40 (the eastern part of the Site is situated within); the Site itself and immediate setting; and on-site vegetation. As stated in Section 3, the Site partially falls within LCA 40: Heald Green to Bramhall ('LCA 40'), which is categorised within the 'Urban Fringe Farmland' landscape character type, influenced by the current mix of commercial uses and agricultural land within the area. LCA 40 was concluded to have a 'low-moderate' sensitivity and low magnitude of change from the Proposed Scheme due to the addition of built form within a small portion of the character area. The Site and immediate surroundings and on-site vegetation were concluded to have low and low-medium sensitivity respectively with a medium magnitude of change from the Proposed Scheme. However, the Proposed Scheme will reflect existing uses and will be of a similar scale and height to built form already within the local context. The vegetation/trees within and along the Site boundaries provides some visual amenity within the wider setting and a degree of containment. Some areas of this established mature vegetation will be removed to make way for the Proposed Scheme; however, overall the Proposed Scheme will improve the condition of the Site. Overall, the effects of the landscape receptors as a result of the Proposed Scheme would generally be adverse; however, due to the locations and setting of the Site, the receptors are not particular sensitive to change of this nature and effects are therefore not significant.
Artificial Lighting			
C	Disturbance from temporary construction stage lighting	Local community (e.g. residents, non-motorised	During the construction stage, there is anticipated to be task lighting, particularly during the winter months which will lead to an increase in on-site lighting levels. Although the Site currently has low to medium district brightness (described in Section 3), the Site is screened by vegetation/trees along the majority of the Site boundaries, including the northern

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
		users of local road network) Bats	boundary where the nearest residential properties are located on the other side of Simonsway. Therefore, there is unlikely to be a significant change experienced at nearby residential properties. As identified within <i>Biodiversity</i>, existing Lux levels at the Site boundaries fall well below the levels required to cause disturbance to light-tolerant bats species. However, in order to avoid any impacts on less tolerant species, a lighting strategy should be designed in consultation with an ecologist [M1, M8]. Additionally, the contractor will implement construction lighting measures in line with appropriate guidance⁶⁹ through a CEMP [M1], such as: • The use of sufficient lighting units for the task in hand to avoid the need for tall, wide beam lighting units; • The reduction of fixed lighting outside construction working hours; • Any requirements for ongoing monitoring and liaison with stakeholders; and • Avoiding the illumination of foraging and commuting corridors. Therefore, effects related to temporary construction lighting are not considered to be significant.
O	Changes to local lighting environment due to operational lighting	Local community (residential properties, commercial properties, non-motorised users of the local road network, users of public open spaces) Bats	As with temporary construction lighting, the Proposed Scheme will change existing lighting levels within the Site. The introduction of operational lighting has the potential to adversely impact upon bats as the lighting levels will increase compared to existing conditions. As stated above, existing Lux levels at the Site boundaries fall well below the levels required to cause disturbance to more light-tolerant bats species. However, in order to avoid any potential impacts on bats from increased light levels, a lighting strategy should be designed in consultation with an ecologist [M1, M8]. Additionally, appropriate external lighting will be provided in line with relevant guidance and British Standards⁷⁰ [M8]. Therefore, effects related to operational lighting are not considered to be significant.

⁶⁹ Such as: ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2021 and ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK.

⁷⁰ British Standard 5489-1:2020 – Design of road lighting. Lighting of roads and public amenity areas. Code of practice.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
Climate Change			
C	Release of GHG emission through embodied carbon, construction activities/plant/machinery/traffic	Climatic system	The construction of the Proposed Scheme has the potential to release GHG emissions from the use of plant and machinery, construction traffic and the embodied carbon associated with the manufacturing of construction materials. The exact emissions from construction are unclear without full knowledge of materials, their origins and machinery/plant being used. However, the emissions can be mitigated through careful sourcing of construction materials to reduce associated GHG emissions, as well as direct emission reducing practices. Such measures will be detailed within a CEMP [M1]. Considering the scale of the Proposed Scheme and measures to be included in a CEMP, GHG emissions from the construction stage are considered to be limited in the context of overall emissions across Greater Manchester and construction sector targets.
O	Release of GHG and impacts of climate change on the operational Proposed Scheme	Climatic system Proposed Scheme	Once completed, GHG emissions will be released as a result of energy used for heating and lighting, as well as the transportation generated by the Proposed Scheme. As described in Section 2, the energy strategy¹⁵ has been formulated using the nationally accepted energy hierarchy of 'Be Lean', 'Be Clean', 'Be Green' and 'Be Seen' as a framework to reduce energy requirements for the Proposed Scheme. The strategy proposes an all-electric scheme, with a combination of: passive design measures (i.e. improved U-values, solar controlled glazing and reduced air permeability), maximisation of natural lighting within the warehouses, energy efficient measures (such as low energy fans, high efficiency LED lighting), ASHP for office cooling/heating and roof mounted solar PV panels [M12]. The Proposed Scheme has been designed to operate without the need for fossil fuels, opting for a grid supplied electric solution; therefore, an on-site heating network with a central boiler and combined heat and power (CHP) plant is not appropriate given that an all-electric scheme is proposed. Furthermore, non-residential uses are required to meet specific standards covered within the Building Regulations (Part L, Volume 2: Buildings other than dwellings) which are focused on the conservation of fuel and power in order to improve building efficiency (and therefore require less energy and

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			generate less indirect GHG emissions). As such, the Proposed Scheme will be built in line with such standards as a minimum [M3]. The increase in traffic generated by the operational Proposed Scheme (as stated in '<i>Transport and Access</i>') is considered to be not significant. The effects of climate change and the associated with flood risk/drainage on future development is dealt with through the proposed drainage system (as described in Section 2) design to accommodate runoff arising from a 1 in 100-year rainfall event and 45% allowance to account for further effects of climate change [M2]. Given the above, the effects of climate change from the Proposed Scheme are not considered to be significant.
Major Accidents and/or Disasters			
C	Disturbance of UXO during ground works	Construction workers Local residents Pedestrians	As stated in Section 3, the Detailed Explosive Ordnance Risk Assessment³⁹ identified a low-to-moderate risk of UXO to the anticipated ground works. Therefore, there is a potential for disturbance of unknown buried UXO during the construction stage (primarily associated with ground excavation and piling). It is recommended that UXO site safety instructions and awareness briefings are provided by a UXO expert to be included within a CEMP [M1] prior to any excavation works or site investigations commencing. The instructions should include guidance on making a preliminary suspicious object threat assessment, a visual catalogue of commonly found UXO types and the steps to take in the event of potential UXO find. Given the above, the likely effect is not considered to be significant.
Waste			
C	Generation of waste	Local waste treatment/disposal facilities	The Proposed Scheme will result in the generation of construction stage waste and increased demand on local waste treatment/disposal facilities. However, it is assumed that a Site Waste Management Plan [M13] will be developed prior to any works commencing on-site which will minimise waste streams, their appropriate reuse (including reuse on-site if practical) or recycling and ultimate disposal to relevant waste handling facilities. This is in accordance with relevant standards and guidance (i.e.

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			Controlled Waste (England and Wales) Regulations 2012). As such, significant effects from the generation of waste are considered unlikely.
O	Increased demand/pressure on local waste facilities	Local waste treatment/disposal facilities	The Proposed Scheme will generate waste during operation, primarily commercial waste, which will increase the demand on local waste facilities. However, appropriate waste storage facilities will be provided for each unit and refuse collection will be in accordance with MCC requirements. Such measures are likely to be managed by an approved Operational Waste Strategy [M14] , in line with Controlled Waste (England and Wales) Regulations 2012 and local guidance. Therefore, increased demand/pressure on local waste facilities are considered unlikely to be significant.

7. In-Combination Effects

- 7.1 In line with the methodology set out within **Section 5**, a review of MCC's planning portal has been undertaken and 7 approved projects (listed in **Table 7.1** and shown on **Figure 2**) are considered to meet the selection criteria for in-combination effects as set out in **Section 5**.

Table 7.1: Projects Identified for Appraisal

Ref	Application Number/Location	Description	Status	Distance from Site
1	120302/FO/2018* Heald Green House, Irvin Drive, Manchester, M22 5LS	Creation of a 743 space off-airport car park with access road off Styal Road, installation of 2.4 metre high weld mesh fencing and gates, 45 lighting columns and office cabin with associated landscaping	Approved (after appeal)	40m east
2	123105/OO/2019 Manchester Business Park, Aviator Way, Manchester, M22 5TG	Outline application for the erection Class B1 office building(s) providing 13,200 sqm of floorspace with associated car parking and landscaping.	Approved	950m south-west
3	124820/FO/2019* Land To The North East Of Enterprise Way, M22 1PU	Construction of a temporary 729 space car park, with associated access arrangements onto Enterprise Way, for a temporary period of five years.	Temporarily Approved	1.3km to the south-west
4	121270/OO/2018 ⁷¹ Land to the North-east and South-west of Enterprise Way; Bounded by Ringway Road west to the South; and Thaxted Walk, Roxholme Walk, the Rear of 27-67 Lincombe Road and 2-8 Dentdale Walk to the North, Manchester	Outline application for a 6 storey building comprising 26,803 sqm gross office floorspace (use class B1(a)) and erection of a 6 storey multi-storey car park to provide 1,147 parking spaces, landscaping and public realm, with vehicular access onto Enterprise Way and associated works (Phase 1); and, Outline application for 39,673 sq. m gross office space (use class B1(a)) and associated car parking (maximum 832 spaces) (Phases 2 and 3).	Approved	1.3km west
5	125848/FO/2020 ⁷² Land at Chicago Avenue to the North of the Airport Station and to	Erection of a 9-storey 412-bedroom hotel.	Approved	1.7km south-west

⁷¹ Followed by: CDN/20/0221; 126594/NMC/2020; CDN/20/0366; 129109/JO/2021.

⁷² Followed by: CDN/21/0414; CDN/21/0682; CDN/22/0437; 134218/NMC/2022; CDN/22/0457

Ref	Application Number/Location	Description	Status	Distance from Site
	the South of M56 Spur, Manchester Airport, M90 3RA			
6	121323/FO/2018* Land Bounded By Enterprise Way To The North And West And The M56 To The South, Manchester	Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping	Under construction	1.65km south-west
Outside of MCC's administrative area:				
7	DC/081468 Gatley Golf Club Styal Road Gatley Cheadle Stockport SK8 3TW	Outline planning permission (access only) for up to 278 dwellings, retention of the existing Heald Green Community Theatre building, retention of the existing Clubhouse to facilitate its use as a community hub (sui generis) for flexible uses within Use Class E (a)(b)(e)(g(i)) and Class F2, associated landscaping and open space and pedestrian and vehicular access from Pymgate Lane, Styal Grove, Grasmere road and Troutbeck Road.	Awaiting approval	780m north-east

** Included due to the large number of car parking spaces and increased local traffic potential on shared road network with the Proposed Scheme.*

- 7.2 The in-combination appraisal has identified the potential for in-combination effects using receptors categories, defined by the 'factors' categories outlined in Regulation 4, Paragraph 2 (expanded on in Schedule 4, Paragraph 4) of the EIA Regulations. The appraisal is not a complete in-combination assessment nor does it define if the in-combination effect(s) is significant; rather it identifies where a potential in-

combination effect may be present between the Proposed Scheme and the identified approved projects. The in-combination appraisal is outlined within **Table 7.2**.

- 7.3 In **Table 7.2**, where a potential in-combination effect between the Proposed Scheme as approved project is considered to be possible this has been identified with (✓). In contrast, where a potential in-combination effect is considered unlikely, this has been identified with a cross (X). Where it is uncertain if a potential in-combination effect is likely, this has been identified with a question mark (?).

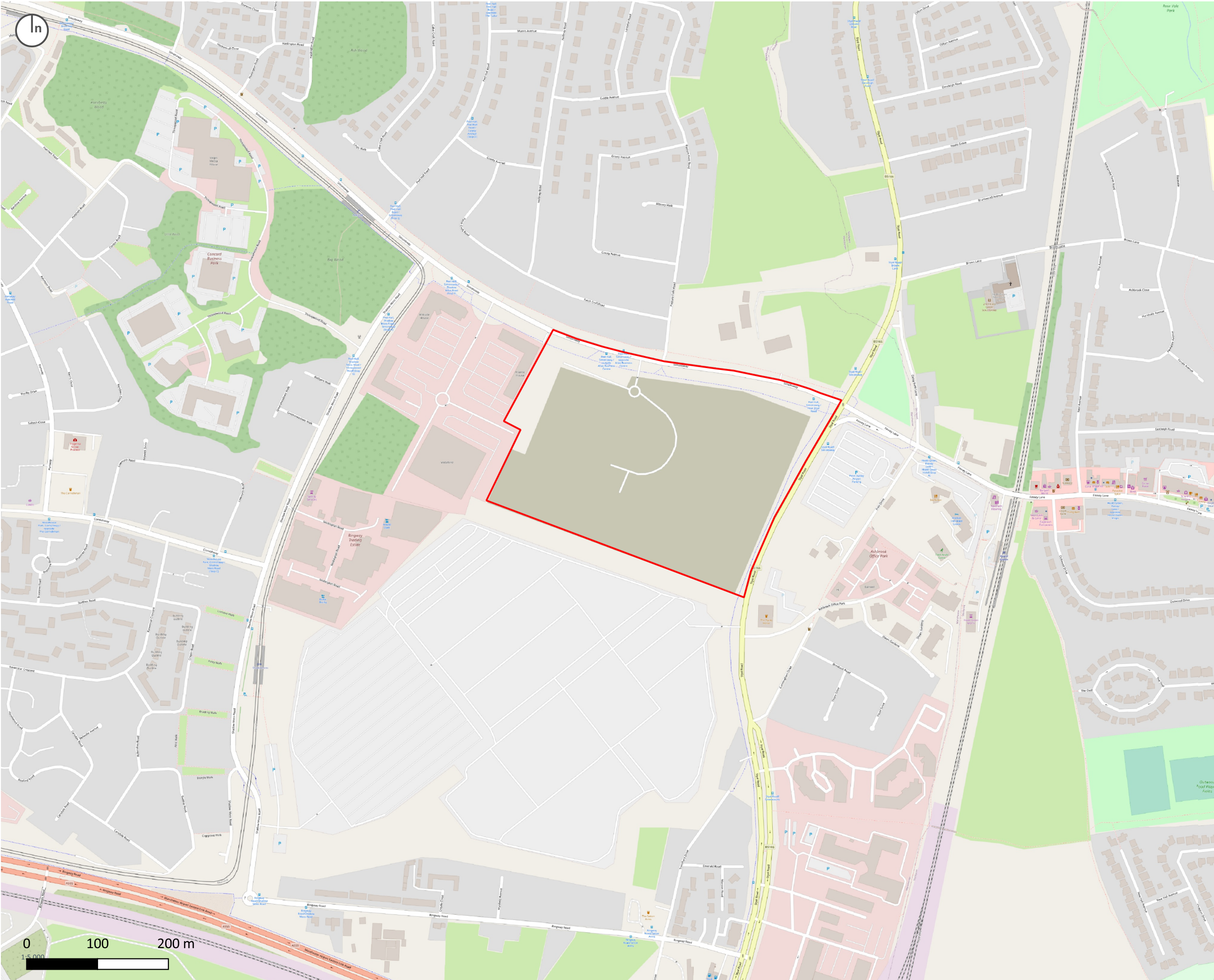
Table 7.2: In-Combination Appraisal

Receptor Category	Approved Project Ref:						
	1	2	3	4	5	6	7
Population and Human Health	✓	✓	✓	✓	✓	✓	✓
Biodiversity	✓	X	X	X	X	X	✓
Land	✓	X	X	X	X	X	X
Soil	✓	X	X	X	X	X	X
Water	✓	X	X	X	X	X	X
Air	✓	X	X	X	X	X	X
Climate	✓	✓	✓	✓	✓	✓	✓
Material Assets	X	X	X	X	X	X	X
Cultural Heritage	X	X	X	X	X	X	X
Landscape	✓	X	X	X	X	X	X

- 7.4 As shown in **Table 7.2**, there is the potential for in-combination effects on the population and human health and climate receptor groups for all Approved Projects (1–7). For Approved Projects 1 and 7, there also is the potential for in-combination effects on the biodiversity receptor group. Furthermore, Approved Project 1 has the potential for in-combination effects on the land, soil, water, air and landscape receptor groups.
- 7.5 It should be noted that significant effects to these receptors have not been identified in the appraisal of effects from the Proposed Scheme in isolation and each identified project would be required to include its own suitable mitigation, where possible, if adverse effects are anticipated.

8. Summary

- 8.1 This EIA Screening Report has been prepared in order to obtain a Screening Opinion from MCC in accordance with Part 2 of the EIA Regulations and to provide all information required to support MCC in reaching their Screening Opinion, as set out in Regulation 6, Paragraph 2 of the EIA Regulations. The required contents of the Screening Opinion are set out within Regulation 5, Paragraph 5.
- 8.2 The characteristics of the Proposed Scheme and the Site and its surrounds have been set out within **Sections 2 and 3** respectively. Both sections have been used to inform the appraisal of likely environmental effects arising from the Proposed Scheme during the construction and operational stages (**Section 6**) in line with the methodology defined with **Section 5**, with specific consideration of mitigation, in line with Regulations 6, Paragraph 2(e) of the EIA Regulations and best practice. In line with the methodology set out within **Section 5**, where mitigation has been considered, this has been clearly defined within **Section 6** and catalogued into a comprehensive Schedule of Mitigation provided as **Appendix 1**.
- 8.3 A high-level appraisal of potential in-combination effects has been provided within **Section 7**. A review of MCC's planning portal, in line with selection criteria set out within **Section 5**, identified 7 projects where a potential in-combination effect could occur with the Proposed Scheme.
- 8.4 It should be noted that likely significant effects from the Proposed Scheme in isolation have not been identified through the appraisal and when considering potential in combination effects each identified project would be required to include its own suitable mitigation.



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EIA Study Area

CLIENT:
Aviva Investors

PROJECT:
Land Adjoining Atlas Business Park,
Manchester

DRAWING:
Site Location Plan

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER:
Figure 1

CHECKED BY:
ET

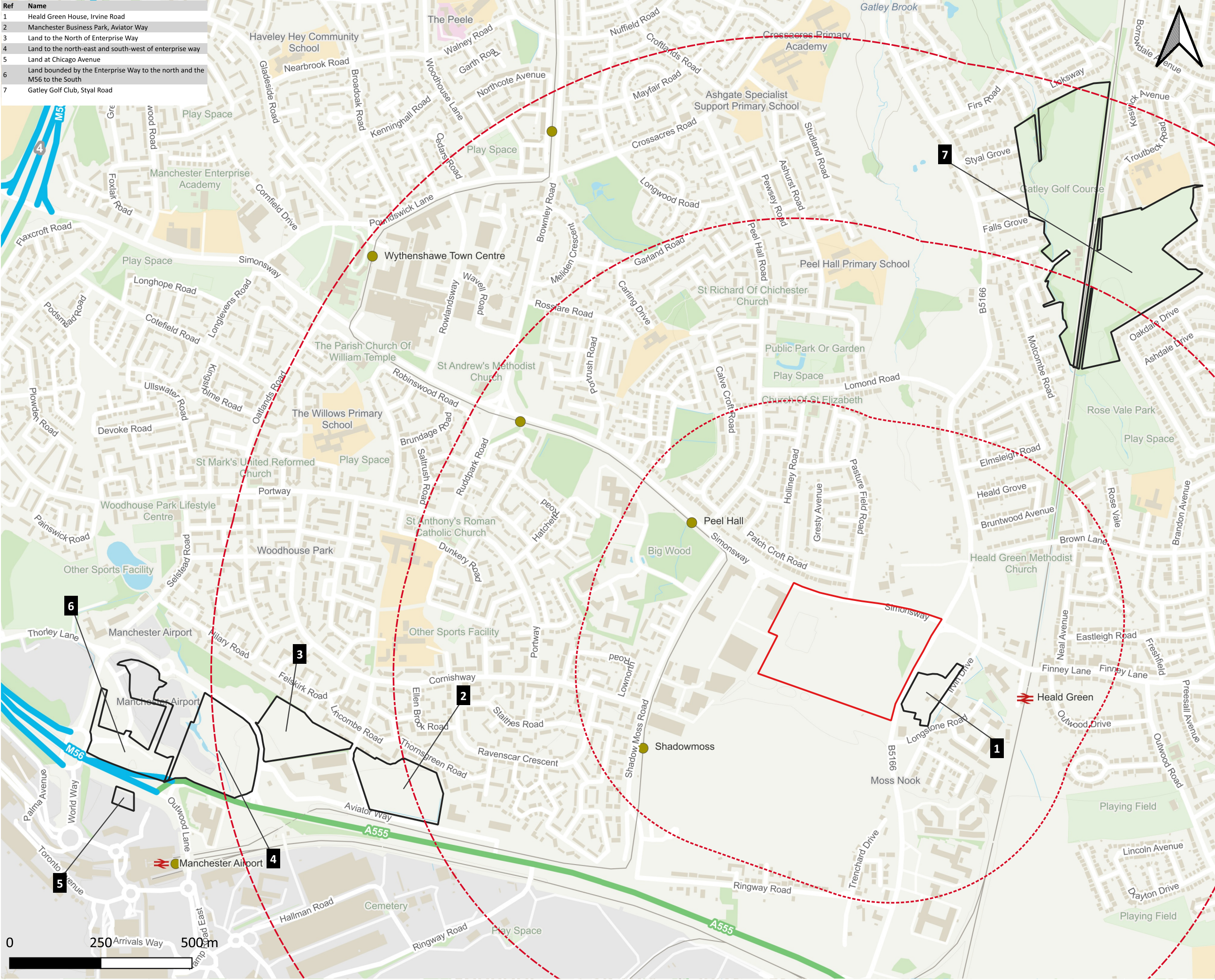
REVISION:
1.0

STATUS:
Final

DATE:
November 2022

SCALE:
1:5,000 @ A3

Ref	Name
1	Heald Green House, Irvine Road
2	Manchester Business Park, Aviator Way
3	Land to the North of Enterprise Way
4	Land to the north-east and south-west of enterprise way
5	Land at Chicago Avenue
6	Land bounded by the Enterprise Way to the north and the M56 to the South
7	Gatley Golf Club, Styal Road



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- 1.5km Buffer
- 1km Buffer
- 500m Buffer
- EIA Study Area
- Approved Project

CLIENT:
Aviva Investors

PROJECT:
Land Adjoining Atlas Business Park, Manchester

DRAWING:
Approved Projects

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER:
Figure 2

CHECKED BY:
ET

REVISION:
1.0

STATUS:
Final

DATE:
November 2022

SCALE:
1:20,000 @ A3

Appendix 1: Schedule of Mitigation

Purpose

In line with Regulation 6, Paragraph 2(e) of the EIA Regulations project specific measures to avoid and/or prevent significant adverse environmental effects (i.e. mitigation measures) have been considered when appraising likely environmental effects. The EIA Regulations state that the inclusion of such measures and the extent to which they avoid and/or prevent adverse environmental effects should be considered by MCC when formulating a Screening Opinion.

In order to support MCC, the mitigation measures identified within **Section 6** have been collated into a single Schedule of Mitigation set out below. The aim of the Schedule is to provide confidence to the local planning authority that mitigation identified is sufficient to avoid or prevent significant adverse effects and thus validate the determination of likelihood of significant effects as concluded within **Sections 6 and 7**.

It is envisaged that the mitigation outlined will be secure by a suitably worded condition(s)/s106 obligation as part of any planning approval, where appropriate, and the Schedule of Mitigation will be utilised by the Applicant and appointed contractor to control and deliver mitigation commitments.

Approach

The schedule has been compiled using specific mitigation measures identified within **Section 6**.

As detailed within **Section 6**, mitigation reference codes (M1, M2, etc.) have been used to link specific mitigation with the relevant appraisal of likely environment effects.

The following types of mitigation have been considered:

Mitigation Category	Definition of Mitigation
Primary Mitigation	Inherent mitigation, comprising fundamental aspects of the project design
Secondary Mitigation	Foreseeable mitigation, requiring further input and assessment in order to achieve the desired outcome of the assessment
Tertiary Mitigation	Inexorable mitigation, in that it would be compulsory regardless of environmental impact assessment

Schedule of Mitigation

* C = Construction; O = Operational

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
Construction Environmental Management Plan (CEMP)	M1	Principal Contractor	C	A CEMP will be prepared by the principal contractor in advance of the construction stage works and submitted to MCC for approval. The document will provide details and principles to avoid and effectively manage potential adverse effects upon the environment. It will include measures in line with all relevant government and industry standards, codes of practice and best practice measures, inclusive of but not limited to: - Controlled Waste (England and Wales) Regulations 2012; - The Construction (Design and Management) Regulations 2015; - CIRIA C572: Treated ground engineering properties and performance; - British Research Establishment (BRE) document FB75: Building on Fill - Geotechnical Aspects; - British Standard (BS) 6031:2009: Code of Practice for Earthworks; - BS 5228 1:2009 + A1:2014 'Code of practice for noise and vibration control on construction and open sites'; - BS 5837:2012 – 'Trees in Relation to Design, Demolition and Construction to Construction – Recommendations'; and BS 3998:2010 – 'Recommendations for tree work' - CIRIA C741: Environmental Good Practice on Site Guide (2015); - CIRIA C670: Site Health Handbook (2008); - IAQM Guidance on the Assessment of Dust from Demolition and Construction (2016); and

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				- Guidance for Pollution Prevention (GPPs). Measures to be outlined in the CEMP that have been identified through the appraisal in Section 6 will include: - Adherence to Best Practicable Means (BPM); - All necessary groundworks will be implemented in order to provide suitable construction platforms; - If present, non-native invasive plant species to be appropriately managed, removed and disposed of; - Temporary flood risk measures to be implemented where required to prevent significant on-site flooding from occurring during heavy rainfall/weather events; - Traffic management plan, including timing of deliveries (avoiding peak hours where practicable) and associated control mechanisms for all construction stage traffic. This will also include details for any deliveries of large oversize machinery/plant; - Proposed construction stage vehicle routing; - Necessary temporary signage on the local road network; - Set out specifics of temporary parking for all construction staff, deliveries and sub-contractors; - Provision of alternative pedestrian/cycle routes (including diversions, where required) with appropriate sign-posting; - A Construction Logistics Plan (CLP) to manage the sustainable delivery of goods and materials. - Providing screening for dust generating activities and covering any material stockpiles; - Use of effective water suppression during construction stage activities;

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				• Implementation of a wheel washing system for vehicles entering/leaving the Site; • Regular site inspections and communication with the local community, including a stakeholder communications plan (including informing the community before work commences) and complaints logbook (made available to MCC upon request); • Further air quality based mitigation as presented within the submitted Air Quality Assessment¹⁸; • Construction stage working hours will be 07:30 to 18:00 on Monday to Friday; 08:30 to 14:00 on Saturday; and only minimal (i.e. no noisy) working on Sunday and Bank Holidays, unless otherwise agreed with MCC; • Retained trees and scrub should be protected in accordance with current standards (BS 5837:2012), including implementing root protection areas (RPA) for retained trees, avoiding any development within RPAs where practicable. Additionally, there must be no vehicles, materials, equipment or machinery allowed within the RPAs of retained trees at any time; • All tree works should be carried out by a suitably qualified contractor; • Construction stage activities will be undertaken in line with all appropriate Guidance for Pollution Prevention (GPP). Pollution prevention measures such as bunded storage, designated wheel washing areas, settling basins, screening stockpiles of material, dampening exposed soils and ongoing monitoring and liaison; • Where practicable, vegetation/tree clearance at the Site will be undertaken outside of the main nesting bird season (i.e. between September and February inclusive). If these works cannot be restricted to within this period, an Ecological Watching Brief will be maintained during the main bird breeding season to ensure that no nesting birds are adversely affected. Clearance of any scrub, woodland,

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				grassland, or trees will be undertaken with an awareness for the potential presence of hedgehog and any individuals found should be caught with gloved hands and moved to an alternative suitable habitat away from the proposed works by a qualified ecologist; • Measures to discourage nesting birds up to the works commencing; • Avoidance of works before dusk when bats emerge and will not begin before dawn when bats return to roosts; • No open pits or trenches will be left uncovered or alternatively without a mammal escape ramp overnight; • The reduction of fixed lighting outside construction working hours; • Safe working practices should be undertaken and appropriate Personal Protective Equipment (PPE) should be used; • Use of hoarding to visually screen activities, adoption of general Site tidiness and sensible Site layout; • Careful sourcing of construction materials to reduce associated GHG emissions; and • UXO site safety instructions and awareness briefings provided to all staff by a UXO expert prior to works commencing. Construction lighting measures (designed in consultation with an ecologist with respect to impacts on bats), in line with appropriate guidance, will include: • The use of sufficient lighting units for the task in hand to avoid the need for tall, wide beam lighting units; • The reduction of fixed lighting outside construction working hours; • Any requirements for ongoing monitoring and liaison with stakeholders; and

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				Avoiding the illumination of foraging and commuting corridors.
Drainage strategy	M2	Applicant / Design Team	O	The Proposed Scheme will implement a controlled surface water drainage scheme (as described in Section 2 and the submitted Flood Risk Assessment and Drainage Strategy Report¹³) to ensure discharge is in line with an agreed maximum allowable run-off rate of 65.3 l/s (1:100 year run off rate), which includes a 100 year + 45% allowance for climate change. Appropriate on-site surface water attenuation capacity (using a geocellular storage tank with a capacity of 4,800m³) will be implemented into the Proposed Scheme.
Building design	M3	Applicant / Design Team	O	The Proposed Scheme will be designed in accordance with the Building Regulations, which will ensure the effects of climate change are dealt with. All earthworks and foundation design will be in accordance with industry guidance and standards (such as CIRIA Report C572: Treated ground engineering properties and performance; British Research Establishment document FB75: Building on Fill – Geotechnical Aspects; and BS 6031:2009: Code of Practice for Earthworks). All buildings will be designed and constructed in line with fire preventative measures (e.g. fire doors) and all external façades and materials will meet the necessary fire resistance standards set out within Building Regulations and by law. Prior to occupation of all buildings all necessary emergency producers/practices (e.g. Fire Emergency Evacuation Plan (FEEP)) or apparatus/instruments (e.g. smoke detectors/sprinklers) will be in place as required by law. The Proposed Scheme has been designed in line with appropriate national guidance and standards with respect to crime and anti-social behaviour prevention and overall community safety and will incorporate appropriate security measures (such as access gates, CCTV and, if required, on-site security).

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				Buildings will meet the specific standards covered within Building Regulations (Part L, Volume 2: Buildings other than dwellings) which is focused on the conservation of fuel and power in order to improve building efficiency (and therefore require less energy and indirect GHG emissions). A public safety zone for Manchester Airport covers the south-eastern corner of the Site, resulting in no buildings/structures proposed within this area for the Proposed Scheme to avoid potential risks with landing/taking-off aircrafts.
Utilities	M4	Applicant	O	The Applicant will enquire with the relevant district network operators (United Utilities) to confirm capacity exists within their relevant networks to accommodate the Proposed Scheme.
Intrusive ground investigation and, if required, further actions	M5	Applicant / Contractor	C	A further intrusive investigation (and interpretative reporting) will be undertaken in line with appropriate guidance and standards⁷³ prior to any works commencing to confirm the presence and nature of Made Ground deposits; identified potential contamination sources within the Site; and gas-generating potential of Made Ground and the infilled former pond, along with confirming appropriate engineering and design responses. The investigation will also refine the Site-specific ground model and groundwater regime and enable confirmation of foundation and engineering solutions to be made. If required, a remediation scheme will be submitted and agreed with MCC in advance of works taking place to manage land contamination. This will also identify the requirement for any construction specific method statements (e.g. if the need for dewatering is identified)

⁷³ Such as: BS 5930:2015 Code of practice for ground investigations; and Environment Agency (2020) Land contamination risk management (LCRM).

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
Operational plant noise limits	M6	Applicant / Building Operator	O	Operational fixed plant must not exceed 5dB below the measured background sound level.
Landscape Strategy	M7	Applicant / Building Operator	O	Landscape proposals have been prepared and will be submitted with the application to MCC for approval. The proposals set out the specifics of all hard and soft landscaping proposed (including a “Landscape Ecology Zone”) to provide a quality external appearance and ecological habitats (as presented in Section 2), including: - Retention and enhancement of selected existing vegetation/trees (primarily along the Site boundaries), including introducing native ground flora, shrub layer and tree planting; and - Swales as water attenuation features as part of the drainage strategy [M2], sown with water’s edge marginal wildflower grass seed mixes. Additionally, hard and soft landscaping will be incorporated around the proposed units, including Sedum green roofs on top of ancillary offices and cycle and bin stores. Furthermore, it is recommended bird boxes are installed for species known to occur within the local area that are of conservation concern; bat boxes to be attached to retained trees at the Site to provide roosting opportunities for bats; and invertebrate boxes and log piles installed to increase foraging opportunities for wildlife on-site.
Lighting Strategy	M8	Applicant / Design Team	C/O	All future lighting installations will be designed and installed in line with relevant standards and guidance, including: - CIE 150: 2017 – Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2nd Edition; - ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2020; - BS 5489-1 : 2013 – Code of Practice for the Design of Road Lighting;

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				• BS EN 13201-2:2015 – Road Lighting – Part 2: Performance Requirements; • BS EN 12464 – 2 2014 – Outdoor Work Spaces; SLL Guide to Limiting Obtrusive Light 2012; and • SLL Lighting Handbook 2009; • SLL Guide to Limiting Obtrusive Light 2012; • LG 6 (CIBSE) – The Exterior Environment 2016; and • ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK. In order to avoid any impacts to more light tolerant species of bat, the lighting strategy should be designed in consultation with an ecologist.
Further bat surveys and, if required, Natural England protected species licence	M9	Applicant / Ecologist	C	Further bat surveys (emergence/return surveys or tree climbing observations by a licensed bat ecologist) will be required of all trees assessed as having bat roost potential prior to felling to confirm the likely absence of bat roosts. If bat roost(s) are identified an appropriate Natural England protected species license will be obtained, prepared by a suitable ecological consultant. All further works are to be undertaken in line with the Natural England license, overseen by an appointed Ecological Clerk of Works (ECoW). A Precautionary Working Method Statement (PWMS) will be produced by a qualified ecologist and implemented for any works include details of precautionary soft felling measures to be implemented whilst removing or pruning trees with bat roost habitat suitability. Precautionary soft felling measures will include pre-commencement checks of any PRFs prior to tree removal under supervision of a licensed bat ecologist via aerial inspection where possible.
Ecological Management	M10	Applicant	O	A Landscape and Ecological Management Plan (LEMP), or similar, will be implemented during the operational stage in order to ensure landscaping and ecological measures are managed to maximise foraging, sheltering and commuting opportunities, and to prevent destruction or damage to bird nests in-use, for at least the next 30 years.

Mitigation Measure	Mitigation Reference	Responsibility	Applicable Stage (C/O)*	Detail of Mitigation
				A Bird Hazard Management Plan (BHMP) will be prepared to minimise impacts from nesting birds on the nearby Manchester Airport, by deterring larger species such as gulls, corvids, and pigeons from roosting on the proposed buildings.
Written Scheme of Investigation (WSI)	M11	Applicant / Contractor	C	A programme of trial trenching is to be undertaken prior to the commencement of the construction stage works and any significant archaeological remains revealed by this work are appropriately recorded and sampled. All work should be undertaken in accordance with a Written Scheme of Investigation (WSI) approved by the Greater Manchester Archaeological Advisory Service.
Energy Strategy	M12	Applicant / Building Operator	O	As described in Section 2 , the energy strategy for the Proposed Scheme proposes an all-electric scheme (opting for a grid supplied electric solution), with a combination of: passive design measures (i.e. improved U-values, solar controlled glazing and reduced air permeability), maximisation of natural lighting within the warehouses, energy efficient measures (such as low energy fans, high efficiency LED lighting), ASHP for office cooling/heating and roof mounted solar PV panels.
Site Waste Management Plan	M13	Contractor	C	The contractor will prepare a suitable Site Waste Management Plan identifying how waste produced will be managed in accordance with relevant standards and guidance (i.e. Controlled Waste (England and Wales) Regulations 2012).
Waste Strategy	M14	Applicant	O	Appropriate waste storage facilities will be provided and refuse collection will be in accordance with MCC requirements. Such measures are likely to be managed by an approved Waste Strategy, in line with Controlled Waste (England and Wales) Regulations, 2012 and local guidance.

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