Bredbury Gateway, Stockport
Volume 1: Environmental Statement

Non-Technical Summary

1 December 2020

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Contents

1.0 Introduction

1.1 This document is a summary in non-technical language of an Environmental Statement [ES] prepared on behalf of Quorum Estates Ltd [the Applicant] in respect of commercial / industrial development on land extending to approximately 30.90 hectares, located adjacent to Bredbury Park Industrial Estate, known for the purposes of this document as Bredbury Gateway.

1.2 On the basis that the proposed development represents an urban development project exceeding 0.5ha, the proposed development falls within part 10 (a) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [the EIA Regulations]. For such developments, Environmental Impact Assessment [EIA] is required in situations where the development could give rise to significant environmental effects.

The EIA Process

1.3 The ES sets out the findings of an EIA of the development.

1.4 The EIA process aims to ensure that any significant effects arising from a development are systematically identified, assessed and presented to help a local planning authority, statutory consultees and other key stakeholders in their understanding of impacts arising from development. If measures are required to minimise or reduce effects, then these are clearly identified.

1.5 For this development, EIA has been carried out to consider the likely significant effects that may arise during its construction and operation. It has been completed with regard to best practice and relevant legislation and has addressed the following matters required to assess the impacts of the development:

1 Highways;

2 Noise and Vibration;

3 Air Quality;

4 Flood Risk and Drainage;

5 Biodiversity;

6 Ground Conditions;

7 Landscape and Visual Impact;

8 Arboriculture; and,

9 Socio-Economics.

1.6 Likely effects are identified based on current knowledge of the site and surroundings, desktop assessment, survey and fieldwork and information available to the EIA team. All those matters that could reasonably be required to assess the effects of the proposals are set out in the ES; this includes effects arising from the scheme itself as well as those temporary effects arising during the construction of the proposed development.

Background to the Scheme

1.7 Quorum Estates Ltd [Quorum] is a north-west based property developer with over 30 years' experience in the commercial property sector. Quorum is recognised as a leading developer and investor in the region and has built a proven track record of delivering high quality development.

1.8 The Core Strategy identifies the Bredbury Park Industrial Estate as a preferred location to deliver employment growth due to the size of plots, the proximity to the motorway network and the fact that the core of the site is isolated from residential properties. However, more than 100 businesses occupy the estate and the site is very close to full capacity with no available land to expand within the existing site. Across Stockport, there is a shortage of suitable and sustainable sites for future employment development, which creates the risk that the Borough could lose opportunities for new job creation and investment to other areas in Greater Manchester.

1.9 In recognition of the above, the application site featured as a proposed allocation for employment purposes in the draft Greater Manchester Spatial Framework [GMSF] (January 2019). Whilst this document is not being progressed currently in Stockport, who intend to produce a separate Local Plan, the evidence base for it remains up to date.

Site and Surroundings

1.10 The site lies approximately 5km to the northeast of Stockport Town Centre within the Borough of Stockport Council [the Borough] but close to its boundary with Tameside. It is located immediately to the north of Bredbury Park Industrial Estate and within the ward of Bredbury and Woodley. It is situated around 1.8km from Junction 25 of the M60 that provides a direct link into the wider strategic highway network, connecting with the M62, M6 and M56 within less than 20 miles. There are also good links with Stockport Town Centre to the south-west from the A560.

1.11 The application relates to an unallocated site comprising predominantly agricultural land located within the Greater Manchester Green Belt. The site is surrounded by a mix of uses including the Bredbury Park Industrial Estate, residential dwellings, Stockport Sports Village, further agricultural land and Ashton Road (A6017), along with the embankment of the River Tame. The site is illustrated on Figure C2.1:

Figure 1.1 Application Site

Source: AEW Architects

1.12 The area surrounding the site is mixed in terms of character and surrounding land uses:

1 The embankment of the river Tame runs adjacent to the north-eastern boundary of the site.

2 Ashton Road (A6017); a single carriageway road that connects Bredbury to Ashton under Lyne is located to the immediate west. It also links the existing industrial estate through to Junction 25 of the M60.

3 Agricultural land which does not form part of the application site is located to the north and north-west.

4 Bredbury Park Industrial Estate is located immediately to the south of the site. The Industrial Estate forms an employment allocation in the UDP Review [2006] and is Stockport's largest employment destination[1].

1.13 Turner Lane is located to the east of the site. Beyond this is the Stockport Sports Village which accommodates a range of facilities including a gym, tennis courts and 3G football pitches.

Description of Development

1.14 The Applicant proposes a logistics employment development on the land north of Bredbury Park Industrial Estate, Bredbury, Stockport. This is a hybrid planning application which seeks permission for:

Part A:

Outline planning permission with all matters reserved for the creation of a commercial/industrial development providing up to 53,327 sqm of B2/B8 employment floorspace (including ancillary office accommodation) along with the provision of other associated infrastructure (including internal plot access, roads, parking, footpaths, internal landscaping and the provision of a car park to serve Stockport Sports Village).

Part B:

Full planning permission for the creation of two commercial/industrial units comprising 39,857 sqm (including ancillary office accommodation), strategic landscaping, the widening and realignment of Bredbury Park Way and the relocation of its junction with Ashton Road, along with the provision of other associated infrastructure (including access, parking and internal landscaping).

1.15 The application seeks detailed approval for the widening and realignment of Bredbury Park Way and the relocation of its junction with Ashton Road, the creation of an access into the site from Bredbury Park Way, the provision of strategic landscaping and the erection of two warehousing units (Use Classes B2 (general industrial) / B8 (storage and distribution)) which are identified as Units 1 and 2. The detailed element of the proposals also includes the siting of internal estate roads and other infrastructure associated with the Units 1 and 2.

1.16 Unit 1 is the largest unit proposed on the site and has a gross external area [GEA] of 27,479 sqm. Unit 2 has a proposed GEA of 12,378 sqm. In total, the detailed element of the proposals seek approval for 39,857 sqm GEA B2/B8 floorspace.

1.17 The outline element of the proposals seek permission in principle for up to 53,327 sqm of B2/B8 floorspace. The submitted Parameters Plan establishes the broad parameters for the elements of the development for which outline approval is sought; and particularly:

- The maximum and minimum building heights;

[1] Stockport Metropolitan Borough Council – Employment Land Review (January 2015)

- The maximum finished floor levels across the zones within the site;
- The extent of the proposed strategic landscape buffer zones; and,
- The location of the dedicated car park to serve Stockport Sports Village.

1.18 This plan, together with the Design & Access Statement, will provide a framework within which any future reserved matters will be considered.

1.19 The outline element of the application seeks planning permission for up to 53,327 sqm GEA of development together with associated works:

- A maximum of up to 40% B2 and between 60-100% B8 floorspace;
- The maximum height to ridge across the outline area will not exceed 19.5m;
- The minimum unit size will be no lower than 4,500 sqm;
- Three development zones are identified on the supporting Parameters Plan where maximum finished floor levels will not exceed 82,000m AOD, 84.500m AOD and 87.500m AOD; and,
- The proposal includes the provision of associated infrastructure including internal estates roads and plot access, service yards, car parks, footpaths, landscaping and drainage systems.

1.20 The implementation of the development will be required to comply with a Construction Environmental Management Plan [CEMP] to describe how construction will be managed to avoid, minimise and mitigate any construction effects on the environment and existing surrounding communities. The information from the ES will form part of any tender documentation to be issued for potential contractors and they will be required to comply with the outline methodology described, as well as any relevant planning conditions.

1.21 The programme for the construction works is to be confirmed once a Contractor is appointed, however works for Bredbury Gateway are envisaged to be undertaken in five discrete stages, comprising:

1 Investigation and treatment of mineshafts (2 known) and mine workings;

2 Remediation of any land quality issues, if found necessary from the Ground Investigation to be undertaken;

3 Ground Improvement for any geotechnically unsuitable soils encountered in the Ground Investigation, for the redevelopment of the site;

4 Earthworks necessary for the development; and,

5 Construction Works for the Development.

1.22 The development is expected to commence with some early primary infrastructure in 2021/22. At this stage, it is anticipated that delivery will be phased over a 5-year period between 2021/22 and 2026/27. It is understood that around 50% of the development will be delivered in the first 2 years, and then split evenly for the remaining 3 years.

1.23 The EIA Regulations require that consideration is given to any alternatives to the scheme that may have been studied by the applicant; along with a consideration of what may happen at the site should development not go ahead.

1.24 If the current proposals did not come forward at the site, it could be assumed that the existing conditions would remain. The existing farm buildings on the site could continue to be used for residential/agricultural management purposes and the land could continue to be used for agricultural purposes. However, this scenario would result in no additional employment land

being provided in the local area and as such resulting in a nil contribution towards the Council's economic growth strategy.

1.25 A Stockport Industrial Market Analysis [SIMA] has been undertaken by JLL to demonstrate the need and market demand for development of the type and scale proposed by the application. This work is supported by an Employment Land Need Assessment [ELNA] which considers the overall requirement and need for employment land in Stockport. An Alternative Site Assessment [ASA] considers whether other sites are available and suitable that could accommodate the proposed development. The reports conclude that this was the only appropriate and deliverable location to provide the following secondary objectives:

1 Ensure the long-term protection of other Green Belt sites within Stockport Borough from release for employment purposes;

2 Provide significant improvements to the surrounding road network and Junction 25 of the M60; and,

3 Contribute to meeting the significant demand for High Bay logistics/strategic industrial floorspace in Stockport to meet the growing needs that are currently unmet in the area due to a chronic lack of larger sites.

1.26 In respect of use and design, the agreed parameters will ensure that the finalised masterplan for the outline element of the site will meet the operational requirements of the occupiers whilst responding to specific characteristics of the site and surroundings. Furthermore, the site represents a natural extension to the existing industrial estate and therefore the application proposals represent the most suitable form of development at this site.

Highways

1.27 The Highways Chapter, prepared by Vectos, provides an assessment of the transport environmental effects likely to arise from the demolition and construction phase as well as the operational phase of the development. It focuses on the impacts on the operation of the surrounding highway network.

1.28 The proposed development is a revised version of the scheme proposed under planning application reference DC/074399. The current proposals are reduced in scale by around 21,500 sqm gross internal area [GIA] compared to the previous planning application, which is around a 20% reduction in floor area.

1.29 As detailed within the accompanying Transport Assessment [TA], Vectos have been engaged on this project for a number of years and all assessment work to date has been based upon the larger version of the scheme as proposed under application DC/074399. As a result, all of the technical highways discussions and agreements with the relevant highway authorities referred to in the TA and the ES chapter are based upon a significantly larger scheme than is now being proposed, and the conclusions drawn in relation to the environmental effect of the scheme upon transport can therefore be considered to represent a particularly robust position.

1.30 Baseline transport conditions for the local highway network have been considered along with future baseline conditions which take into account future traffic growth and committed developments. The proposed development is then considered.

1.31 The assessment of transport effects has been undertaken with reference to relevant national and local transport planning policy and standard guidance for preparing ES contained within:

1 the Guidelines for the Environmental Assessment of Road Traffic published by The Institute of Environmental Assessment in 1993 (now the Institute of Environmental Management and Assessment [IEMA]);

2 Volume 11 of the Design Manual for Roads and Bridges [DMRB] (Highways Agency et al) – Environmental Assessment;

3 The Department for Transport's "Guidance on Transport Assessment" published in March 2007.

1.32 The potential impacts relating to severance, pedestrian amenity, highway safety and driver delay and pedestrian amenity have been assessed and where the impact has been identified as moderate or greater, mitigation measures have been considered and identified. The mitigation measures which are proposed as part of the development scheme have been developed with reference to recognised design standards.

1.33 The analysis presented in the Highways chapter considers the implications of traffic effects upon severance, driver delay, pedestrian amenity, and highway safety during the construction and operational phases of the proposed development. Hazardous loads have not been assessed as they are not expected to arise during the construction or operational phase of development. It has also been demonstrated why the existing bridge on Ashton Road does not represent an impediment to development, and nor will it result in unintended consequences (e.g. the diversion of a significant number of Heavy Goods Vehicle [HGV] through Tameside.

1.34 The affected parties which are considered to be most sensitive to change in traffic conditions are those along the key highway corridors by which the proposed development will be accessed. In this analysis, it has been acknowledged that the existing Bredbury Industrial Estate already attracts frequent Heavy Goods Vehicle [HGV] movements along these corridors. The identified affected parties include;

1 Pedestrians and cyclists on the A560 Stockport Road West and A560 Ashton Road;

2 Drivers on the A560 link between the junction 25 roundabouts and M60 junction 25 off-slip; and,

3 Drivers, pedestrians and cyclists on the A6017 Ashton Road and Bredbury Park Way.

1.35 The baseline conditions for the local transport network have been subject to comprehensive review using extensive traffic surveys and observations of traffic conditions. Currently, the local highway network, including the M60 corridor between junction 24 and junction 26 experiences some congestion which can cause delays to driver journey time particularly during the weekday morning and evening peak periods. Accident data for the local highway network has been reviewed and there are no highway safety concerns or blackspots on the local highway network.

1.36 The accessibility of the proposed development site has been assessed and the site benefits from good levels of accessibility to public transport networks and is well located to attract trips on foot and by cycle from the surrounding residential areas.

1.37 The traffic effects of the proposed development have been assessed using industry-standard traffic modelling software and the results of the modelling have helped to inform the transport ES analysis. A package of highway mitigation works has been developed based on the modelling, including a significant package of motorway junction improvements, and will be delivered as part of the proposed development.

1.38 The residual impacts relating to the construction and proposed development generated traffic have been reviewed and summarised. The assessment shows that the majority of impacts are negligible, while some present a minor adverse impact.

1.39 It is therefore concluded that the impacts resulting from the traffic and transport elements of the construction and operation phases are not considered to result in a significant impact on the environment.

Noise and Vibration

1.40 This chapter prepared by JPM Acoustics has considered the noise and vibration impacts that could arise from the proposed development, during both the construction and operational phases. Where mitigation measures have been suggested, residual impacts have also been considered.

1.41 Drawing on the results of detailed construction noise level predictions, undertaken in accordance with BS 5228-1, it has been identified that, even without consideration to mitigation measures, noise levels will have a Minor Adverse effect at worst. Appropriate mitigation measures can be employed to further reduce construction noise levels.

1.42 An assessment of ground-borne vibration arising from construction works has been undertaken, drawing upon the guidance contained within BS 5228-2. For the construction operations that have been assessed, it has been identified that construction vibration levels will fall significantly below those that might give rise to cosmetic building damage, and only have the potential to give rise to Minor Adverse effects at the worst affected dwellings near to the site. It is acknowledged that other vibration generating construction techniques could be used, such as piling, and a series of mitigation measures have been presented, the adoption of which would ensure that the effect of ground-borne vibration would remain Minor Adverse at worst.

1.43 Noise level limits have been set for operational noise levels based on the requirements of the Council and the results of the baseline noise survey undertaken on the site. A detailed noise model of the site was created to predict worst case noise levels from an illustrative scheme layout, to establish whether the derived noise level limits could reasonably be achieved. The modelling exercise predicted a Moderate Adverse or Substantial Adverse effect, when not accounting for mitigation measures. Accounting for acoustic barriers, as detailed in Figure E3.1, the residual effect is reduced to Minor Adverse at worst and the criteria agreed with the Council are predicted to be achieved.

1.44 Noise level changes resulting from development generated road traffic are predicted to have a Minor Adverse effect at the nearest noise sensitive dwellings at worst.

Air Quality

1.45 This chapter prepared by Air Quality Consultants Ltd assesses the potential air quality effects of the development.

1.46 The proposed development will lead to changes in vehicle flows on local roads, which may impact on air quality at existing sensitive receptors, including residential properties. The main air pollutants of concern related to road traffic emissions are nitrogen dioxide [NO2] and fine particulate matter (PM10 and PM2.5). There is also the potential for the construction activities to impact upon existing properties. The main pollutants of concern related to construction activities are dust and PM10.

1.47 The chapter has been prepared taking into account all relevant local and national guidance and regulations including the Air Quality Strategy (Department for Environment, Food and Rural Affairs [DEFRA], 2007), Draft Clean Air Strategy (DEFRA, 2019), the Framework, National Air Quality Plan (DEFRA, 2017), as well as the local Air Quality Action Plan (Greater Manchester Combined Authority [GMCA], 2016).

1.48 The construction dust assessment considers the potential for impacts within 350 m of the site; or within 50 m of roads used by construction vehicles. The assessment methodology is provided by the Institute of Air Quality Management [IAQM] (2016) and recommended by the Greater Manchester Air Quality Action Plan (GMCA, 2016). It follows a sequence of steps. Step 1 is a

basic screening stage, to determine whether the more detailed assessment provided in Step 2 is required. Step 2 determined the potential for dust to be raised from on-site works and by vehicles leaving the site and defined the sensitivity of the area to any dust that may be raised. It recognised nearby residential properties at Castle Hill Park and on Ashton Road, as well as sports facilities and existing businesses in Bredbury as sensitive receptors. Combining this information, the risk of dust impacts without appropriate mitigation was found to be 'Medium Risk' during earthworks, construction and for trackout and "Low Risk" during demolition. Step 3 determined the appropriate level of mitigation required for inclusion in the CEMP. With the measures recommended by the Air Quality Chapter in place, it is expected that any residual effects will be 'not significant'.

1.49 To assess the potential for impacts resulting from road traffic generated by the proposed development, concentrations of nitrogen dioxide, PM10 and PM2.5 have been predicted at a number of locations along the local road network using the ADMS-Roads dispersion model. Receptors have been identified to represent a range of exposure, including the worst-case locations.

1.50 The receptors considered are in locations surrounding Castle Hill Park and the M60, as well as on Stockport Road West in Bredbury, Ashton Road, Stockport Road near Haughton Green and in Denton. In the case of nitrogen dioxide, a sensitivity test has also been carried out which considers the potential under-performance of emissions control technology on future diesel cars and vans.

1.51 Concentrations of PM10 and PM2.5 will remain below the air quality objectives at all existing receptors in 2023, with or without the proposed development. This conclusion is consistent with the outcomes of the reviews and assessments prepared by GMCA, which show that exceedances of the PM10 objective are unlikely at any location.

1.52 In the case of annual mean NO2, concentrations will also be below the objective at all existing receptors in 2023, with or without the proposed development, and taking account of the worst-case sensitivity test.

1.53 The increases in annual mean concentrations of PM10 and PM2.5 at relevant locations, relative to the objectives, will be 1% or less (when rounded) and the impacts will all be negligible. The percentage increases in annual mean nitrogen dioxide concentrations are predicted to range from 0% to 3%, and the impacts will be negligible in most locations. In the worst-case locations, where existing residential properties are located within 5 m of heavily trafficked roads, slight adverse impacts have been predicted. In the case of the sensitivity test, a moderate adverse impact was predicted in one location.

1.54 The overall operational air quality effects are judged to be 'not significant'.

1.55 The development will not lead to exceedances of the air quality objectives, and does not introduce new exposure within an area of poor air quality, thus no additional mitigation has been proposed for the operational impacts.

Flood Risk & Drainage

1.56 The site is situated at a minimum of 68.7metres Above Ordnance Datum [AOD]. The site is located within Flood Zone 1 on the EA 'Flood Map for Planning' meaning it has a less than 1 in 1000 annual probability of flooding. The site is considered to be at low risk of flooding from all sources. The River Tame is located approximately 20m north-east of the site. The site is underlain by Secondary (undifferentiated) and Secondary A aquifers. The Groundwater Source Protection Zones' map indicates that the site is not located within a Groundwater Source Protection Zone.

1.57 The United Utilities sewer records show that there is a 1,050mm public surface water sewer that crosses the southern extent of the site from south-west to north-east, discharging to the River Tame. A 750mm public surface water sewer flows north from the southern extent of the site, joining the 1,050mm public surface water sewer in the south-western extent of the site. Furthermore, immediately adjacent to the site entrance in the south-western extent of the site, there is a 225mm public foul sewer that flows north-west within the road, to a pumping station. In accordance with Sewers for Adoption 7th Edition a minimum 3m easement should be provided either side of surface water sewers on site. The easement width should be confirmed with United Utilities [UU].

1.58 The site is elevated by a minimum of 15m above the River Tame. Therefore, climate change and the resulting increase of flood levels within the River Tame are highly unlikely to have an effect on the site. The effects of climate change on the flood zone classification is therefore not considered to be pertinent.

1.59 During the construction phase, the potential effects are derived from chemical and fuel spillages, haul roads, stockpiles and excavated and exposed ground.

1.60 Mitigation measures will include using conventional good practice measures to prevent oil and hydrocarbons becoming pollutants; haul roads should be designed appropriately to be of minimum length, shallow gradients, kept damp to reduce dust. The haul roads should be drained and maintained appropriately. Stockpiles should be located away from the River Tame and should have protective coverings. Concrete should be stored correctly. Finally, runoff from excavated and exposed ground should be intercepted upstream, and silt fences, hay bales or stilling ponds should be placed downstream to prevent pollution entering the watercourse.

1.61 During the operational phase, the potential effects are derived from an increase in surface water runoff, an increase in foul water runoff and from chemical / fuel spillages.

1.62 Surface water runoff should be restricted to the 1 in 1 year greenfield runoff rate and attenuated to accommodate up to the 1 in 100 year plays 40% allowance for climate change. As soakaways are unlikely to be feasible, surface water should be discharged to the River Tame. Attenuation could be provided in below ground attenuation storage tanks. The drainage scheme may need to be phased given the scale of the proposed development. Exceedance events be permitted to produce temporary shallow depth flooding within the yards, parking areas, access roads and landscaped areas. Drainage features should be maintained appropriately, in accordance with current guidance.

1.63 Foul flows will be permitted to discharge to the public combined sewer network at an unrestricted rate. The final use(s) of the proposed industrial units is to be confirmed. However, any future users of the proposed unit will be required to conform with building regulations and specific legislative requirements for the intended end use.

Biodiversity

1.64 A number of ecological surveys have been undertaken between 2016 and 2020 at the site. These include Extended Phase 1 Habitat Surveys, daytime bat surveys, Badger surveys, Great Crested Newt Assessments and nocturnal bat surveys. The habitats on site comprise fields of species-poor grassland (marshy in places), species-poor hedgerows, ruderal vegetation, scrub, mature trees, open water, buildings and bare ground. The fields are managed by grazing or cutting.

1.65 No rare or uncommon habitats or plant species were found during the surveys.

1.66 No evidence of bat activity was found during the bat surveys of the trees. Evidence of a feeding perch was found in one of the barns on site. This was concluded to not be currently active during

further survey. The buildings are a mixture of agricultural barns and brick-built stables. No roof voids exist. A number of mature trees were found to support potential bat roosting features and these trees were then the subject of a more detailed aerial climb survey. No evidence of bat activity was found.

1.67 Evidence of Badger activity occurs on site and this is detailed in a separate confidential report.

1.68 Both statutory protected sites and non-statutory protected sites lie very close or directly adjacent to the site, along the northern boundary. These protected sites are associated with the River Tame.

1.69 A data search returned no records of protected species or protected sites from within the site.

1.70 Without adequate mitigation, the construction phase has the potential to adversely affect the protected sites, through damage to the boundaries and artificial light-spill, noise, dust and run-off. The construction phase would also majorly impact on Badgers without mitigation. Lesser impacts would be on retained bat foraging habitat such as hedgerows or woodland edges and on nesting bird habitat.

1.71 Without adequate mitigation, the operational phase has the potential to adversely affect the protected sites, though artificial light-spill, noise and pollution from site traffic. Without protection and management, the operational phase would also majorly impact on new Badger habitats. Lesser impacts would be on retained bat foraging habitat such as hedgerows or woodland edges and on nesting bird habitat.

1.72 Mitigation for these effects would include new Badger habitat provision and safe licensing, a CEMP, buffer zones on the site boundaries, particularly on the northern boundary adjacent to the protected sites, a sensitive lighting scheme through the operational phase, ecological enhancement through suitable landscaping such as creation of new hedgerows, native tree planting, shrub planting and the provision of bird and bat boxes and a Habitat Management Plan. A commuted sum will be agreed, to deliver biodiversity off-setting given the net loss currently on site.

1.73 With the above mitigation measures, there is expected to be no adverse impact on the protected sites, habitats and protected species and if adequate landscaping is implemented, the ecological value of the site will increase. The development is expected to achieve Biodiversity Net Gain.

Ground Conditions

1.74 E3P has completed phases of works at the site that include a Phase I Desk Study, Coal Mining Assessment, both of which utilise available historical mapping, online sources and public domain information to assess the site, and finally a Phase II intrusive site investigation utilising on site methods to assess the true environmental and geotechnical conditions at the site. A summary of the findings from these assessments are as follows:

1.75 The subject site is an irregular shaped parcel of land located to the east of Bredbury Industrial Park. The proposed developed site comprises predominantly undeveloped grassed land, subdivided by hedgerows and mature trees and bound to the north and east by the River Tame. Mill Hill Farm is located towards the north of the site with further residential terraced housing located in the north of the site and a mobile home park in the very south of the site. The landform undulates notably throughout, raised in the centre and falling steeply to the north, east and south. Historical maps indicate the site has been undeveloped land from the earliest mapping series with several field boundaries crossing the site. Ponds are present throughout the site which are subsequently infilled / silted up throughout the historical mapping and field boundary locations are moved / infilled. Historical mapping in 1871 indicates Bredbury Colliery

is located in the south eastern portion of the site which appears to be an open cast mine with associated pond. By 1899 the colliery is now marked as old colliery and an associated reservoir and shaft are marked and by 1923, an old sand pit is shown adjacent. The old colliery open cast appears to have been infilled by 1980 however the former reservoir is noted to present day.

1.76 The underlying geology at the site comprises predominantly clay with gravels, with sand and gravels in areas close to River Tame to the north east of the site. Underlying this the bedrock consists of Sandstone with coal measures. The River Tame bordering the site to the north and east is heavily lined with mature trees and overgrown vegetation. Furthermore, Himalayan Balsam and Japanese Knotweed was noted along the bank leading to the River Tame (where accessible in the south east). An area of dense vegetation and trees is present immediately to the east of Parcels 2 and 3 associated with a pond also present here. E3P is aware that an ecological assessment has been completed as part of the works to date.

1.77 A review of the Coal Authority GIS mapping system has indicated the site is located within an area that is affected by shallow coal mining. The Coal Authority mapping system indicates there are 12 No. seams of coal outcropping through all areas of the site, trending west-east. A further detailed desk-based assessment following detailed intrusive investigation will be required across the site to determine the potential for shallow mine workings which may present a stability risk to the proposed development.

1.78 The Tier I Human Health risk assessment has identified the presence of asbestos fibres and Total Petroleum Hydrocarbons [TPH] compounds within the sub-surface at one location (TT101). These compounds pose a risk to human health through dermal contact and ingestion and inhalation of free fibres. The site poses no significant risk to controlled water receptors or the wider environs. Ground gas monitoring to date indicates the site falls into classification Characteristic Situation 2 in the south; as such protection measures are required in the proposed commercial units in this sector.

1.79 E3P consider it feasible to construct the commercial unit with pad foundations on an engineered sub-grade set at least 500mm into the clay soils to support the associated ground bearing slab and infrastructure. Where a pad foundation or ground improvement is deemed unviable due to conjectured depth to founding stratum or proposed loadings, it will be necessary to construct a pile foundation bearing within the weathered bedrock. Within any area of proposed upfill, it is unlikely that a pad foundation could be placed on compacted engineered fill material due to the combined bulk density of material and anticipated structural line loadings. The final foundation solution will be dependent on the structural loadings, should be designed by the project structural engineer with consideration of allowable bearing pressures and settlements characteristics.

Landscape and Visual Impact

1.80 This chapter prepared by FCPR assesses the landscape and visual impacts of the proposals. Landscape impacts relate to the effects of the proposed development on the physical characteristics of the landscape and its resulting character and quality. Visual impacts relate to the effects on views experienced by people (e.g. residents, footpath users, road users, etc.) and on the visual amenity experienced by these people. The landscape and visual impact assessment considers the long-term effects of the proposed development and the short-term effects associated with its construction.

1.81 The proposed development site currently comprises a number of pastoral fields separated by tree lines and hedgerows, some limited areas of rough grassland, some pockets of self-set scrub woodland and a farmstead in the north. The wider landscape is extensively urbanised, with small pockets of farmland dissected by major transport infrastructure. Meandering and often

wooded river valleys form important green corridors through the otherwise densely settled conurbation of Manchester. Although the setting of the Site is well developed, this character contrasts with the landscape to the east which rises towards the more elevated, and predominantly pastoral, fringes of the Pennines.

1.82 The Site does not lie within a landscape designated for reasons of character, e.g. National Parks or AONBs.

1.83 In order to minimise potential landscape and visual impacts, mitigation measures were included in the design such as checking that the view from the surrounding landscape is visually acceptable. Existing structural landscaping around the site perimeter will be retained where feasible and reinforced with new planting. New areas of structural and woodland planting using local species will help the development to sit more comfortably within its surroundings.

1.84 Views potentially affected by the development are typically within short to medium distance of the Site, although longer distance views are possible from more elevated ground and where woodland and built form permits. Views of the site are experienced from a number of footpaths within the vicinity of the site, adjacent roads, by residents at Woodley and Castle Hill, and to a lesser degree by users of Stockport Sport Facilities.

1.85 There is some opportunity for views out from footpaths in the south and centre of the site (if / where hedgerows permit) towards wooded high ground to the north or settlement and pasture on rising land to the east. However, views are typically contained to a degree by field boundary vegetation and by settlement to the southwest and southeast. Adjacent residential or industrial development typically forms the context of views towards to the site, or views experienced from within the site.

1.86 During the construction period, the landscape character of the site and its immediate context will change due to earthworks operations, the increasing presence of the building units and highway infrastructure at different times and stages. Beyond the site boundary to the southwest (and also to a degree to the southeast) the effects upon local landscape character will considerably less marked due to the contained and urban nature of the context.

1.87 In local landscape character terms, the proposed development will represent an extension to the existing character of the adjoining Bredbury Industrial Estate, although the residential edge adjoining the Site will have changed from urban / rural to industrial, and the Tame Valley will be subject to a greater presence of (a greater enclosure by) the proposed developed edge in the proximity of the Site as a result of the scheme.

1.88 Of those residents that may experience change to views as a result of development, those at Mill Lane, Castle Hill Park and Lowick Green would experience most change. Whilst there will be some filtering of their views into the Site by foreground tree and / or boundary hedgerows, proposed built form will be visible beyond and above this vegetation. In time, proposed structural planting will provide partial screening to the proposed buildings.

1.89 Other residents located to the southeast of the Site, with views at short distance (where orientation permits) would see large scale proposed units beyond intervening dwellings that lie in closer proximity to the western edge of Bredbury. Dependent upon the degree of screening of the existing industrial estate within these views, the proposed units within the Site to the fore may replace views of the existing ones. It is anticipated that there will be no notable change to views experienced from Haughton Green.

1.90 Taking these proposed measures into account, the assessment found that the effects on the landscape would be relatively local to the site. Given the scale of the proposals visual effects are likely to be experienced across much of the surrounding landscape, with any significant effects

being confined to areas within the immediate vicinity of the Site. The most notable landscape effects will arise from the change in the landscape character of the Site from agricultural with hedgerow boundaries to large scale employment units on regraded plots, however, careful consideration of the layout and distribution of the green infrastructure will help to integrate the scheme. The most notable visual effects are predicted to arise for footpath users through, adjoining and approaching the Site, select residents in close proximity to the boundaries of the Site, road users passing the Site (particularly along the A6017) and from a small number of other locations at short distance.

1.91 Overall, the assessment concluded that significant landscape effects are considered to be predominantly localised and contained due to the highly urbanised nature of much of the Site's setting.

Arboriculture

1.92 This chapter prepared by Ascerta Ltd identifies the impact of the proposed development of the site on existing trees, both within and immediately adjacent the site, in accordance with the provisions of BS5837: 2012 (Trees in relation to design, demolition and construction – Recommendations) as assessed against the proposed parameters for the development. This standard sets out the principles and procedures to be applied to achieve a harmonious and sustainable relationship between trees and structures. Full consideration of the potential impacts of the proposed development on trees and hedgerows has been given in line with current best practice.

1.93 The report also considers the policies contained within its Local Plan. Checks made indicate none of the trees within the survey are statutorily protected by a Tree Preservation Order [TPO] and the site is not located within a Conservation Area.

1.94 The development of the site will require the removal of a number of existing trees and hedges, and which in the absence of suitable controls, also has the potential to have an indirect impact on a number of the trees proposed for retention. The potential effects of the development has been assessed against individual tree features surveyed on and adjacent the site using the most recent best guidance tree quality assessment criteria, an assessment of the extent of change to existing tree features and an assessment of the extent/significance of Environmental change resulting from the impact of the development. This significance criteria is then categorised as beneficial, adverse or negligible.

1.95 Mitigation can be provided by implementing protective barriers as indicated within the plan-based drawings attached within Appendix K2, also the specification for construction of the protective fencing in accordance with Figures 2 & 3 of the Standard is included. These barriers will form construction exclusion zones around the retained trees and are designed to provide physical protection to retained trees and their root systems throughout the construction operations.

1.96 Mitigation for the loss of and the impact on canopy cover can be provided by way of planting new trees at the landscape stage of the project. Where applicable, opportunities for new planting, particularly on the site boundaries and to improve existing boundary screening can be implemented. Given the nature of the proposals, the context of the site in the local landscape and the opportunities for new planting and landscaping, it is considered that in terms of canopy cover, the medium to long term impact of the development and can designed to be positive.

Socio-Economics

1.97 This chapter prepared by Lichfields assesses the socio-economic effects of the proposed extension to the Bredbury Industrial Estate which has the potential to deliver up to 93,184 sqm of B2/B8 employment development. This is likely to be split into a number of smaller units depending on occupier demand across the site. The development will have a positive impact on the local economy by creating new construction jobs during the development phase and providing jobs during the operational phase due to the new employment space, retail, leisure and other facilities to be provided on site.

1.98 Based on this socio-economic assessment, the most significant socio-economic impacts of the Development Project on the local economy are likely to include:

1 Investment of around £77 million over the 5-year construction period;

2 Creation of 126 FTE direct construction jobs per annum over the duration of the development phase, plus 189 indirect FTE jobs across the wider economy.

3 Provide 1,616 net additional jobs (1,518 FTEs) locally generated by employment uses at the site during operation under Scenario 1; and 1,024 net additional jobs (949 FTEs) under Scenario 2.

4 Improve the socio-economic outcomes of deprived areas in the impact area by offering convenient new employment opportunities. Notably, the nearby settlement of Brinnington is amongst the 3% most deprived areas within England according to the 2019 IMD. This proposed development will provide Brinnington's residents with employment opportunities making a significant contribution in assisting to alleviate deprivation within the area.

5 Will create new jobs which are likely to suit the local demographic in Brinnington & Tameside and will be accessible to those areas by walking and cycling routes that will be enhanced as part of the development.

6 That measures (through local labour planning conditions) can be put in place to seek to secure as many of the employment benefits arising from the scheme locally.

7 Support wider regeneration programmes of the Council, including that of the Mayoral Development Corporation at the Town Centre West site.

1.99 Were the proposed development not to proceed, this could have adverse impacts in social and economic terms. A "do nothing" option would not generate any socio-economic benefits for the area of assessment and would fail to make any contribution towards key local economic issues.

1.100 The proposed development therefore represents a significant new capital investment in the area, which will help to enhance the profile of Bredbury Industrial Estate and will raise the overall level of economic activity and expenditure in the area.

Delivery of Mitigation and Monitoring

1.101 This chapter summarises the range of mitigation and monitoring measures that have been identified throughout the ES. Where physical works are proposed these are identified in the relevant chapters. In addition, a number of documents are recommended to be provided in due course. The documents identified include a Construction Environmental Management Plan [CEMP], Construction Traffic Management Plan [CTMP], to form part of the CEMP, Habitat Management Plan [HMP] and a Travel Plan [TP].

1.102 These measures are largely capable of being enforced through planning conditions, either as part of management documents as standalone conditions or obligations, financial contributions secured via s106 agreement or other non-financial obligations.

Availability of Document

1.103 An electronic copy of the ES and Non-Technical Summary [NTS] is available at a cost of £10.00. Applications for the provision of a hard copy of the ES will be considered. However, this may not be possible in light of the Covid-19 Pandemic and consequential remote working. For further information, please contact:

Lichfields
Ship Canal House
98 King Street
Manchester
M2 4WU

Tel: 0161 837 6130

1.104 Once the application has been submitted to and registered by the Council, the full ES and the associated planning application documents will be available to view online at http://planning.stockport.gov.uk/PlanningData-live/ or a hard copy of the documents is available for viewing at the Council's offices:

Planning Services
Stockport Council
Place Directorate
Stopford House
Piccadilly
Stockport
SK1 3XE

Tel: 0161 474 3875

1.105 Once the application has been submitted, all comments on the ES (and the planning application) should be issued to the Council.