

The Sports-Led Regeneration of Old Trafford – Phase 2

Environmental Statement – Non Technical Summary

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NON TECHNICAL SUMMARY

Introduction

Lancashire County Cricket Club ('LCCC') and Tesco Stores Ltd ('Tesco') are seeking planning permission for the redevelopment of land at Old Trafford to provide a new world class cricket stadium, a new food superstore and a pedestrian linkage between these two key components of the scheme.

The project forms part of a wider masterplan for the area, which aims to establish a regionally significant, sports-based visitor destination and new commercial and residential location within Old Trafford, with the redevelopment of the Cricket Ground at its heart.

An Environmental Impact Assessment (EIA) of the Old Trafford proposals has been undertaken by a team of specialist consultants, led by Drivers Jonas. The EIA process seeks to ensure that the potential environmental effects of new development, both beneficial and adverse, are fully understood and considered before a development is given planning permission. An Environmental Statement (ES) accompanies the Application for Planning Permission. The ES describes the likely effects of the proposals on the environment and details the measures taken to minimise adverse impacts or enhance beneficial impacts. This document provides a summary of the ES in non-technical language.

A large number of organisations and individuals have been consulted during the design process, the views of which have been taken into account during the project design and EIA.

Method Statement

A Scoping Study was undertaken at an early stage of the EIA process to ensure the ES focused on the environmental issues of likely significance. This study comprised a review of relevant information, environmental surveys and consideration of the potential impacts of the proposed development. Issues of potential significance were identified for further assessment as part of the EIA. This scope was informed by feedback received from organisations consulted, including Trafford Council, and from the project team throughout the design process.

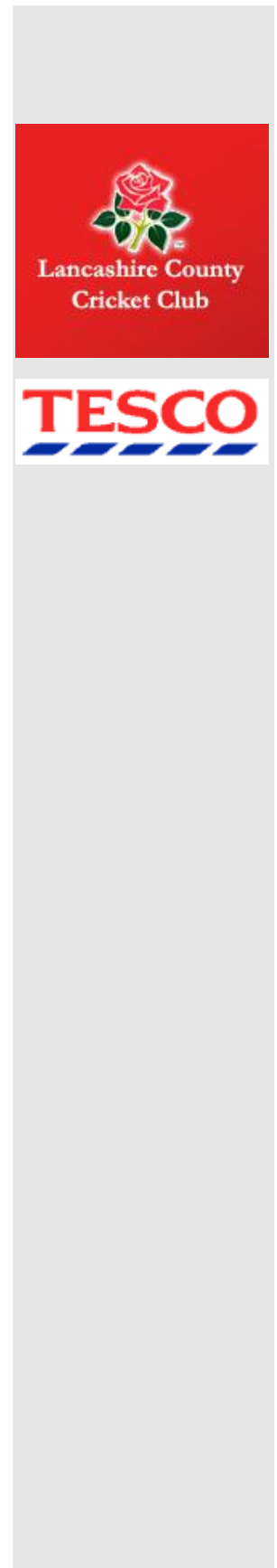
The impact assessment was undertaken by a team of specialist consultants in line with the agreed scope and using established methods and criteria. The assessment involved site visits, environmental surveys, reviews of previous studies and computer modelling.

The significance of the predicted environmental impacts was determined by specialists following consideration of the scale, nature, extent, duration and permanence of the likely effects. Predicted impacts were assessed assuming that mitigation measures (i.e. those measures that aim to avoid, prevent, reduce or compensate for adverse impacts) were in place.

The Site and its Surroundings

The application site, which is approximately 13.5 hectares in size, comprises land at the existing Old Trafford Cricket Ground, vacant land off Chester Road that was formerly used as playing fields and land within the curtilage of the Grade II listed Trafford Town Hall which links the Cricket Ground with the land off Chester Road.

As the home of Manchester United Football Club and LCCC, Old Trafford is an internationally renowned sporting destination. Both clubs attract many visitors to



the region, as well as being substantial employers, and therefore play a significant part in the Trafford economy.

Old Trafford Cricket Ground is one of the largest cricket venues in the United Kingdom, and has regularly hosted international matches since 1884. Although LCCC has spent heavily on maintenance and repair works at the Ground in recent years, it has struggled to keep pace with several other county cricket clubs competing to stage international and Test match cricket, who have been able to deliver new and significantly improved facilities. Partly as a consequence of this, the Club has recently found it extremely difficult to secure the use of Old Trafford to stage international Test matches. The loss of a Test in the 2009 Ashes series in particular has been a serious blow to LCCC.

The proposed superstore site is located to the south of Chester Road, adjacent to Stretford Leisure Centre. The site, which has not been used as playing fields since September 1998, is the subject of a planning permission which was granted in 2004 for a 4,506m² foodstore (planning application ref. H/56481). This planning permission has been partly implemented and remains extant.

The planning application has been prepared in the context of the *Sports-Led Regeneration Framework for Old Trafford*, which considers the physical, economic and social opportunities which can be exploited by major investment in Old Trafford and the significant benefits that can be delivered by bringing forward the Cricket Ground's redevelopment as part of a wider mixed-use regeneration initiative. Its key objective is to secure a comprehensive regeneration strategy for the Cricket Ground and its environs that will deliver, and secure for the long term, a world class cricket stadium, with world class spectator, player, training and educational facilities supporting both professional and grass roots cricket.

The Regeneration Framework was subject to a consultation exercise involving the local community and key stakeholders before being presented to Trafford Council's Executive Committee in February 2009, which confirmed its support for the regeneration proposals.

The planning application site is well located in relation to major road links and is highly accessible by a choice of sustainable modes of transport.

The Proposals and Architectural Philosophy

The proposed Old Trafford redevelopment comprises three principal components – redevelopment of Old Trafford Cricket Ground, the erection of a new food superstore and a connecting pedestrian linkage.

The formal description of development is as follows:

“Part full / part outline planning application for redevelopment of Old Trafford Cricket Ground and erection of food superstore. Full consent sought for the erection of a Class A1 food superstore (measuring 15,500 sqm GIA) incorporating car parking plus associated petrol filling station, landscaping and infrastructure; creation of pedestrian link between Talbot Road and Chester Road; demolition and replacement of existing Old Trafford Cricket Ground stands and other associated buildings/structures to create a new cricket stadium (Class D2) with new media, players and education building, extension to existing cricket school, reconfigured and extended members pavilion, spectator seating, hospitality and ancillary

facilities including food and non food retail units, replay/scoreboard screens, sightscreens, 6 no. 60m high floodlighting columns and other associated cricket ground equipment. Outline consent sought for extension to Trafford Lodge hotel including the creation of a maximum of 82 no. additional hotel rooms, a new fitness suite and a brasserie with details sought for means of access and layout with all other matters reserved for subsequent consideration.”

The overall objective for the Cricket Ground is to create a stadium which would be recognised as one of the leading venues for both international and domestic cricket. More specifically, there is a need to provide Old Trafford Cricket Ground with the facilities needed to comply with the necessary standards for international cricket, which will also provide LCCC with a successful and sustainable base for match and non-match day functions and events.

The core components of the proposed redevelopment of the Cricket Ground are as follows:

- n New Hospitality & Events Building: 'Phase 1'
- n Extended and Refurbished Pavilion
- n New Media, Players & Education Facilities
- n Extended Hotel and New Brasserie & Fitness Centre
- n New/Replacement Spectator Seating & Other Stadium Works
- n Extended and Refurbished Indoor Cricket Centre

The planning application seeks consent for all of the above components aside from the Hospitality & Events Building: 'Phase 1', for which full planning permission already exists (planning application ref. H/70373).

The redeveloped Cricket Ground has been designed to achieve high levels of energy efficiency. The potential for on-site renewable and low carbon energy generation is being evaluated, to include consideration of CHP, solar, wind, ground source heat / air source heat, and biomass energy sources.

The proposed food superstore development will comprise a new Tesco Extra store with associated parking, servicing, landscaping, and petrol filling station. It will have a gross internal floorspace of 15,500m² and will help to meet the need for additional retail provision in the locality by offering an extensive range of both convenience and comparison goods.

The food superstore has been designed as one of Tesco's "Environmental Stores", incorporating a number of features that help to limit energy consumption and reduce carbon emissions, whilst ensuring that the scale, form, materials and function of the development are appropriate in terms of the locality and setting.

The new pedestrian linkage would be provided between the redeveloped Cricket Ground and the proposed food superstore along the route of the existing roadway located between Trafford Town Hall and the Town Hall gardens.

This feature is intended to enhance connectivity between the two key components of the scheme (the Cricket Ground and the proposed food superstore) and increase permeability throughout the wider Old Trafford masterplan area, in accordance with one of the principles of the *Sports-Led Regeneration Framework for Old Trafford*.

The food superstore that is the subject of the planning application would provide a

cross-subsidy towards the funding required by LCCC to deliver its proposals for the Cricket Ground.

Consideration of Alternatives

The applicants have considered a range of alternative approaches for the site, taking into account environmental effects in each case. These approaches fall within the following categories: the 'do nothing' scenario; the reuse/refurbishment of existing buildings; alternative scheme; alternative sites; and alternative uses.

The 'do nothing' scenario is considered inappropriate as without investment in the Cricket Ground there would be continued decline of the player, spectator and training facilities, which in a climate where competing stadiums are being heavily invested in, would lead to the possibility of LCCC not gaining any further lucrative international and Test matches. The significant benefits that Test cricket matches deliver to the Borough, conurbation and wider North West region would be lost in this scenario.

The reuse/refurbishment of existing buildings was discounted as an alternative approach to the proposals because the reorientation of the cricket pitch has rendered the current building orientation obsolete. There are no existing buildings on the land off Chester Road and there is therefore no potential for reuse/refurbishment in the instance of the food superstore proposals either.

The alternative scheme scenario is inappropriate as the design concept for the redeveloped Cricket Ground has been set by the Phase 1 proposals, which are already the subject of a planning permission (ref. H/70374) and are currently under construction. Due to the need to ensure connectivity between Phases 1 and 2, there has been limited scope for alternative designs to be considered.

The food superstore that is currently proposed replaces a previous foodstore proposal for the site of a smaller scale (4,506m²) that is the subject of an extant planning permission. It is highly likely that this extant planning permission would be fully implemented in the event that the proposals that are the subject of the current planning application are not progressed. Unlike the current proposal, this foodstore was not designed with sustainability credentials in mind. In addition, the previous proposal would have been located considerably closer to the residential properties on Hornby Road and Barlow Road.

In order to provide a stadium capable of hosting international and Test Match Cricket, LCCC examined a number of options, including the possibility of relocating to a purpose built stadium elsewhere in the North West. However, a move away from LCCC's home ground of 150 years was ultimately considered to be unviable. Tesco already have a planning permission for a foodstore on the Chester Road site, therefore an alternative location for the Tesco store has not been considered.

A range of additional uses to the cricket ground facilities have been considered as part of the development process including additional fitness facilities and income sources. Due to funding limitations for the current phase of works, many of these uses have been abandoned.

As discussed above, Tesco have an extant planning permission on the Chester Road site, and in order to ensure cross subsidy for the Cricket Ground, they have applied for planning permission for a larger foodstore on this site. No alternative uses are therefore considered appropriate for this site.

Planning Policy Context

The proposed redevelopment has been considered against a range of relevant local, regional and national planning policies and guidance.

Overall, it is considered that the planning application proposals would make an important contribution to delivering important policy objectives, particularly in relation to:

- n forming part of a wider scheme that will grow Old Trafford's world wide reputation as a historic international sporting venue and deliver substantial economic, social and physical benefits;
- n providing the core impetus for the regeneration of the wider Old Trafford area,
- n being situated in an area which is fully accessible by public transport;
- n presenting a significant investment stimulus for a deprived area of the Borough.
- n attracting an estimated 75,525 additional visitors to Trafford each year and generating around £1million of additional expenditure in the local economy;
- n bring direct investment of some £70m to the Borough, creating a solid platform for encouraging further investment in the Borough in what are hugely challenging ongoing economic conditions.
- n creating over 600 new jobs as well as the equivalent of 81 full time jobs in the construction of the new facilities.
- n being a major contributor to grass roots and elite sporting development in the Borough;
- n generating substantial improvements and enhancements to the regional, national and international image of Trafford as a sporting Borough and an international sporting destination, with the ability to host world class sporting events with massive worldwide audiences;
- n providing direct community benefits brought about by an expansion of LCCC sports education programmes.

On balance, the scheme as a whole is considered to be compliant with the thrust of national, regional and local planning policy and merit the support of Trafford Council.

Townscape and Visual Assessment

The EIA includes an assessment of the townscape and visual impacts in relation to the proposals for Old Trafford. Potential impacts have been examined through a combination of desk study research and walk-over surveys of the site and the surrounding context.

The visual impacts of construction activities and of the completed scheme have been assessed from 13 viewpoints that were agreed with Trafford Council. This assessment was informed by computer generated photomontages which accurately depict the new buildings in the short and long term, i.e. in years 1 and 15 following completion.

Minor adverse visual impacts are predicted during the construction phase of the development, although these would be temporary and localised.

Following completion of the development, a number of positive effects would occur

as a result of the improvements to the Cricket Ground setting, and from the benefit of the increased permeability offered by the creation of public realm and formal planting as part of the proposed food superstore development and pedestrian linkage.

One moderately adverse effect would remain in the long term as a result of a minor level of intrusion experienced by the residential properties on Barlow Road and Hornby Road as a result of the close proximity to the food superstore development. However it is considered that this adverse visual impact would be less significant than the impact associated with the previous foodstore proposal on the Chester Road site that is the subject of an extant planning permission (ref. H/56481), which would be sited in closer proximity to the residential properties on Barlow Road and Hornby Road.

Heritage and Historic Assessment

An assessment has been undertaken of the effects that the proposed development may have on features and elements of historic environment on the application site, on the area immediately surrounding the site and on the broader area that forms its urban context. The assessment includes a summary of the existing built heritage features found within the area and identifies mitigation measures where appropriate for significant effects that may arise as part of the proposed development.

The assessment demonstrates that the planning application proposals would have a positive impact on the application site and its surroundings due to the presence of new development that alters the appearance of the site and the area in which they are located.

The proposed redevelopment of the Cricket Ground will greatly improve the visual quality of the site and will positively enhance the townscape character of Brian Statham Way and Talbot Road.

The overall effect of the proposed food superstore would be positive as it would provide a well-designed new building on an unused site that is currently in a poor condition in a manner that minimises its visual impact on adjacent properties.

The proposed pedestrian linkage is a very positive measure that will increase permeability and very positively enhance the setting of the listed Trafford Town Hall by replacing the existing service road with a well-designed pedestrian route that is in keeping with the formal gardens and the character of the Town Hall. In its use by the public, the linkage will permit greater accessibility to and appreciation of the Town Hall itself.

Air Quality

Baseline and air quality surveys have been carried out in order to assess the potential impact of the proposals on local air quality. The change in pollutants resulting from the estimated alterations in traffic flows and the emissions from the Tesco CHP plant have been measured.

The proposals have the potential to affect local air quality from dust emissions during demolition and construction activities and from increased exhaust emissions from vehicle movements on the local road network during the scheme's construction and operation.

A range of site management and dust control measures would be implemented throughout the demolition and construction works to minimise the likelihood of significant impacts resulting from dust or exhaust emissions. These measures are applied routinely to construction sites across the country. Some dust emissions

may occur following such measures, although a well-managed operation would result in only minor, temporary and localised impacts unlikely to cause unacceptable effects.

Traffic generated by the completed development is predicted to result in only minor and localised increases in levels of air pollution with no specified pollutant levels breached. Only minor adverse impacts on air quality are therefore predicted in the long term.

Transport

The effects of the proposed development on current transport and access conditions in the area have been assessed in detail as part of a Transport Assessment which is summarised in the ES. Impacts could potentially result from additional traffic during the development's construction and operation and also from the proposed highways work.

The site is well located for access by bus, with frequent services running along Chester Road providing a choice of services per hour in each direction. It is proposed however to enhance the provision by relocating and upgrading two existing bus stops. The site is also well served by a frequent Metrolink service.

To complement the existing cycle provision in the area and further encourage the use of cycle to the new food superstore the proposal includes advanced cycle stop lines at the proposed signal-controlled site access, access for dismounted cyclists at the pedestrian access point, access at the food superstore vehicular site access point and a direct link to the cycle parking and secure cycle parking facilities located close to the store customer and staff entrances. Additionally, secure cycle parking will be provided at a location near to the entrance to the Cricket Ground.

An assessment of the traffic impact of the proposed development on the existing highway network has been undertaken. The results of this assessment have demonstrated that the existing highway network, with modifications only to provide vehicular access to the sites, could accommodate the development traffic without significant adverse impact on the safe and efficient operation of highway.

Framework Travel Plans which set out a range of measures to help reduce reliance on the private car and encourage more sustainable forms of transport, have been prepared and would be finalised after the development is occupied.

The proposed development will generate some level of construction traffic, mainly HGVs, during the site preparation and construction period. As the existing traffic levels on the surrounding highway network is relatively high, it is considered that the volume of construction traffic associated with the scheme will not represent a significant impact. Nevertheless, measures will be put in place so as to reduce the level of disruption and inconvenience experienced during this phase of construction.

Noise and Vibration

An assessment of the likely environmental noise and vibration impacts arising during both the construction and operational phases of the proposed development has been undertaken.

This assessment considered potential impacts including construction noise and vibration, traffic noise and noise from building services plant serving the proposed development, having regard to the effects of existing levels of noise and vibration in the vicinity of the application site.

The assessment demonstrates that noise generated via the construction of the food superstore or redevelopment of the Cricket Ground should not cause any significant impacts. The erection of an acoustic barrier is proposed around the site perimeter will help to ensure that any disturbance is limited.

Additional road traffic generated by the scheme would increase noise levels by no more than one decibel (1dB(A)), which is considered to be a negligible change.

Building service plants serving the proposed development have the potential to generate noise which exceeds the Local Authority limits and cause nuisance to local residents and occupiers. However the plants will be located appropriately and using suitable noise mitigation to ensure that the noise limits are met.

The redevelopment of the Cricket Ground is unlikely to cause any significant increase in the noise levels during cricket matches.

Operational noise occurring as a result of the proposed food superstore should not cause any significant impact, providing the requirements of a series of planning conditions agreed in respect of the previous applications for the Chester Road site are met, such as specifying suitable hours for deliveries. Some additional mitigation may be required to control noise due to delivery vehicles and unloading activities.

Ground Conditions

The Environmental Statement includes an assessment of the potential impacts of the proposed scheme on soils and geology, as well as identifying the proposed impact that the existing ground conditions may have for the scheme.

A number of potential impacts that could give rise to environmental effects relating to soils and geology have been identified. The main effects are those associated with soil quality and the potential to encounter contaminated soils from historical and current potentially contaminative land uses.

Potential impacts have been identified during both the construction and operational phases of the proposed development.

Provided that best practice measures are followed, the magnitude of any impacts arising during the construction process are likely to be negligible.

During the operational phases, the main areas where the proposed development may impact upon land contamination are from areas of car parking where minor oil and fuel spills are expected to occur over time, or from spillages / leakages from the proposed fuel station and from on-site refuelling of Cricket Ground machinery. However, it is considered that the development construction will incorporate all appropriate drainage and other standard mitigation measures and include a substantial proportion of hardstanding and as such the magnitude of the potential impact will be negligible.

Ecology

An assessment of the likely impacts of the development against identified ecological features has been undertaken.

The most significant activities in terms of the potential effects on the site ecology are vegetation clearance/habitat loss predominantly associated with the food superstore site, disturbance during construction (potential increase in noise, dust and vehicular emissions), indirect impacts associated with potential changes to surface water run-off, and disturbance arising from operational stage.

Overall the majority of impacts on ecological receptors/features present on site are not significant following implementation of the mitigation measures. There are however some remaining impacts that cannot be mitigated within the development boundary of the proposed food superstore on the land off Chester Road as there is no opportunity to do this given the required floorspace and operational functioning of the proposed store.

These remaining impacts relate to the loss of 2 ponds, an associated loss of potential breeding habitat for amphibians and a loss of ephemeral habitats. These remaining impacts are significant at the lowest geographical scale (i.e. within the planning application site boundary) and even though significant at this level, the overall integrity and coherence of these habitats and species at the local level remain unchanged.

The loss of 2 ponds and the ephemeral habitats (of value at the site level only), need to be considered against the benefits arising from the removal of Japanese knotweed from the site, which would otherwise present an ongoing risk to the existing ephemeral habitats and the commitment to bird nest box provision across the development site.

Archaeology

An assessment has been carried out to establish the predicted effects of the proposed development on the archaeological resource of the area.

The planning application site has been identified as having low potential to contain features or deposits relating to the archaeological resource of the area. The majority of all known archaeological events are former sites and buildings which are no longer extant and therefore will not be affected by the proposed redevelopment.

The majority of the site has been disturbed by previous construction activities which would have removed any archaeological remains present. The area of the proposed food superstore has evidence for ground disturbance along the boundary with Chester Road.

It is anticipated that both construction and operation of the proposed development will have no significant effects upon the archaeological resource within the area.

Construction Phase Effects

A range of mitigation measures will be implemented during the demolition and construction phases of the proposed redevelopment of Old Trafford Cricket Ground and the development of the food superstore in order to minimise potential impacts on the surrounding area, including those which will control the effects of dust, noise and increased traffic.

It is considered that these measures will ensure that there will not be any identifiable impacts caused as a result of activities undertaken during the construction phase.

In addition to the transport mitigation measures set out in the Framework Travel Plans submitted as part of the planning application for both the food superstore and Cricket Ground, a site logistics plan will be established with the contractor once appointed which will ensure minimal disruption to vehicular and pedestrian movement.

Flood Risk

The effects on flood risk due to the construction and operation of the proposed development have been considered, along with the impacts of flood risk to the development itself.

There are no watercourses on site, and Environment Agency Flood maps show that the Application Site is located within Flood Zone 1 which is considered to be at low risk of flooding.

There is a moderate risk of groundwater flooding during construction and a low risk during operation. Overall, the scheme will have an adverse risk of flooding, but implementation of mitigation measures will result in a neutral impact. Measures will include a new drainage system which will have capacity allowances for climate change and freak storms. To protect against flooding on site, all finished floor levels are to be set to an appropriate minimum level above the finished ground levels.

The proposed development would not increase flood risk to the site or to third party land providing that the suggested mitigation measures are implemented, therefore no significant effects are anticipated.

Sustainability

“Sustainable development” seeks to ensure a better quality of life for people living in the present day without compromising the needs of future generations, through the integration of economic, social and environmental considerations.

Drawing on the findings of the Sustainability Statement which accompanies the planning application, the ES details the sustainability initiatives that have been incorporated within the Old Trafford scheme.

The proposed development is considered to have a long term beneficial effect on the sustainability objectives set by relevant policy and would contribute to the aims of sustainable development through measures including the use of natural ventilation, Combined Heat and Power plant (CHP) and micro turbines which would be able to produce small amounts of renewable energy for the proposed food superstore.

The scheme has been designed to high standards to minimise potential impacts on the existing community. Efforts have been made to maximise opportunities for social, economic, environmental benefit, principally through improved leisure, cultural and retail provision within an important tourist destination. The detailed design of the scheme will aim to create a high quality distinctive sense of place which ensures adaptability to future climate change

With excellent public transport links, it is anticipated that a large proportions of trips to the site generated by the new development will be via public transport.

Socio-Economic Impact

An assessment of the socio-economic effects of the development has been undertaken, particularly in relation to impacts on regeneration, the local economy and employment.

The assessment demonstrates that the proposals would contribute towards the strategic priorities for the area, provide significant regeneration benefits to the site and local area, providing additional jobs and attracting additional visitor expenditure.

The proposals will result in physical improvement to LCCC's facilities which will help to secure international and Test cricket, increasing visitor numbers to the Club and expenditure within the Borough of Trafford.

The proposals will generate temporary construction jobs and an anticipated direct employment impact of 588 jobs, the majority due to the development of the food superstore. Visitor expenditure will also lead to an indirect increase in jobs.

Job creation will have positive regeneration implications for the Old Trafford area as Tesco would operate the new food superstore as a regeneration partnership store, requiring 50% of new jobs to be secured by local, long term unemployed residents.

The proposed development would also provide LCCC with an increased opportunity to develop its links with the local community to encourage increased sporting participation and increase the public's use of the Club's facilities.

The proposed development will reinforce Old Trafford's reputation as a world class sporting destination, enhancing the area's image at a national and international level.

Cumulative Impacts and Interaction of Effects

The Environmental Impact Assessment has assessed cumulative impacts, which can be defined as those that arise from incremental changes caused by other past, present or reasonably foreseeable actions together with the project. It has also assessed interactive effects, which are the reactions between impacts, whether between impacts of just one project or between the impacts of other projects in areas.

The assessment of cumulative impacts considered committed developments that will be completed or will be under construction during the construction of the proposed development and at the time of their completion.

As detailed in the *Old Trafford Sports-led Regeneration Framework*, the long term aspiration for the area is to deliver the wider Old Trafford Masterplan proposals. The cumulative impact of the implementation of the Masterplan proposals have also been considered.

The EIA has not identified any significant interactive effects arising as a result of the planning application proposals.

Summary of Residual Impacts

Residual impacts are those impacts, both positive and negative, which remain after the implementation of mitigation measures seeking to avoid reduce or compensate the impacts identified.

The EIA of the Old Trafford proposals has identified a range of effects, both beneficial and adverse. One of the residual effects is identified as moderate adverse (the visual impact of the proposed food superstore on the residential properties on Barlow Road and Hornby Road), four are identified as minor adverse and the rest are categorised as beneficial or negligible.

Due to the nature of construction works, adverse impacts are more likely during this phase than once the redevelopment is completed, although a range of measures have been proposed to avoid or minimise adverse impacts.

The key impacts associated with the construction phase of the development relate primarily to the visual intrusion of activities on the development site and the

potential for disturbance to adjacent road users, residents and workers. All adverse construction phase impacts would be temporary (i.e. confined to the construction period).

Improvements to the appearance of the sites and their surroundings, enhancements to the setting of the listed Trafford Town Hall, effects on pedestrians and cyclists, the removal of Japanese knotweed, the introduction of replacement habitats and nest boxes for breeding birds, the contribution towards sustainability objectives, together with the regeneration, image, sporting and community impacts are all considered to be residual beneficial effects of the development.

Your Comments

The Planning Application and the full Environmental Statement may be inspected at the office of the Planning Department, Trafford Council.

Copies of the full Environmental Statement (details available on request) are available from:

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