

# Green Lane Eco Park

## Non-Technical Summary

### Purpose of this Non-Technical Summary

This report presents, in non-technical language, the findings of an Environmental Impact Assessment (EIA) that has been undertaken in connection with the proposed Green Lane Eco Park development. The development provides waste recovery and recycling infrastructure and targets the commercial and industrial waste sector — waste from offices, retail units, restaurants, industrial premises and so on. The full report, known as an Environmental Statement, has been submitted with two planning applications:

- A full application submitted by Sky Properties Limited and ENERGOS for the development of a gasification facility and associated plant;
- An outline application submitted by Sky Properties Limited for recycling, anaerobic digestion and offices/visitor centre.

### Location

The site is a currently vacant plot of approximately (~) 3.8 hectares located off Green Lane, ~ 1.6 km northwest of Eccles town centre in Greater Manchester. The site was previously occupied by Mitchell Shackleton and Co Ltd. as well as other heavy engineering businesses. The area immediately surrounding the site to the south and east is characterised by industrial development that forms the Nasmyth employment area. To the west of the site, beyond Green Lane, is the Bridgewater Canal and further industrial warehouses. The site is bound to the north by the M602 motorway, and beyond that the residential area of Monton.

### The Site and Development Proposals

#### The Gasification Facility

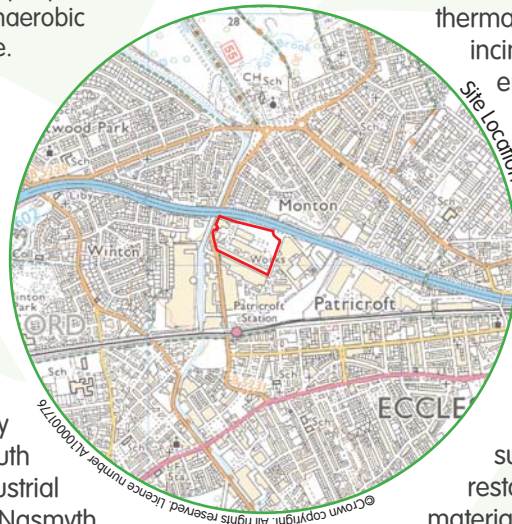
The gasification facility will have the capacity to process ~ 80,000 tonnes of waste per year. The proposed technology is provided by ENERGOS, a subsidiary and technology provider to the Salford based ENER-G Holdings plc which is one of the UK's leading sustainable energy companies. ENER-G Holdings is seeking to develop a number of similar

schemes throughout the UK and was awarded planning consent for a similar scheme in Irvine, Scotland in 2007 and Knowsley, Merseyside in 2009. A plant on the Isle of Wight has recently been commissioned and there are a further six plants operating in Norway and Germany. The energy produced from this facility will have a capacity to produce a 7-9 MW of electricity.

The development will include a main gasification building, ancillary plant, landscaping and parking. Key components include: a reception hall and fuel bunker for the receipt of the waste fuel; a two staged thermal conversion process which initially gasifies the waste fuel prior to high temperature oxidization; a heat recovery steam generator (HRSG); an energy utilisation system; a flue-gas cleaning system; and a control and monitoring system. The two stage thermal process differentiates it from traditional incineration and allows for efficient control of emissions. The process is also classed as an Advanced Conversion Technology as the biomass element of waste qualifies for Renewable Obligation Certificates.

#### The Anaerobic Digestion (AD) Facility

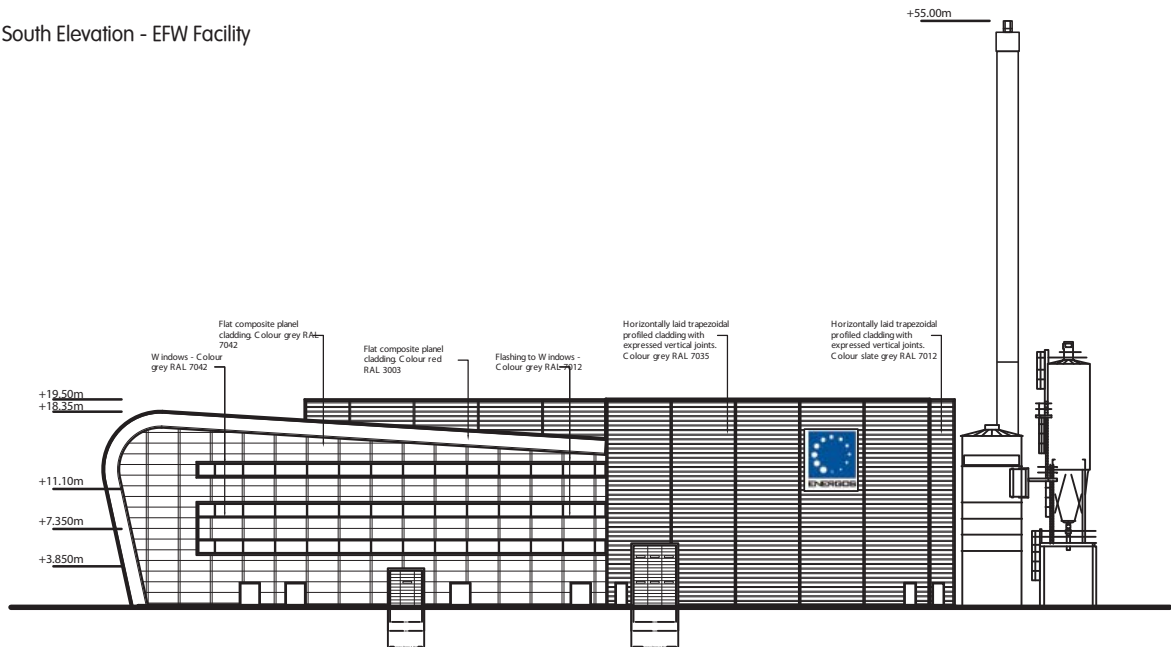
The AD facility will have the capacity to process up to 60,000 tonnes of waste per year. It targets food waste from supermarkets, food manufacturers and restaurants, as well as other biodegradable materials such as card and paper. It composts these wastes in the absence of air — the waste is ground up and mixed with water within a specially designed tank. The waste is digested by naturally occurring micro-organisms which thrive in these conditions. A biogas is produced which can be controlled and used to generate heat and electricity. It produces a fibrous residue, which can be spread on land, co-disposed with compost, or used as a fuel in combustion. The process requires a number of elements including a tipping hall where the waste is deposited; a pre-treatment plant and dewatering plant; digester tanks; gas storage tanks; effluent treatment and storage tanks; units to generate electricity through gas engines and a stack; and ancillary infrastructure.



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South Elevation - EFW Facility



**The Materials Recovery Facility (MRF)**

The MRF will have a capacity to manage up to 100,000 tonnes of dry recyclable waste materials per year, such as newsprint, magazines, office paper, metals and plastics. It is envisaged that this would be in a single building. The process sorts and bulks the materials for transport to reprocessing plants. MRFs commonly use a system of conveyors which carry the recyclables over sorting screens or other sorting mechanisms and then commonly pass over magnetic and eddy current separators and may incorporate advanced optical materials recognition equipment which can separate out different types of plastics from the recycle. There is normally, in addition, an element of hand-sorting of materials as part of the separation process.

**Site Access**

The planning applications provide for a new site access off Green Lane. The estate road around the site will be extended as far as possible so that it could be available for users of the Nasmyth Business Centre immediately to the east of the site. Access to this part of the employment area is currently gained via an extension of Lansdowne Road under the M602, which is a traditional, primarily terraced residential street where the lack of off-street parking results in residents cars having to be parked along the highway thereby reducing highway efficiency. This results in a conflict with the industrial traffic. Also the junction of Lansdowne Road and Monton Road is not designed to cope with significant volumes of traffic, especially of a commercial or heavy goods nature. The application provides an opportunity to address this issue by providing a linked access onto Green Lane, removing commercial traffic from this residential route.

**Landscaping**

The proposals provide for landscaping around the site and particular attention is given to the Green Lane boundary as this provides the main interface with the public and the Canal.

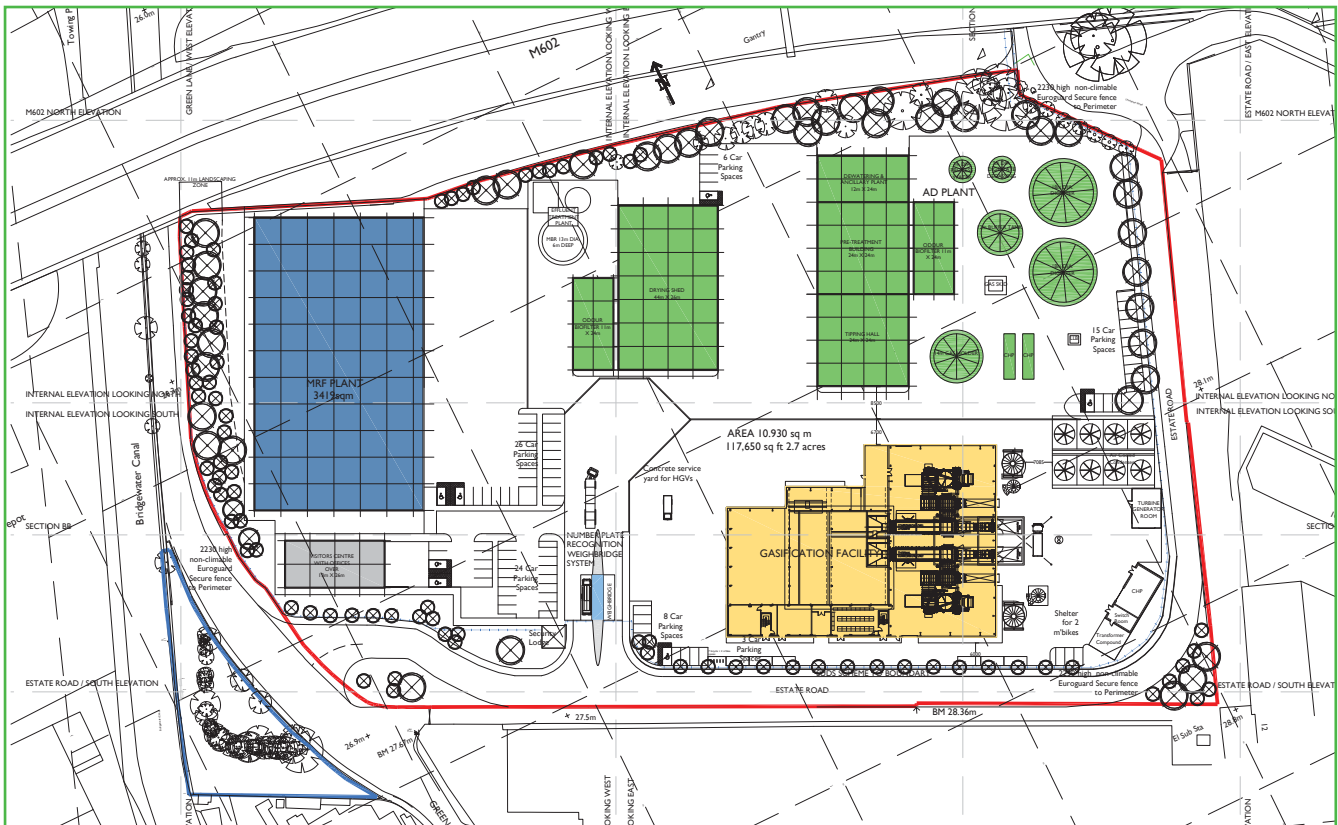
**Other Operational Information**

There will be no outdoor storage of waste and the buildings will operate under negative pressure to minimise odours. The gasification and anaerobic digestion processes operate on a 24 / 7 basis but waste deliveries to and from the site will be restricted to normal operating hours — typically 0730-1800 Mondays to Fridays, and 0800-1300 on Saturdays.



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Green Lane Eco Park Illustrative Masterplan

### Reasons for the Proposed Development

The North West region produces around 7.5 million tonnes of commercial and industrial waste every year and it has been estimated that around 2 million tonnes could be available for energy recovery. Greater Manchester accounts for around 2.7 million tonnes of regional arisings and estimates indicate that over 1 million tonnes are currently subject to recycling. However, there is limited capacity for further recovery and there is therefore a need to develop new waste infrastructure to maximise the value we can obtain from the waste we produce.

In October 2009 Defra published its Statement of Aims and Actions for Commercial and Industrial Waste in England. The following are the objectives:

- Reduce the amount of waste that arises in the first place — by more sustainable design, production, purchasing and use as well as reuse of products and materials in the economy;
- Increase the proportion of the waste that does arise which is productively re-used, recycled or recovered;
- Reduce significantly the amount of waste that is sent to landfill or incinerated without recovering energy;
- Manage any remaining residual waste responsibly;
- Maximise the investment opportunities for business from commercial and industrial waste management.

The proposal developments are aimed at contributing to Government’s aims and vision for managing the commercial and industrial waste sector. Achieving this vision would enable businesses to save money, improve resource efficiency in the economy and reduce greenhouse gas emissions and other environmental impacts.

### Alternatives

#### Land-use

A range of land-uses have been considered for the site: employment, housing and other forms of development. The recent planning history of the site confirms that industrial development is considered to be the most suitable land-use. Salford City Council has allocated part of the site for employment purposes with the remainder comprising established employment land. The potential loss of employment land was a key reason for the refusal of planning permission for housing development in 2006 and the dismissal of the subsequent appeal in 2007. Following work undertaken by the developer in terms of site marketing, a potential waste use emerged as a preferred solution for bringing forward the site for development.

#### Technology

The combination of the technologies proposed within the applications has the potential to contribute significantly to achieving landfill diversion and waste recovery targets.



They are complementary, with the output from anaerobic digestion having the capability of being used as a fuel in the gasification facility and recyclables from the gasification facility being managed through the MRF. Enhanced recycling and composting of waste will play a key role in fulfilling national and international obligations on the management of waste.

Defra's recent policy position on commercial and industrial waste states that anaerobic digestion can make a positive contribution to climate change, renewable energy, waste management and wider environmental objectives. The proposed gasification technology can be developed at a much smaller scale than conventional energy from waste plants based upon incineration. They can be developed as a more local solution that will not crowd out further recycling and composting.

## Sites

The Association of Greater Manchester Authorities has been assessing possible waste sites as part of the preparation of the Joint Waste Development Plan Document (JWDPD). This has involved extensive site search work over several months that has led to the identification of preferred site options in November 2009. The site search work has recognised differences between the various waste management technologies and whether they are open air or enclosed facilities. With regard to the latter, the Issues and Options Report (October 2008) stated that

*"Most modern facilities are enclosed and often look indistinguishable from other industrial buildings. Strict conditions and regulations imposed on the waste management industry by regulators, such as the Environment Agency, mean that they meet very high standards, thus enabling them to be located with other industrial uses and are compatible with B2 (general industrial) and B8 (Warehouse and Storage) uses."*

The site search work undertaken to inform the JWDPD has been completed in line with PPS 10, paragraphs 2.20 and 2.21, which state that authorities should consider:

*"First, opportunities for on-site management of waste where it arises; and second a broad range of locations including industrial sites, looking for opportunities to co-locate facilities with complementary activities (for example, at a "resource recovery park")."*

It has also considered the criteria within PPS10 which include the physical and environmental constraints on development, the cumulative effect of waste disposal facilities on the local community and the capacity of transport infrastructure to support the sustainable movement of waste and products from resource recovery. The criteria was also expanded to include the outcomes of stakeholder consultations.

Following this work the site was identified by the Association of Greater Manchester Authorities as a preferred site option for all of the facilities proposed.

## Planning Policy Context

The development of waste facilities at the site would be consistent with both prevailing and emerging planning policy. National waste planning policy encourages the development of recovery facilities and directs developers to industrial areas as possible locations for facilities. The Regional Spatial Strategy (RSS) states that facilities for commercial and industrial wastes should be located close to sources of arisings with a view to minimising transport distances and encourages the development of new waste technologies which include gasification and anaerobic digestion.

With regard to the local planning policy, the site is identified in the City of Salford Unitary Development Plan (UDP, 2006) as retained employment land and allocates part of the site for a variety of employment uses including general industry which is the use normally associated with waste development. The Council acknowledges that uses such as waste management development are employment uses and in conformity with the land use designation and therefore the UDP.

Whilst there are no waste allocations within the UDP, as noted above the emerging Greater Manchester JWDPD will provide allocations and the Green Lane site has been identified for a range of waste technologies, including those proposed in the planning applications.

## Environmental Impact Assessment

Because of the scale and nature of the development, an Environmental Impact Assessment (EIA) has been undertaken in respect of the proposed Green Lane Eco Park development. The purpose of the EIA is to identify how people and environmental resources (collectively known as receptors) could be affected by the proposals and to put forward measures (often referred to as mitigation) that will avoid, minimise or offset any negative effects. To achieve this, an Environmental Statement (ES) has been prepared following a consultation (or scoping) exercise, involving the planning department of the Salford City Council and other key organisations such as the Environment Agency and Natural England. Details of the proposals were widely circulated to these bodies and their responses used to inform the scope and content of the EIA. Experts in a wide range of disciplines carried out the environmental studies, and the findings are summarised below.

## Land Quality and Groundwaters

The proposed development site is underlain by Made Ground associated with previous industrial development.



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Beneath this artificial layer are layers of Quarternary Glacial Till, Sherwood Sandstone and Carboniferous Coal Measures. There is a historic mine shaft located on the site known as the Patricroft Colliery Shaft (Lancaster Pit). The shaft intercepts the Worsley Four Foot coal seam at approximately 400 m depth and underground workings extend beneath the majority of the site area.

In terms of groundwater the southern half of the site is identified as a Major Aquifer (highly permeable), whilst the northern half of the site is classified as Non-Aquifer (Negligibly permeable). The site is not located within a groundwater source protection zone. The nearest groundwater abstraction that is used for human consumption is over 1.5 km away from the site. The only surface water abstractions within a 1.5 km radius are used for non-consumptive purposes.

Based on the site history, some soil and/or groundwater remediation may be required and further investigations will be necessary. Contaminated soils can either be treated and re-used on site, or disposed off-site during construction. The structural integrity of the on-site mine shaft would be reviewed and consideration given to the stability of future buildings. In addition, consideration will be given to ground conditions generally, and whether there is a need to incorporate foundation design measures such as piling, etc. Consideration must also be given to

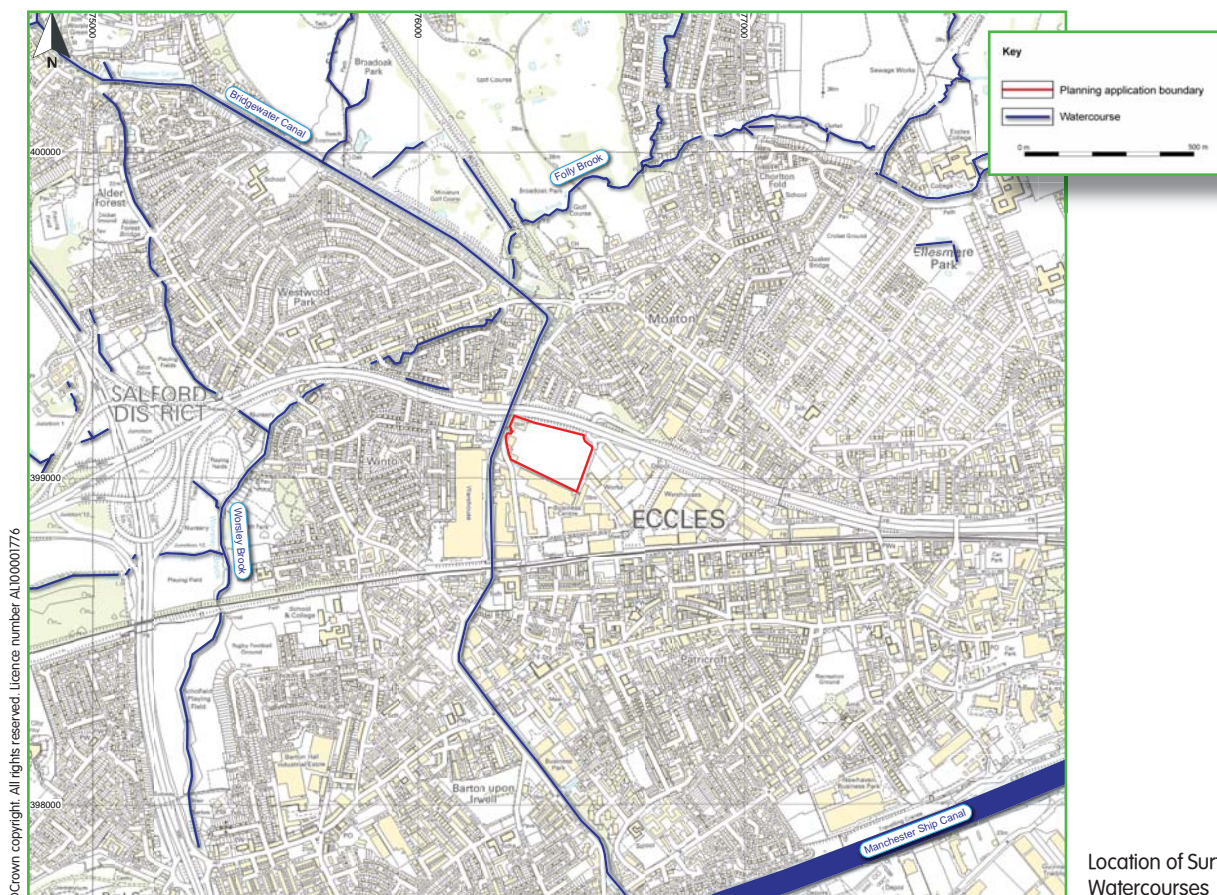
the potential for the shaft to act as a rapid pathway for contamination to groundwater.

With the adoption of standard mitigation measures during the construction phase, together with the implementation of an appropriate site remediation strategy, the effects are considered to be not significant. The development proposals will have the benefit of remediating the site and bringing it forward for development.

### Surface Water

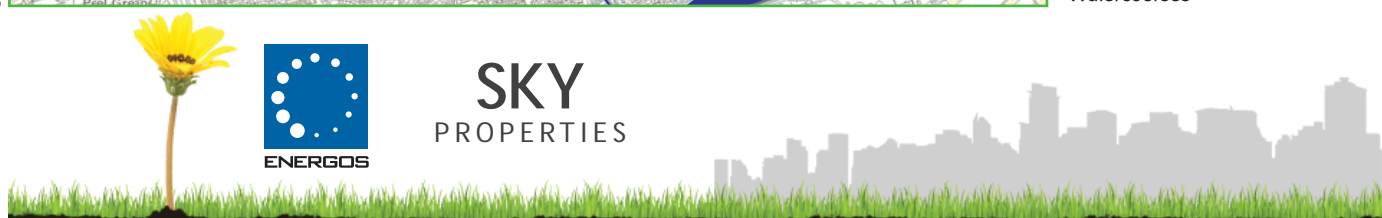
There are no hydrological features on the site. The closest watercourses are Folly Brook and the Bridgewater Canal. The Bridgewater Canal is to the west of the site, on the opposite side of Green Lane. Folly Brook, is at its closest ~280 m north of the site and flows from east to west, passing beneath the Bridgewater Canal, and joining Worsley Brook, which flows from north to south, to the west of the site. There are no surface drainage paths to either Worsley Brook or its tributary Folly Brook from the site due to the location of the M602 to the north and the Bridgewater Canal to the west. The site does not lie within an area of potential risk from river flooding.

During the operational phase, there could be a potential risk to the drainage system from increased surface runoff due to increased areas of hardstanding. The runoff could



Location of Surface Watercourses

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also have an effect on water quality. In order to mitigate against these potential effects, a Surface Water Strategy and a Flood Risk Assessment have been produced. The Surface Water Strategy outlines the design of an appropriately sized attenuation tank for the gasification facility, for which detailed planning permission is sought. The Strategy also ensures that sufficient attenuation will be achieved on the other parts of the site, for which outline permission is sought. The Strategy identifies the need for oil separators at the entry to the drainage system to ensure no contamination. There is the potential to incorporate sustainable drainage systems including rainwater harvesting and permeable paving in parking areas.

It has been concluded that, following the implementation of mitigation measures such as controlling runoff and the provision of storage areas, there will be no significant adverse effects on surface waters as a result of the proposed development.

### Biodiversity

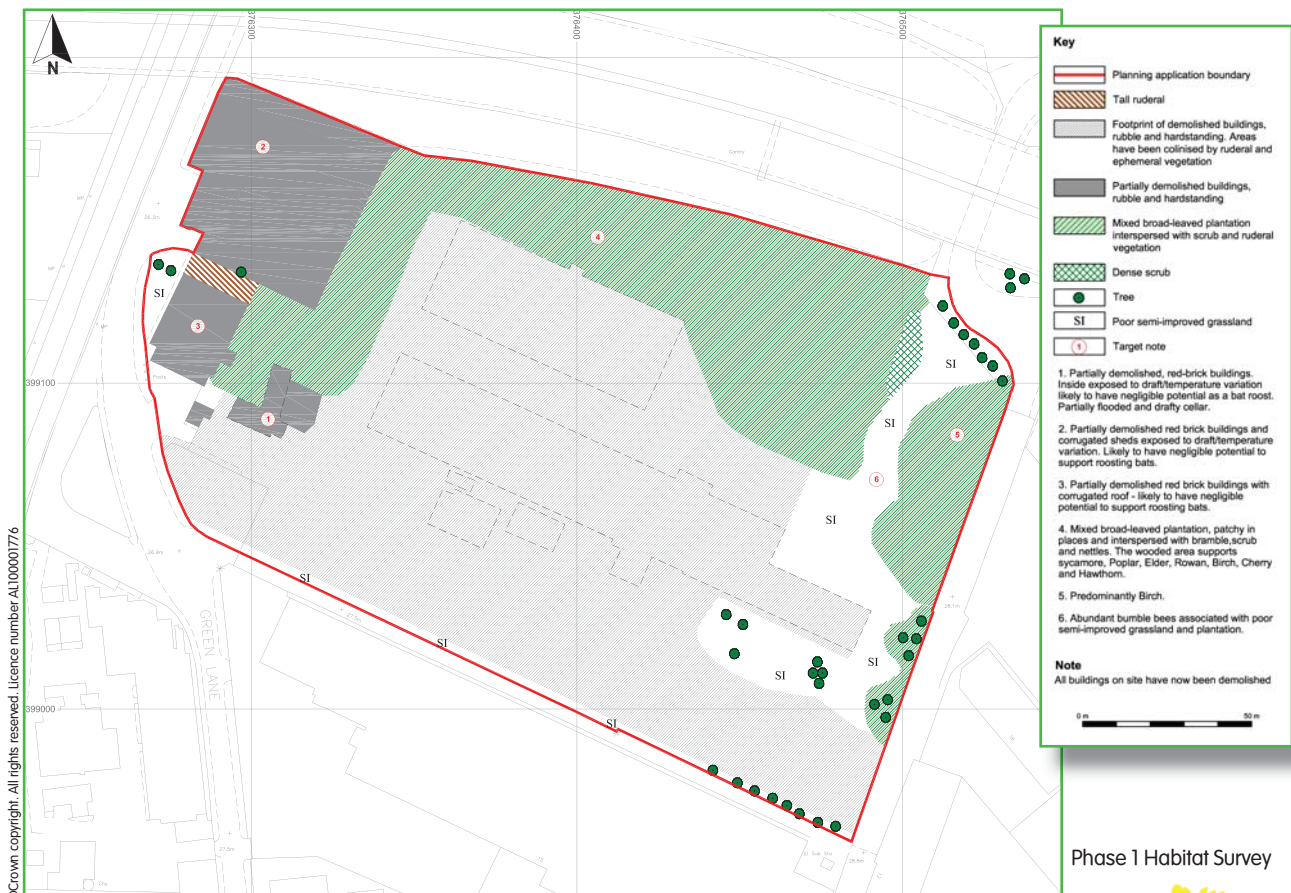
The assessment of biodiversity at the site confirmed that there are five Sites of Biological Importance (SBIs) and one Local Nature Reserve (LNR) within 2 km of the proposed development. The nearest of these is the Bridgewater Canal SBI immediately to the west of the site. The nearest Site of Special Scientific Interest (SSSI) is ~6.5 km to the west, and is associated with the Manchester Mosses Special

Area of Conservation (SAC). There would be no direct impacts on these sites.

A Phase 1 Habitat survey of the site and surrounding area (where access was permitted and possible) was undertaken by an Entec ecologist on 15 April 2009. Distinct habitats and features of nature conservation interest were identified. None were found to be significant in nature conservation terms. Since the standard Phase 1 Habitat survey approach is concerned with vegetation only, the survey was 'extended' to identify whether other nature conservation features, such as legally protected species, were present or not.

This work prompted the need to undertake specific detailed surveys in respect of bats and terrestrial invertebrates. The bat activity survey found that none of the buildings or trees on the site was likely to provide suitable bat roost habitat. These surveys recorded only small numbers of common pipistrelle bats foraging within the site. This species is the most common and widespread in the UK (estimated population size 2,430,000). It was concluded that bats will not experience significant adverse effects as a result of the proposed development.

In terms of invertebrates, a total of 53 species were recorded during the survey, none of which were particularly important or scarce species. The low number of species recorded partly reflects the limited extent of semi-natural



Phase 1 Habitat Survey



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vegetation on the site. The survey concluded that there is little evidence that the site supports an invertebrate assemblage of notable nature conservation value.

In addition, the assessment looked at a range of other ecological receptors that included sites of importance in the vicinity of the site and the nationally scarce moss *Freiberg's screw-moss*, found on sandstone blocks adjacent the Bridgewater Canal near to the site. The canal will not be affected by the proposals however the moss could be affected by indirect effects caused by changes in water or air quality. In terms of water quality, the site will not drain into the canal and will therefore not affect it. On air quality, the Manchester Mosses SAC and Bridgewater Canal SBI were modelled as part of the assessment in order to assess potential effects on these designated sites. It has been concluded that the development is likely to have no significant effects on the conservation status of *Freiberg's screw-moss* or other species/habitats within the Bridgewater Canal SBI. Standard dust control techniques can also limit any effects on the canal during construction. Therefore the development is likely to have no significant effects on the integrity of this SBI. It has further been concluded that the proposed development will have no more than a negligible effect on the conservation status of habitats within Manchester Mosses SAC.

## Cultural Heritage

The site is in an industrial setting allocated for industrial development. The nearest scheduled monument is the Canal Tunnel Entrance and Wharf at Worsley (MonUID GM17) approximately 2 km from the proposed development site. There are six listed buildings within 500 m of the proposed development, the nearest being the Grade II Queens Arms (originally the Patricroft Tavern).

A site walkover was undertaken on 15 October 2009. The only feature of cultural heritage interest noted was the former Mitchell Shackleton office building. Built in an austere art deco style, this building was locally listed for its architectural interest. However, the building suffered an arson attack in 2007 and since the site visit has been demolished.

Within 500 m of the site there are a total of 30 non-designated sites and finds recorded in the (Greater Manchester Historic Environment Record) GMHER. Of these 30 entries, 21 are buildings of cultural heritage interest. Of those, nine feature on the Local List of Buildings of Historic or Architectural Interest maintained by Salford City Council. The Local List contains one building that is not recorded in the GMHER, The Lighthouse at Canal Side and expands the entry on 53 Montonfields Road to include Nos. 29-53 Montonfields Road. This list is currently under review and it is possible that further buildings may be added. All of

the records relate to features of the industrial era (18th to 20th century) with the exception of the prehistoric Polished Stone Celt found in 1922 during excavations on the Winton Housing Estate.

The industrial heritage of the area immediately surrounding the site is arguably of cultural heritage significance, although little now survives. The Bridgewater Canal, an important forerunner to the canal networks of the late 18th and 19th centuries, runs adjacent to the western site boundary. The site is also immediately north of the site of James Nasmyth's Bridgewater Foundry which later became ROF Patricroft.

It is considered that the proposed development will not result in any significant adverse effects on cultural heritage resources. This is because there are no significant resources on-site whilst it is considered that off-site resources will not be significantly affected.

## Landscape/Townscape

The assessment has looked at the character of the landscape/townscape, landscape designations in the area and landscape elements within the site boundary. The assessment has found that the construction and operation of the Green Lane Eco Park would result in no significant effects on landscape and townscape character areas or designations within the study area (either directly or indirectly).

In terms of character of the landscape and townscape it is not considered that a development of this scale in an industrial location could impact on the character of the wider area. The designations locally that have been considered include:

- Monton Green Conservation Area (CA);
- Ellesmere Park CA;
- Barton-upon-Irwell CA; and
- Worsley Greenway.

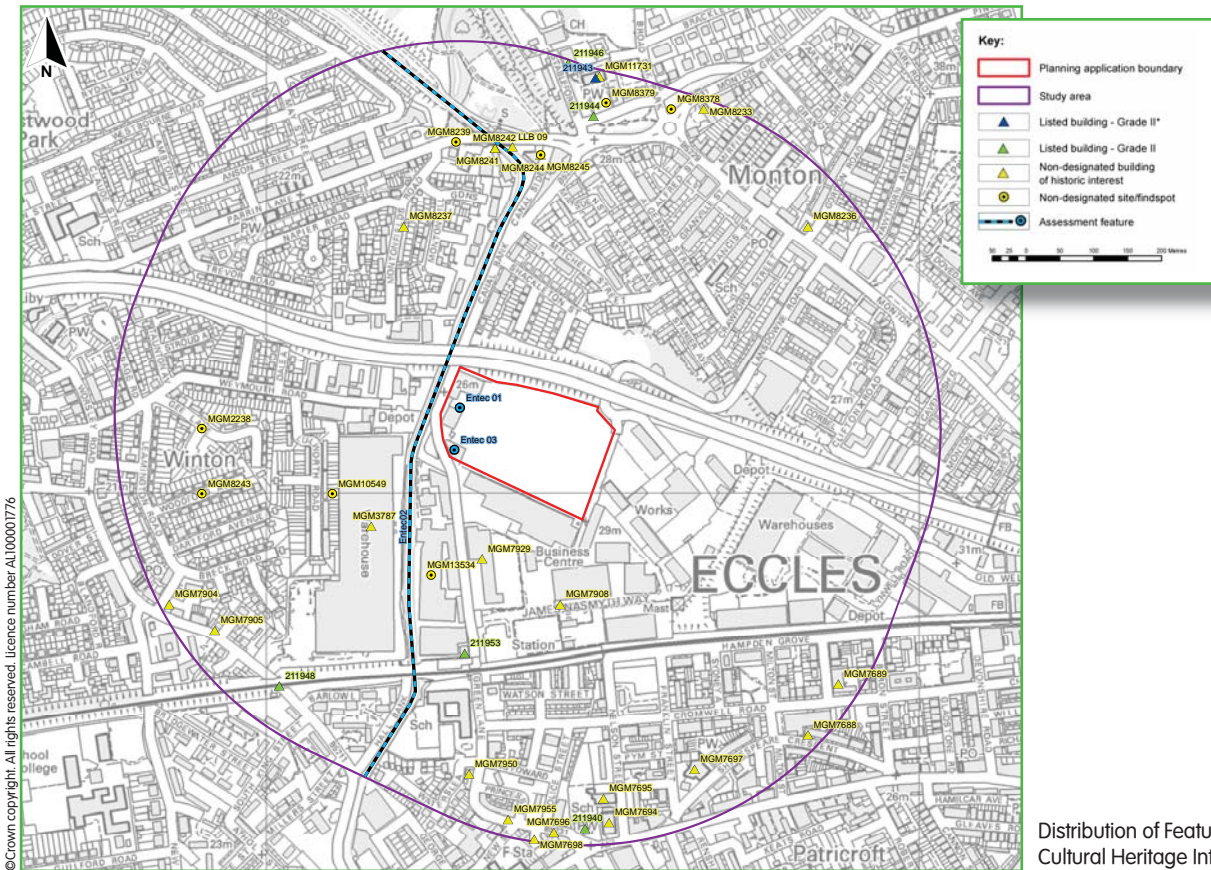
The assessment indicates that intervening built form coupled with vegetation limits outward views to the site from the CAs at Ellesmere Park and Barton-upon-Irwell. In terms of Monton Green CA and Worsley Greenway, views of the proposed development would be limited towards the site (which would be sporadic and predominantly restricted to the upper portion of the gasification facility stack in each case), and it is therefore considered that the effects on these designations would not be significant.

With regard to landscape elements that are located within the site boundary, the partial removal of established trees



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Distribution of Features of Cultural Heritage Interest

within the site during the construction phase would be sufficient to result in short-term significant effects; however this would be compensated by the subsequent landscape works at the end of the construction phase. Changes to built form within the site (i.e. site clearance of existing debris / hardstanding and replacement with new large-scale units) would not result in significant effects given the industrial nature of the surrounding landscape.

### Visual

Three viewpoints were selected for the visual assessment as representative of the residential receptors and public places which are most likely to experience negative visual effects. Residential areas with properties whose residents would potentially have views of the proposed development were also considered in the assessment.

The assessment has concluded that views of the proposed development would be substantially limited in most areas by intervening vegetation and built form, including the M602 embankment and large industrial units within the Nasmyth employment area.

Clear views of the site are primarily limited to receptors in close proximity to the western site boundary which is more open and publicly accessible. This includes recreational users of the Bridgewater Canal towpath / Regional Cycle

Route 82 and also road users / pedestrians travelling along Green Lane. Landscaping along the western site boundary will reduce visual effects from this location. However, in all other areas visibility would be more limited and generally restricted to intermittent views of the taller elements of infrastructure at most (such as the stack and to a lesser extent the AD digester tanks). There would be no views of ground level components such as car parking. A relatively small number of visual receptors would have some filtered and/or partial views of the upper parts and rooflines of one or more of the three main facilities (such as residents in the southern portion of Monton, to the north) although these are likely to be influenced by seasonal variations in foliage cover. A small number of residential receptors in properties to the west and south may also have partial views of the upper portions of the proposed facilities through gaps between the intervening industrial / commercial units, although these are most likely to be from upper storey windows only.

### Noise

The existing noise sensitive receptors which have the potential to experience significant noise effects are located not only in close proximity to the development site, but also along sections of the highway network predicted to experience a noticeable change in traffic flows due to the scheme. Five locations were identified and agreed



View from Public Open Space East of Shackleton Street showing Gasification stack

with Salford City Council as representative of the sensitive receptors in the area, and were the subject of baseline monitoring and assessment:

- Lulworth Road — approximately 250 m west of the development boundary;
- Scott Avenue — approximately 75 m north of the development boundary;
- Shackleton Street — approximately 155 m north of the development boundary;
- Wesley Street — approximately 260 m south of the development boundary;
- Eccles Fire Station — approximately 500 m from the development boundary.

Ambient noise levels are heavily influenced by traffic on the M602, local traffic and the industrial areas around the site.

Noise is measured in decibels (dB(A)) and established British Standards and associated guidance set out recommended limits for noise. British Standard BS5228 Noise and vibration control on construction and open sites (2009) has been used to carry out predictions of noise effects for the construction period of the proposed development, whilst during the operational period noise effects have been assessed in accordance with BS4142 Method for Rating Industrial Noise in Mixed Residential and Industrial Areas (1997). In addition, operational noise effects are also assessed against Salford City Council's 5 dB(A) below background criterion. An assessment of operational traffic noise effects has also been undertaken.

Measures to be employed during construction and the operation of the facility to reduce noise emissions include:

- Use of equipment fitted with effective silencers/insulation;
- Use of SMART or "broadband" reversing alarms to reduce the effect of reversing beepers on site vehicles;
- All plant to be regularly serviced, maintained and operated in accordance with manufacturer's instructions. Machines that are intermittently used would be shut down in the intervening periods between work or throttled down to a minimum;

- Specification of noise limits as agreed with Salford City Council;
- Regular routine monitoring of noise levels at selected sensitive receptors, with additional monitoring undertaken during particular activities considered likely to generate elevated noise levels;
- Specification of actions to be undertaken if noise limits are exceeded;
- Appointment of site contact to whom complaints/queries about construction activity can be directed. Any complaints to be investigated and action taken where appropriate;
- All construction activity to be undertaken in accordance with good practice as described by BS5228; and
- Routing of HGVs consistent with the routing strategy as agreed with Salford City Council.

The assessment of construction noise has demonstrated that predicted construction noise levels would be below guidance criteria. During operations the assessment has found that noise levels will be 5dB(A) or more below the relevant measured background noise levels indicating compliance with Salford City Council's suggested criterion. The traffic noise assessment has taken into account the extra HGV movements, and the car movements generated by the facilities' staff. The predicted range in noise levels from traffic using Green Lane/Canal Bank is less than 1dB(A), which is considered to be not significant.

## Air Quality

There are number of individual properties and groups of properties which are located in the vicinity of the site and have therefore been considered as representative sensitive receptors for the air quality assessment. The EIA has particularly examined the potential air quality impacts associated with the gasification plant and anaerobic digestion facility.

The main emissions from the AD facility are oxides of nitrogen (NOx), and small quantities of other pollutants.

The gasification plant will include technology which cleans the emission gas before it is released into the air. After cleaning, the pollutant most likely to affect local air quality



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is NOx. Air Quality pollutants emitted by the processes are mitigated by the detailed design of the processes and comprehensive exhaust gas clean up systems, where appropriate. The pollutants are released from stacks of an appropriate height in order to ensure adequate dispersion. Design heights of the gasification and gas engine stacks were determined by a conservative preliminary stack height assessment. The assessment concluded that stack heights of 54 m and 37 m for the gasification and gas engines (AD) respectively are likely to be sufficient to have a negligible effect upon air quality (note that should both applications be approved there would still be only one combined stack for both processes).

Computer modelling has been used to predict how the emissions from the processes may affect air quality in the local area and how they may affect local residents and wildlife. Wildlife considered in the assessment included the Manchester Mosses Special Area of Conservation (SAC) and Bridgewater canal SBI (as noted above). The results of the modelling were compared against the air quality target values that have been set by the Government to protect human health and wildlife. This indicates that there will be no significant effects on air quality as the predicted impacts are less than the target values. It is therefore unlikely that local residents and wildlife will be affected by the emissions from the gasification plant or anaerobic digestion facility.

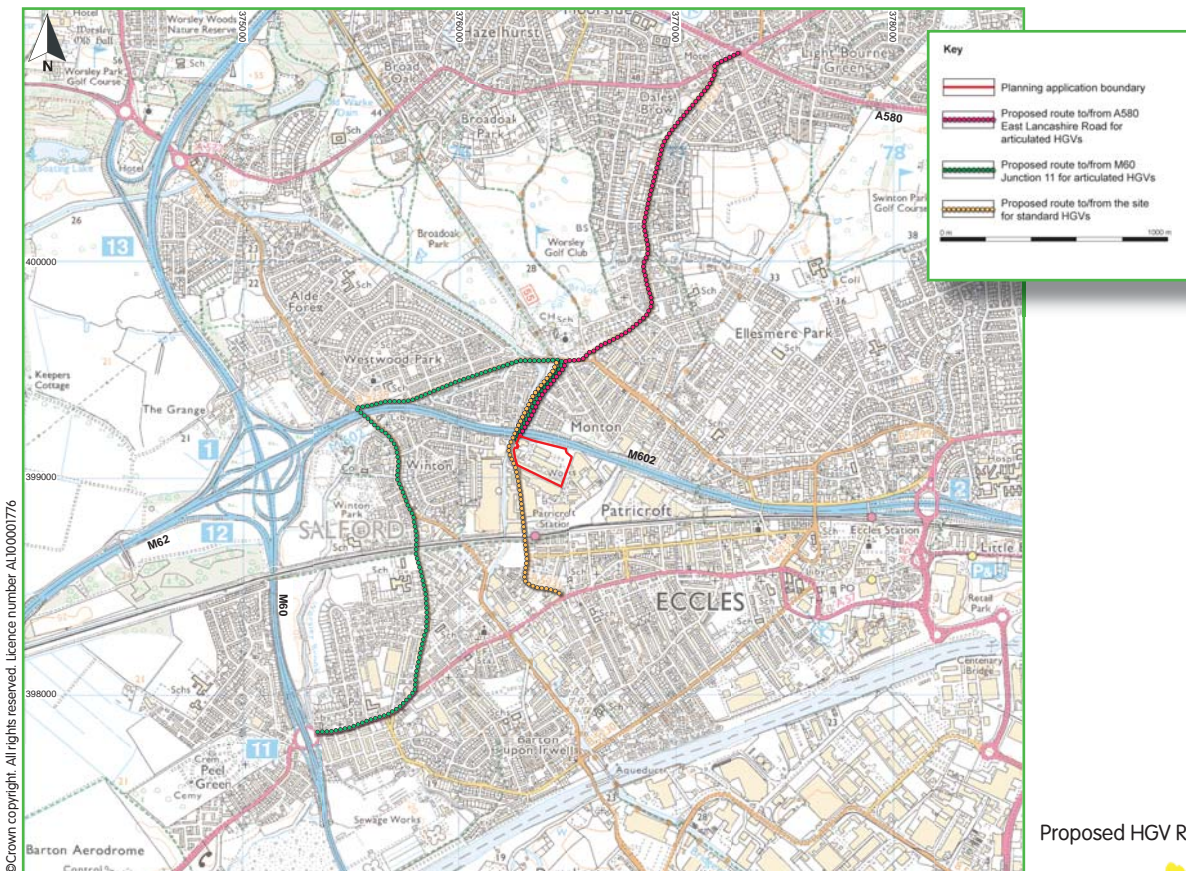
Ultimately the operation of the proposed development will be covered by a valid Environmental Permit issued by the

Environment Agency which will cover all aspects of the operation of the process and the potential air emissions. The plant will be designed to ensure that the emissions are within the emission limit values required by the Environmental Permit.

During the construction and operation of the proposed development, dust may be generated that could affect the local area. With this in mind, measures will be put in place including:

- Damping down of unsealed surfaces and stockpiles by water bowsers;
- Minimise unnecessary handling of materials;
- Wheel and body washing of mobile plant before they leave the site;
- Sheeting of construction material lorries prior to dispatch from the site;
- Enclosing or covering all containers to prevent escape of dust and waste materials during loading and transfer;
- Speed restrictions on unsurfaced temporary haul roads; and
- Locating on-site processing facilities (e.g. for construction) away from any sensitive site boundaries.

Mitigation will also be put in place to reduce potential impacts from odour emissions. These include fitting



process areas with fast acting doors and the operation of process areas at slightly below atmospheric pressure to create a negative pressure draw to contain odours. Air extracted from the gasification waste reception area will be used as combustion air for the process which will ensure that any odorous compounds are destroyed by the high temperatures in the process. Air extracted from the MRF, AD reception area and other buildings containing waste processing will be extracted and then passed through an efficient abatement system incorporating the appropriate techniques prior to being discharged to atmosphere. Under normal operation of the AD plant, biogas generated from the anaerobic digestion of the waste will be combusted in the biogas engines. This destroys odorous compounds in the biogas. No significant odour effects are therefore predicted.

## Transport

The planning application is supported by a Transport Assessment that looks at and models traffic flows for different potential uses of the site and provides detail on alternative forms of transport to and from the site. The Environmental Statement provides specific comment on environmental effects.

The B5231 Green Lane/Canal Bank forms the western perimeter of the site and extends in a north-south direction. To the south of the site, Green Lane forms part of a four-arm signal controlled junction with Waterslea and King Edward Street before terminating at the three-arm signalised junction with the A57 Liverpool Road. Approximately 1.5 km to the west of its junction with Green Lane, the A57 Liverpool Road forms Junction 11 of the M60 motorway. East of its junction with Green Lane, the A57 extends towards Eccles town centre.

A short distance south of site, Green Lane passes under a railway line, and the bridge formed at this location only provides a clearance of 4.1 metres. Whilst this clearance is sufficient for ordinary heavy goods vehicles, unusual loads that have historically originated from the site have been unable to pass under the bridge and have therefore been required to travel northwards.

A short distance to the north of the site, the B5231 changes from Green Lane to Canal Bank. This extends northwards, passing under the M602 motorway, and its northern point forms the minor arm of a four-arm roundabout, with the B5229 Parrin Lane forming the western arm, Stableford Avenue forming the northern arm, and the B5229 Monton Green forming the eastern arm. From Parrin Lane/Canal Bank/Monton Green roundabout, Parrin Lane extends westwards towards Winton, whilst approximately 150 metres east of this junction Monton Green forms the western and eastern arms of a four arm roundabout, with the Broad Oak Park access forming the northern arm and

Monton Road forming the southern arm.

From this roundabout, Monton Green extends as part of the B5231 northwards towards Swinton, whilst Monton Road continues as part of the B5229 in a south-easterly direction. Approximately 300 metres from its junction with Monton Green, Monton Road forms the major arm of a priority junction, with Lansdowne Road forming the western, minor arm. Lansdowne Road extends in a south-westerly direction, passing under the M602 motorway, and emerging at the north-western corner of the proposed development site. This provides access to the industrial development at the Naysmith Business Park.

The proposed development will generate around 160 HGV movements per day assuming that the site is fully developed and integrated, with a higher level of 185 movements assumed within the Transport Assessment as a worst-case. The Transport Assessment demonstrates that this will represent a relatively small addition to total vehicle movements on Green Lane / Canal Bank. The Transport Assessment has looked at the proposed routes to be used by HGVs and concludes that they are acceptable and that the development of waste facilities would have a lesser impact than alternative forms of employment development.

Nevertheless a number of measures are proposed that will help to mitigate any potential effects and provide enhancements wherever possible:

- Firstly a routing strategy is proposed which acknowledges the height restriction at Patricroft Station;
- It is proposed to provide an estate road linking the proposed new access on Green Lane to the north east of the site and making it available to users of the Naysmith Business Park — this means that users would no longer need to use Lansdowne Road;
- Other measures have the potential to be implemented and have arisen during public consultation, including realigning the roundabout at the northern section of Canal Bank and providing safety measures along Green Lane/Canal Bank including signage.

## Socio-economics

It is predicted that the proposed Green Lane development would lead to the creation of a minimum of 77 permanent jobs through a combination of direct and indirect employment, together with induced employment from sustaining local economic activity. The creation of these jobs will be welcomed in Eccles and within the immediate site area which falls within the bottom 20% of most deprived areas within England, making the changes significant. In addition, the site consists of derelict brownfield land and has no existing employees therefore the positive impacts of job creation associated with the scheme at a local level



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will be more directly beneficial as no jobs will be lost as part of the development.

It is considered unlikely that inward investors would be discouraged from investing in Eccles as a result of the development, indeed the redevelopment of an area of brownfield land could be seen as a positive impact. Also the perceived image of the proposed waste facilities on the local communities can be deemed as not being a major concern because of the current brownfield nature of the site and the existing industrial profile of the area. Additionally, the use of educational techniques will be employed to address any potential concerns local residents and the wider community have with regard to the proposed development. This will include the maintenance of a Community Liaison Group established as part of the pre-planning phase. There is also the potential to develop education facilities on-site and the outline application includes provision for offices for this purpose.

### Cumulative Effects

Consideration has been given to whether any of the individual effects of the proposed development would combine to create a cumulative effect that is greater than the sum of the individual effects. This has mainly been done by looking at the cumulative effects on human receptors, although other environmental receptors such as publicly accessible locations and biological receptors have also been assessed. The potential effects of the Green Lane Eco Park working at the same time or perhaps successively with other waste sites have also been considered. However, in this respect it has been concluded that there are no such other sites in the local area with the potential to cause cumulative effects.

With respect to the potential for the effects from the proposed development to combine to cause cumulative adverse

effects, receptors that have been used for the amenity issues (specifically visual, noise, air quality and traffic) have been considered, and it has been concluded that none of these would experience significant cumulative effects as a result of the development.

### Conclusions

The Green Lane Eco Park proposals are intended to provide sustainable waste infrastructure that can help divert upwards of 240 000 tonnes of commercial and industrial waste from landfill every year. The proposals provide capacity to recycle more and to generate energy from the remaining waste produced locally. The EIA completed for both applications has found few impacts that are considered to be significant and there have been positive effects identified including those associated with bringing forward this vacant site for development.

### What Happens Next?

Prior to making a decision on the planning application, Salford City Council will seek advice from the Environment Agency, English Heritage, Natural England other consultees and will make the full Environmental Statement available for examination by members of the public. Copies may also be purchased from Sky Properties Ltd. Copies of the Non-Technical Summary are available free of charge.

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