

Environmental Statement: Volume 1 - Non-Technical Summary

For Wain Estates (Land) Ltd | 23-657

Outline application for up to 275 dwellings and associated open space and infrastructure

Land off Church Street/Scobell Street, Walshaw, Bury

Project: 23-657
Site Address: Land off Church Street/Scobell Street, Walshaw, Bury
Client: Wain Estates (Land) Ltd
Date: February 2025
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Appendices

NTS1 – Site location Plan
NTS2 – Site concept Plan



1. Introduction

- 1.1 Wain Estates (Land) Ltd (the Applicant's) are seeking to obtain outline planning permission for residential development up to 275 dwellings and associated open space and Infrastructure. Emery Planning and the consultant team have been commissioned by the Applicant's to carry out an Environmental Impact Assessment (EIA) for the Proposed Development based on the above quantum of built form.
- 1.2 The EIA seeks to assess the potential environmental impacts of this outline planning application. The application is submitted to Bury Council and all detailed matters, save for access, are reserved for future consideration.
- 1.3 The parcel of land considered through this EIA extends to approximately 11.3 hectares and primarily comprised open grassland with small areas of mixed scrub. It is made up of several irregular shaped field parcels which form a wider network of fields divided by fragmented hedgerows and lines of trees. A small area of woodland provides a buffer between an industrial area located to the south of the Site.
- 1.4 The Site forms parts of a wider allocation for residential development in the Places for Everyone Joint Development Plan (PfE).
- 1.5 Policy JP Allocation 9 (Walshaw JPA9) is an allocation for the delivery of around 1,250 dwellings in the Walshaw area of Bury. The wider allocation area is enclosed by Scobell Street and residential properties to the north; Tottington Road and residential properties to the north-east; woodland to the east; the Best Western Bury Bolholt Country Park and Stables Country Club to the south-east, Walshaw Brook and agricultural fields to the south-west and Church Street, residential properties, garaging and a cattery to the west.
- 1.6 This Environmental Statement (ES) considers the likely significant environmental effects of the development during the construction and operation of the development and proposes methods of mitigating any Adverse effects which are likely to arise.
- 1.7 This Non-Technical Summary has been prepared by Emery Planning in conjunction with the project team on behalf of the Applicant's to summarise the findings of the Environmental Impact Assessment (EIA) of the Proposed Development in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.



2. EIA Methodology

- 2.1 An EIA seeks to identify the Adverse and Beneficial environmental effects associated with a development to provide the Local Planning Authority (LPA) with sufficient information to make an informed decision when determining the application.
- 2.2 The development falls within Schedule 2, 10(b) of the EIA Regulations 2017 as '*Infrastructure Projects*' development, constituting '*Urban development projects ...*'. The applicable threshold and criteria in respect of dwellinghouse projects is where the development exceeds 150 dwellings.
- 2.3 Schedule 3 of the EIA Regulations 2017 sets out the criteria that should be considered in determining whether a Schedule 2 development requires an EIA. These criteria are:
 - the characteristics of the development (e.g. its size, use of natural resources, quantities of pollution waste generated);
 - the environmental sensitivity of the location; and
 - the types and characteristics of the likely significant effect (e.g. its extent, magnitude, probability and duration).
- 2.4 An EIA Screening Request was sent to the Local Planning Authority (LPA) in July 2024 and a Screening Opinion was provided in August 2024 advising that the proposals were considered to be EIA Development.
- 2.5 Copies of the Screening Request, Screening Opinion, and Emery Planning's request for the Opinion to be reconsidered (to which a formal response was not received) are provided within Volume 3 of this ES at **Volume 3: Technical Appendix 1.1, 1.2 and 1.3**.
- 2.6 Accordingly, this ES accompanies the application for the development of the Site.
- 2.7 This ES has been prepared in accordance with the EIA Regulations 2017 and the guidance provided in the National Planning Policy Guidance (ID04). An overview of the methodology adopted for each technical study is provided in the respective Chapters of this ES.
- 2.8 The consultant team, made up of suitably qualified competent experts, who are familiar with the issues which relate to the Site and the aforementioned pre-application advice provided by the LPA in August/September 2024. Should the Local Authority subsequently require any additional information to that contained within the ES this can be required in accordance with the provisions of Regulation 25 of the Act.
- 2.9 This ES reports the findings of the EIA undertaken in respect of the Proposed Development. The scope of the EIA (and thus the ES) includes the following Chapters (project team shown in brackets):
 - Ecology and Biodiversity (FPCR)



- Transport and Movement (SLR)
- Water Resources, Flood Risk and Drainage (Lees Roxburgh)
- Air Quality (Redmore Environmental)
- Noise (Wardell Armstrong)
- Ground Conditions (Smith Grant)
- Landscaping and Visual Impact Assessment (FPCR)
- Archaeology and Cultural Heritage (LANPRO)

- 2.10 The EIA has identified and assessed the significance of potential environmental effects relating to the above topics. These potential effects may be Beneficial or Adverse and are related to the construction and/or operation of the Proposed Development. The results of the EIA are presented to the LPA in the ES, which is submitted in three volumes: Non-Technical Summary (this statement), ES Main Text and Technical Appendices.
- 2.11 ES Main Text consists of an introduction, a description of the methodology used, a description of the development, a description of the alternatives that were considered in arriving at the final set of proposals, consideration of the socio-economic implications of the proposal, a review of relevant planning policy and legislation and Chapters assessing the effects on each of the identified environmental categories. The final Chapter summarises any residual effects.
- 2.12 The technical assessments in the ES first established the baseline conditions on the Site before predicting the potential effects. Where possible, mitigation measures have been proposed to reduce, remedy or offset environmental effects and those effects which remain after mitigation have been identified and their significance stated.
- 2.13 In addition to the ES the planning application submission is also supported additional supplementary documents as listed in the application cover letter.
- 2.14 Through the ES the planning merits of the proposals are also considered. Of particular relevance in this regard are **Volume 2: Main Text Chapters: 4** (Project Description); **5** (Reasonable Alternatives); **7** (Planning Policy); and, **16** (Conclusion of Significant Impacts and Mitigation).
- 2.15 Furthermore, the planning application is also accompanied by a Location Plan, Topographical Plan, Parameters Plan, Framework Masterplan and Access Plans.



3. The Site and its Surroundings

- 3.1 The Site comprises approximately 11.3 hectares of open grassland with small areas of mixed scrub to the south of Scobell Road and approximately 1.9m to the northwest of Bury City Centre and bounded to the north and west by Walshaw. An access road enters the Site from Church Street and leads to Copthorne Cattery and other associated buildings. To the south is an area of parkland with lakes and woodland associated with the Stables Country Club.
- 3.2 It is made up of several irregular shaped field parcels which form a wider network of fields divided by fragmented hedgerows and lines of trees. A small area of woodland provides a buffer between an industrial area located to the south of the Site.
- 3.3 There are a number of public rights of way running through the Site which connect up to the wider network. The Site has good accessibility to bus routes which offer easy access to Bury town centre from here, regular trams provide easy access to Manchester City centre and beyond.
- 3.4 The Site also provides convenient access to a variety of amenities and infrastructure which serve key day-to-day needs as well as a secondary school (1.5km), primary school (1.4km), public houses, community centres, library, park, place of worship, supermarkets, a sports centre, gym and a pharmacy.
- 3.5 Further information on the locational sustainability of the site can be found the Transport Assessment within ES **Volume 3: Technical Appendix (Technical Appendix 9.1)** and the Design and Access Statement which accompanies the planning application.
- 3.6 Two watercourses are present within the Site including Walshaw Brook which crosses north to south through the Site.
- 3.7 Immediately to the north and west is the settlement of Tottington with several properties backing directly onto the Site. Properties on the opposite side of the roads face the Site. Additional fields extend to the south and east. Stables Country Club is located to the south next to several ponds and an area of woodland.
- 3.8 There are no designated heritage assets within the Site boundary. The Grade II* Listed Christ Church is located to the southwest of the Site with views across the majority of the surrounding landscape. Christ Church spire can be seen from localised high points within the Site.
- 3.9 The Site is gently undulating with an overall fall from north to south and west to east with the highest point at 131m AOD at northwest corner and its lowest point at 117m AOD at the southeast corner of the Site.
- 3.10 A Site Location Plan and Framework Masterplan are attached at Figures **NTS1** and **NTS2**.



4. Project Description

- 4.1 This ES considers the Proposed Development of the Site for up to 275 dwellings with associated open space and Infrastructure. The planning application is made in outline with all matters, save for access reserved for future consideration.
- 4.2 It is proposed to provide vehicular access to the development at two locations from Scobell Street to the north of the Site, and a single location on Church Street, each comprising priority junctions. The proposals also include the access for the northern end of the internal link, with associated modifications to the Church Street/Scobell Street junction.
- 4.3 The Site will provide the first section of a Link Road that will eventually run throughout the wider JP9 allocation and provide a gateway street to the wider Walshaw Masterplan area to the south. As the proposals are outline, beyond the points of access, the internal road layout, the strategic through road and non-vehicular access points will be resolved through future reserved matters applications.
- 4.4 The access strategy allows for the delivery of housing on the Site, whilst also then being able to integrate with the wider infrastructure proposed as part of the wider Walshaw site allocation; namely the internal link and associated junction infrastructure. Further details of access arrangements and accessibility are set out in Chapter 6 of the TA (**Volume 3: Technical Appendix 9.1**).
- 4.5 The Framework Masterplan shows how existing landscape features will become focal points within the new neighbourhood and the proposals will support an extended and enhanced movement network that incorporates active travel.
- 4.6 The Proposed Development would provide a range of dwelling types and sizes and will be predominantly 2 and 2.5 storey dwellings, with the occasional 3 storey building.
- 4.7 It is envisaged that dwellings will be set within an attractive network of connected streets and surrounding green space. Character streets will create variety and a sense of identity within the layout. Landmark buildings will be provided at key junctions and terminating vistas.
- 4.8 The development will also include the provision of affordable housing. A definitive housing mix will be determined at the detailed design stage.
- 4.9 Generally, lower densities will occur along the green edges of the development. Higher densities will be primarily located along the main vehicular routes and along the main north / south Link Road.
- 4.10 Further details on the proposals can be found within the Design and Access Statement which accompanies the planning application.



5. Technical Sections

5.1 The following section presents a summary of the technical assessments undertaken as part of the EIA.

Ecology and Biodiversity

5.2 The Ecology Chapter, prepared by FPCR Environment and Design Limited, describes how the Proposed Development is likely to affect nature conservation and biodiversity.

5.3 The assessment draws from a desk study, a UKHab survey and preliminary protected species survey of the Site, as well as further surveys for great crested newts (GCN), breeding birds, bats and reptiles.

5.4 During the habitat survey in May 2024 the Site was predominantly modified grassland, hedgerows, scrubs trees and woodland as shown in **Volume 2: Main Text, Figure 8.2**.

5.5 The report identified the following ecological features which could be affected by the proposals or warrant consideration due to legal protection:

- Kirklees Valley Local Nature Reserve
- Kirklees Brook Site of Biological Importance
- Cyrus Ainsworth's Nurseries and Parkers Lodges SBI
- Cockey Moor Wood Pasture and Marsh SBI
- Hedgerows
- Lines of trees
- Individual trees
- Walshaw brook
- Himalayan balsam *Impatiens glandulifera*
- Breeding hedgerow birds
- Commuting and foraging Bats

5.6 Residual impacts are expected to be at least **Neutral** following implementation of mitigation and/or compensation measures. Within the wider ES significance criteria this corresponds to a **Negligible** and **Not Significant** effect.

5.7 The biodiversity value of habitats at the site pre- and post-development have been calculated using the statutory DEFRA Biodiversity Net Gain Metric. The proposals will result in a higher than 10% net gain in habitat, hedgerow and watercourse units. Details are included within the Biodiversity Net Gain Strategy Report provided in **Volume 3: Technical Appendix 8.2** (FPCR, 2025).



- 5.8 Cumulative Effects of any additional existing or approved developments that are either within the vicinity of the Site or considered to share the same environmental resource have also been considered. In particular in this instance, the wider development covered by the Policy JP Allocation 9: Walshaw, and the PfE Allocation Elton Reservoir (JPA7).
- 5.9 The Cumulative assessment identified **No Significant** effects to ecological assets and **Significant Benefits** in terms of hedges, trees and BNG.

Transport and Movement

- 5.10 The Transport Chapter of the Environmental Statement, prepared by SLR, considers the environmental impact of any additional demand for transport infrastructure that may arise from the Proposed Development. The relative environmental impact of the forecast changes to traffic and transport is assessed through identification of key receptors.
- 5.11 A Transport Assessment (TA) can be found in Volume 3: Technical Appendix 9.1 of the ES and contains additional detailed active travel and development traffic impact analysis.
- 5.12 The aim of the Proposed Development is to provide improvements to connectivity between the Site and existing residential areas within Walshaw, but also the rest of Bury.
- 5.13 The overarching concept which underpins the access and movement strategy is that planning for people creates places for people, in contrast to planning for cars which has always historically resulted in places dominated by cars.
- 5.14 It is proposed to provide access to the Proposed Development at locations from Scobell Street to the north of the Site, and Church Street to the west of the Site, in the form of new priority junctions plus separate pedestrian/cycle only access points.
- 5.15 The access strategy allows for the delivery of housing on the Site, whilst also then being able to integrate with the wider infrastructure proposed as part of the wider Walshaw site allocation; namely the internal link and associated junction infrastructure.
- 5.16 Consideration has been given in the ES to the likely significant effects of the Proposed Development in relation to a variety of factors. Effects have been considered during the construction and operation of the phases and appropriate mitigation is proposed to reduce and minimise any negative impacts.
- 5.17 The construction of the Proposed Development is likely to generate additional traffic through the ground preparation and construction periods. The estimated construction trips would be spread, and carefully scheduled, throughout the day.



- 5.18 The impact of construction traffic is expected to be Short-term, Temporary, **Moderate Adverse**.
- 5.19 Through the implementation of a Construction Traffic Management Plan and Delivery Management Procedure it is anticipated that the impact could be mitigated to be **Negligible**.
- 5.20 With regards to the operational phase, with the addition of the development, flows on the assessed links are likely to increase by 0% to 8%. This means that the development traffic is unlikely to result in a discernible environmental impact on any of the links likely to be used by that traffic.
- 5.21 A number of key junctions have been subject to detailed capacity assessments, with the methodology and analysis of results is set out in the aforementioned TA. Based on this assessment it can be concluded that the direct impact of the proposed development on driver delay will be **Minor Adverse** or **Negligible**.
- 5.22 The direct impact of the development in severance and pedestrian/cyclist delay will be **Negligible** on the assessed links, while based on the weighted scoring applied to each of the links, it is concluded that the impact on fear and intimidation for non-motorised users will also be **Negligible**.
- 5.23 The TA includes a highway safety analysis using data for the local highway network for the most recent five-year period available as previously discussed, which led to the conclusion that the direct impact of the Proposed Development on road safety is considered to be **Minor Adverse** or **Negligible**.
- 5.24 The effect of any (minimum) hazardous loads' vehicular trips will be **Negligible**.
- 5.25 Whilst the development traffic will not create discernible environmental impacts on any of the links likely to be used by that traffic, there is still mitigation built into the Proposed Development through infrastructure and a Travel Plan.
- 5.26 The proposed Framework Travel Plan Strategy is set out in Chapter 7 of the TA, aiming to encourage Site occupants to use a means of sustainable transport including walking, cycling and public transport wherever possible and reducing traffic impact on the local highway network.
- 5.27 It is expected that the residual impacts of the development will have a **Negligible** impact, with their impacts being **Not Significant**.
- 5.28 In light of the above reasoning, it is concluded that the Proposed Development would deliver an overall **Negligible** impact. The impacts overall are **Not Significant**.
- 5.29 The cumulative impacts of the other components of the wider Walshaw allocation that could be built, which includes a new internal link and further improvements to connectivity and community infrastructure to enable local living will be **Negligible** to **Moderate Adverse** (but with mitigation all of them would be **Negligible**) and **Not Significant**.



- 5.30 It is therefore considered that the Proposed Development is acceptable in transport terms, and that there are no highways related reasons that should prevent the planning application being granted.

Water Resources, Drainage and Flood Risk

- 5.31 This Chapter of the Environmental Statement, prepared by Lees Roxburgh Ltd, considers the likely significant environmental impacts of the Proposed Development with respect to foul and surface water drainage systems and flood risk both on Site and in the vicinity of the Site during construction and the post construction phase of the development. Specific consideration is given to the potential risk of contamination of surface and groundwater; the effect of increased surface water run-off; reduced groundwater recharge; and increased foul water discharge.
- 5.32 A range of measures have been proposed to mitigate Adverse effects of the Proposed Development. This includes the provision of SuDS features which will provide amenity and biodiversity Benefits in the longer term.
- 5.33 Construction phase impacts will be mitigated through the implementation of the Construction Environmental management Plan (CEMP), together with safe and managed storage areas and a construction stage drainage plan. It is considered that the residual construction phase impacts in risk of flooding and the contamination of surface and groundwater, would be **Not Significant**.
- 5.34 Given the scope of mitigation proposed in the operational stage, including provision of managed drainage networks and SuDS, it is considered that the residual operational impacts on the risk of flooding, the contamination of surface and groundwater, and increased foul drainage would be **Not Significant**.
- 5.35 It is concluded that the Proposed Development is acceptable in terms of the risk of flooding to the Site, the risk of surface or groundwater water contamination, and increased foul drainage, and that there are no reasons that should prevent the planning application being granted.

Air Quality

- 5.36 The air quality impacts associated with the Proposed Development have been assessed by Redmore Environmental. The scope of the assessment includes an assessment of both construction and operational phases.
- 5.37 The Site is located approximately 1.5km north-west of the Bury Council Air Quality Management Area which has been declared due to high pollutant levels. However, local monitoring results and background concentrations indicate that levels are below the relevant criteria in the vicinity of the Site.
- 5.38 Potential construction phase air quality effects from fugitive dust emissions were assessed as a result of earthworks, construction and trackout. A Construction Environmental Management Plan (CEMP) will be



produced in support of the Proposed Development. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable.

- 5.39 During the operational phase of the Proposed Development there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were predicted to be **Not Significant** at all sensitive receptor location.
- 5.40 The Proposed Development is located within the wider JPA 9 Walshaw Allocation. A separate cumulative assessment was therefore undertaken to quantify potential changes in pollutant concentrations at sensitive receptor locations should the whole Allocation come forward. Review of the results indicated that effects were predicted to be **Not Significant** at all sensitive receptor locations.
- 5.41 Based on the results of the assessment, residual air quality effects associated with the Proposed Development are considered to be **Not Significant**.
- 5.42 It is concluded that air quality does not pose a constraint to the Proposed Development, either during construction or once operational.

Noise

- 5.43 Wardell Armstrong has undertaken a Noise Assessment to determine the likely significant effects of the development on the environment in respect of noise.
- 5.44 This Chapter has considered the potential impact of noise and vibration generated during the construction phases; whether the Site is suitable for the Proposed Development when taking into account the existing environmental noise conditions and the potential impact of the Proposed Development from increased road traffic noise on nearby noise-sensitive locations.
- 5.45 The noise and vibration Chapter provides an assessment of potential significant effects (both Beneficial and Adverse) for existing and proposed sensitive receptors.
- 5.46 A Site Suitability Assessment appended to the ES Chapter (**Volume 3: Technical Appendix 12.1**) assesses future noise levels on the proposed sensitive receptors (residential and educational).
- 5.47 Vibration has been scoped out of the assessment as the impacts are not considered to be significant when measures included in a site Construction Environmental Management Plan (CEMP) are taken into account.



Existing Baseline

- 5.48 To determine the existing acoustic conditions, an attended baseline sound level survey has been undertaken at two monitoring locations. Based on on-site observations during installation and collection of the equipment, the main contributor to the existing acoustic environment is traffic movements on Scobell St and Church St. Other observations included bird song, pedestrians and wind in the flora.
- 5.49 Measured ambient $L_{Aeq,T}$ sound levels along the northern boundary of the site are typically 56 dB during the daytime and 57 dB during the night-time. Measured ambient $L_{Aeq,t}$ sound levels towards the eastern boundary of the site are typically 56 dB during the daytime and 58 dB during the night-time.
- 5.50 Measured background $L_{A90,t}$ sound levels along the northern boundary of the site are typically 41 dB during the daytime and 36 dB during the night-time. Measured background $L_{A90,t}$ sound levels towards the eastern boundary of the site are typically 44 dB during the daytime and 39 dB during the night-time.

Outcomes of the assessment

- 5.51 The summary of operational phase effects identifies that for existing receptors, there is the potential for Significant effects in the construction phase due to construction activity and in the operational phase due to changes in road traffic noise.
- 5.52 The Proposed Development has been assessed against its suitability for this Site during operation. The site use will be residential only and proposed receptors are noise sensitive.
- 5.53 The residential development is at the outline stage with detailed site layout plans unavailable. Therefore, indicative recommendations have been provided within the Site Suitability Assessment for likely mitigation requirements in terms of appropriate glazing, ventilation and boundary treatments.
- 5.54 With these assumed parameters in place the expected impact on proposed receptors is **Not Significant**.
- 5.55 Cumulative traffic effects have been considered for the growth in traffic due to the full Walshaw allocation, totaling 1,250 dwellings, including the proposed development. Additionally, the cumulative assessment also includes committed development for 3,500 dwellings as part of the Elton Reservoir development. **No Significant** effects in relation to noise were identified.

Ground Conditions

- 5.56 The assessment of the ground conditions of the Site and the surrounding area includes a consideration of the effects of the Proposed Development on human health, the environment, and the potential for the development to directly contribute to or to be affected by land instability and ground hazards.



- 5.57 The study area for this assessment includes the Application Site, and the land that is within its immediate vicinity. The majority of the Application Site is an area of open space which has not previously been developed. There are several public footpaths which cross the Site. An old sand quarry is located within the northeast which has since been infilled (but is not registered as a historical landfill). There is one mineshaft recorded by the Coal Authority to be located within the southwestern area of the Site plus one mineshaft which is at the southern Site Boundary. There are coal seams which may have been worked at shallow depth located within the southern and eastern areas of the Site. The nature of the mineshafts and coal seams are unknown but this will be established and treated as required prior to commencement of construction. In addition, an intrusive ground investigation will be undertaken within the infilled sand quarry to determine the nature of the infilled material and a programme of ground gas monitoring.
- 5.58 Before mitigation is provided, the assessment identifies that there would be Minor to Moderate Adverse effects relating to harm to construction works, pollution to groundwater and surface water quality and users of adjacent land.
- 5.59 When mitigation is provided including using best practice construction standards and working methods, appropriate site investigation (and remediation as required), the implementation of a Construction Environmental Management Plan (CEMP) and Materials Management Plan, the assessment concludes that these effects would reduce to being **Not Significant**.
- 5.60 Effects relating to surface water drainage would have **Minor to Moderate Beneficial** effects through the implementation of the CEMP.
- 5.61 When the Proposed Development has been completed and through its operation, the assessment found that before mitigation is provided, there would be a Moderate to Minor Adverse effect through harm to site users, future site buildings and associated roads/footpaths and at locations that historically have previously been mined at shallow depth and in areas where manmade ground is suspected (the infilled sand pit, for example.)
- 5.62 When mitigation is provided including appropriate site investigation, suitable development design, inclusion of site drainage ponds with green corridors adjacent to watercourses and, if required, adoption of appropriate ground gas protection measures and remediation of shallow soils, these effects are assessed to be **Negligible** or **Minor/Moderately Beneficial**.

Landscape and Visual Impact

- 5.63 The Landscape and Visual Impact Chapter of the ES has been produced by FPCR and consists of a Landscape and Visual Impact Assessment (LVIA) which defines the existing landscape and visual baseline environments; assesses their sensitivity to change; describes the key landscape and visual related aspects of the Proposed Development; describes the nature of the anticipated change upon both the landscape



and visual environments; and assesses the magnitude and significance of the changes for the construction and operational phases of the Proposed Development.

- 5.64 The assessment was prepared based upon the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), published by the Landscape Institute and the Institute of Environmental Management and Assessment, in 2013.
- 5.65 The Proposed Development has been designed with embedded landscape mitigation. These proposals have been designed to take on board the recommendations of the relevant published landscape character guidance.
- 5.66 No special designations relating to landscape quality or value have been identified within the Site or immediate context. The Grade II* Listed Christ Church, Walshaw Parish Church, lies 280m southwest of the Site and the Grade II Listed Peel Monument is located over 4km North of the Site. Both have some intervisibility with the Site.
- 5.67 The Site falls within the JPA9 Walshaw Allocation within the Greater Manchester Places for Everyone Joint Development Framework Plan Document (2024) which allocates the land and wider context for 1,250 homes.
- 5.68 The Site and immediate context fall within National Character Area (NCA) 54: Manchester Pennine Fringe. Due to the scale of the Site in comparison to the wider NCA and retention and protection of existing landscape features development of the Site would result in **Negligible** landscape effects upon Construction and Completion. Residual landscape effects would remain **Negligible**, which is **Not Significant**.
- 5.69 The Site lies within Greater Manchester's Landscape and Sensitivity Assessment: Landscape Type (LT): Urban Fringe Farmland. The landscape mitigation embedded within the Proposed Development and as shown on the Parameters Plans makes provision for the implementation of the recommendations within the LT by siting development on lower land following the existing field pattern, providing areas to incorporate SUDS and providing opportunities to improve the hedgerow network resulting in a low magnitude of change and **Moderate/ Minor Adverse** landscape effects during Construction stage and upon Completion. Residual landscape effects reduce to **Minor Adverse** once planting has matured, which is **Not Significant**.
- 5.70 The Site Falls within The Bury Landscape Character Assessment (2009): Fringe Industrial Brook Landscape Type (LT) which covers multiple smaller areas across Bury and provides guiding principles for development. The landscape mitigation embedded within the Proposed Development makes provision for the implementation of the guiding principles within the LT, resulting in **Moderate Adverse** effects upon Construction, reducing to **Moderate/ Minor Adverse** upon Completion. Residual effects are assessed as **Minor Adverse** once planting has matured, which is **Not Significant**.



- 5.71 The nature of the direct change to the landscape character of the Site and its immediate context will be notable, yet it will reflect the type of development present and visible within the context of the Site. This overall level of landscape change and effect is not unusual for a development of this nature at a localised and Site wide landscape scale. The Green Infrastructure (GI) proposals will deliver landscape Benefits that will assist in restricting the extents of any adverse landscape effect. This will be further mitigated and reduced in the short, medium and longer term by the management and maturing of the extensive landscape and planting proposals. During the Construction stage, the Site and immediate context would have **Major/ Moderate** effects which is **Significant**. Effects would reduce upon Completion to **Moderate Adverse** and **Not Significant**. Residual effects would reduce further to **Moderate/ Minor Adverse**, which is **Not Significant**.
- 5.72 During the construction stage, visual receptors within the Site including users of the Public Rights of Way and within the immediate vicinity including residents of adjacent properties who have views across the Site, would experience **Major/ Moderate Adverse** visual effects which is **Significant**. All other receptors have **No Significant** effects during Construction.
- 5.73 Residents of properties facing onto the Site would experience **Major/ Moderate Adverse** effects at Year 1 which is **Significant**. Residual effects reduce to **Moderate Adverse** once planting starts to mature and soften views of development which is **Not Significant** for the purposes of EIA. All other visual receptors have **No Significant** effects upon Completion.
- 5.74 There are **No Significant** residual visual effects as a result of the Proposed Development.
- 5.75 Combined cumulative effects have been assessed with the Site, the JPA9 Walshaw Allocation and the JP7 Elton Reservoir Allocation. The Site forms part of the JPA9 Walshaw Allocation. JPA7 Elton Reservoir Allocation has no intervisibility with the Site.
- 5.76 Combined assessed landscape effects on NCA 54: Manchester Pennine Fringe would remain **Negligible**. Whilst there is a slight increase of assessed effects on the Greater Manchester Landscape Character and Sensitivity Assessment and the Bury Landscape Character Assessment, assessed landscape effects remain **Not Significant**.
- 5.77 The Site and immediate context to the south and east fall within the JPA9 Walshaw Allocation. The allocation proposes around 1,250 houses. This would inevitably be a large change to the land use resulting in an increase in effects to **Major/ Moderate Adverse** during Construction and Year 1. However, as the green infrastructure planting matures the Proposed Development will further assimilate into the landscape reducing effects to **Moderate Adverse**. Combined effects would be **Significant** at Construction and Year 1 only.



- 5.78 Visually, it is considered that the Site and the JPA7 Elton Reservoir allocated site would only be viewed together from long distance views from Public Rights of Way and roads and there are **No Significant** visual effects for these receptors.
- 5.79 For receptors who would already experience **Major/ Moderate Adverse** effects at Construction stage due to their close proximity to construction activities, combined visual effects would not change from the assessed effects of the Site alone and would remain **Significant** at Construction stage only. Residents of properties facing onto the Site would already experience **Major Adverse** effects at Year 1, and **Moderate Adverse** effects at Year 15. Assessed effects would not change as a result of the cumulative development and would remain **Significant** at Construction, but at Year 15 would be reduced to **Not Significant**. All other visual receptors have **No Significant** effects.
- 5.80 In conclusion, the overall assessment of the landscape and visual effects shows that the Site can successfully accommodate the Proposed Development adjacent to Walshaw settlement edge without significant long-term adverse effects on the identified immediate and wider area landscape and visual receptors.

Archeology & Cultural Heritage

- 5.81 This Chapter was undertaken by LANPRO and seeks to assess the effects of the Proposed Development on relevant heritage assets and is supported by an Historic Environment Desk-based Assessment (HEDBA) produced in June 2024 (see **Volume 3: Technical Appendix 15.1**). The HEDBA provides a baseline assessment of the Site and an assessment of the significance of designated and non-designated heritage assets, the historic landscape, and potential sub-surface archaeological remains, as well as their setting. This was carried out using guidelines set out by the Chartered Institute for Archaeologists and Historic England, as well as best practice and professional judgement.
- 5.82 The late-19th century Grade II* Listed Christ Church (NHLE 1163417) is located c. 300m to the south-west of the Site. During the construction phase of the Proposed Development, it is considered that there will be a Negligible-Minor Adverse effect upon this asset's significance and setting, specifically the wider views of the Church spire from the north and north-east looking south and south-west, which highlight this assets historical and communal interest, as well as its aesthetic values.
- 5.83 Cop Thorns and its associated access road (HER 8748.1.0), a possible 18th century farmstead, is situated within the western part of the Site, with the main structure (a former farmhouse and attached barn) having been converted into two dwellings. Historically, this asset was set within its own gardens carved out of the surrounding farmland, and it is still much within its original agricultural setting, directly overlooking its semi-rural surroundings. During the construction phase of the Proposed Development, it is considered that there will be a Minor-Moderate Adverse effect upon this assets significance and setting, as there will be a tangible change to its setting, which would also result in an impact upon its historic interest.



- 5.84 Many of the extant field boundaries within and along the perimeter of the Site appear to have been established in at least the early-19th century, though the majority are poorly preserved, incomplete lengths of hedges and largely represented by post and wire fencing. Several stretches of hedgerow within the Site also date to the late-19th century, and are better preserved, though of lesser historic interest. It is considered that the construction phase of the Proposed Development will result in a Minor Adverse effect upon the significance and setting of these landscape features within the Site, as their overall agricultural setting will be removed, and there will be some physical loss to several stretches of the more well-preserved and historic hedgerows.
- 5.85 There would be no further significant effects on the Grade II* Listed Christ Church, non-designated Cop Thorns, or the extant historic landscape features during the operational phase of the Development.
- 5.86 The likely significant Adverse effects to the settings and significance of Christ Church and Cop Thorns will be lessened by embedded landscaping mitigation, including the retention of many extant and remnant field boundaries both within and bordering the Site, which will be managed throughout its lifespan through a Landscape Management Plan (LMP). The proposed new dwelling heights and positions will take cues from the existing topography within the Site to allow for views of the Christ Church spire over the roofscapes of the Proposed Development, rather than narrowing the views along the proposed road network. The setback of the proposed dwellings north and east of Cop Thorns, as well as the establishment of additional planting along the new through road will prevent the former farmstead from becoming enveloped by the wider residential development.
- 5.87 The implementation of a Construction Environmental Management Plan (CEMP) will provide additional mitigation measures to minimise any construction effects upon the settings of Christ Church and Cop Thorns, as well as highlight those stretches of field boundaries which are to be retained as part of the development.
- 5.88 No archaeological remains have been previously identified within the Site, which is thought to have a low potential for prehistoric remains, due to the presence of sands and gravels, as well as extant and former watercourses within and immediately adjacent to it. The Site is also thought to have a limited potential for significant Roman or medieval period remains, and the low potential for significant remains dating to the post-medieval, industrial and modern periods to survive below-ground. Features relating to former field systems and agricultural use have been previously identified within the Site, which may have late-medieval/early post-medieval origins, with evidence for small-scale, local industrial workings also having been identified within the Site. It is considered that the construction phase has the potential to result in a Minor Adverse effect upon the significance of potential below-ground remains.
- 5.89 There will be a Negligible impact to sub-surface archaeological remains during the operational phase.



- 5.90 The cumulative effect to the setting and significance of Christ Church, Cop Thorns and the extant historic landscape features would be increased to Minor Adverse when considered alongside the wider Policy JP Allocation 9: Walshaw scheme, south and east of the Site. However, should the mitigation measures detailed within the Walshaw Garden Neighbourhood Development Framework for the wider Allocation be implemented, these cumulative effects would be reduced to Negligible-Minor Adverse for Cop Thorns and the extant historic landscape features. It is considered that there will be no cumulative effect to potential sub-surface archaeological remains.
- 5.91 Overall, the effects of the Proposed Development are concluded to be **Not Significant** for the purposes of EIA.



6. Residual Effects and Summary

- 6.1 A thorough assessment of the potential impacts of both the construction and operational phases of the Proposed Development has been undertaken and the Adverse environmental impacts associated with the Proposed Development have been minimised wherever possible through scheme design and by using appropriate mitigation measures. A Construction Environmental Management Plan has been recommended to minimise, control and monitor any impacts from the construction period in line with best practice and current environmental legislation and standards.
- 6.2 The EIA has identified the potential for some **Minor-Moderate Adverse** residual impacts, particularly during the construction process in the form of visual intrusion, traffic generation and noise. The occurrence of some of these impacts will be unavoidable, despite the implementation of best practice measures. However, the majority of impacts will be **Negligible / Not Significant**, and the opportunity exists, with mitigation, for some outcomes of the development to be **Beneficial**, particularly with regard to habitat creation, Biodiversity Net Gain, highway safety/convenience, surface water drainage and ground conditions.
- 6.3 The development proposals have been assessed against planning policy, relevant guidance and recognised standards. All significant effects have been identified and, where Adverse, have been minimised as far as possible through design or the application of suitable mitigation measures.
- 6.4 The proposal would be of economic Benefit to the local area which is a key aspect of achieving sustainable development in accordance with the aims of the Framework. The other aspects of sustainable development, social and environmental, would also be achieved through the creation of job opportunities during the construction phase and operational phases of the development; market and affordable housing to meet local need; landscape enhancements which offer significant opportunities for wildlife.
- 6.5 Overall, it is considered that the development constitutes a Beneficial sustainable development that contributes substantially to local and regional development objectives. There would be no Significant Adverse environmental impacts for the purposes of EIA or planning which should preclude the Proposed Development from coming forward without delay.



7. ES Availability and Comments

- 7.1 The Non-Technical Summary, ES and Technical Appendices are available for viewing on the Councils website.
- 7.2 Further copies of the ES and Technical Appendices are available electronically from Emery Planning.
- 7.3 All documents are available from:

Emery Planning
1-4 South Park Court
Hobson Street
Macclesfield
Cheshire
SK11 8BS
Tel: 01625 433881



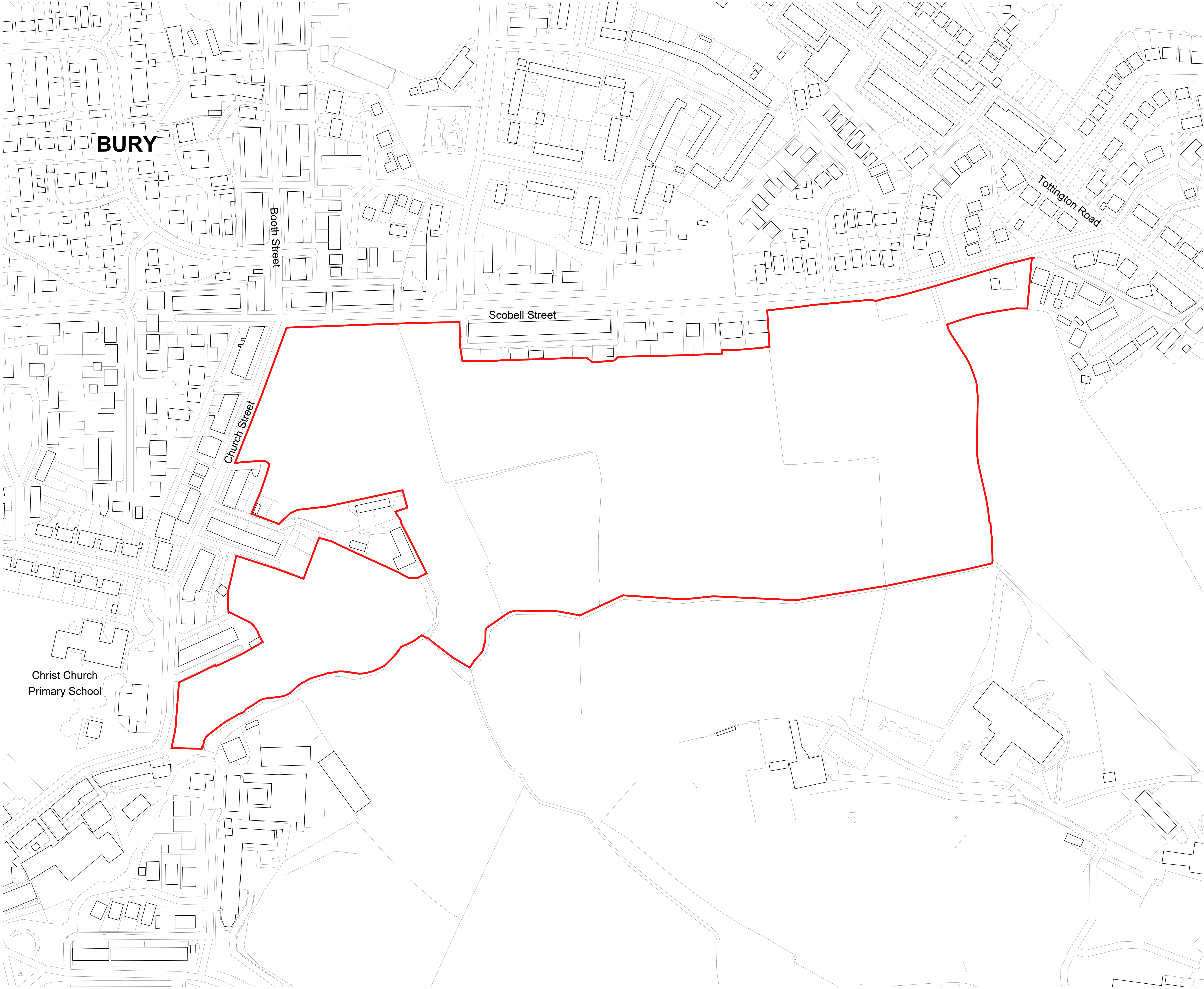
8. Appendices

NTS1 – Site location plan

NTS2 – Site concept plan







BURY

Booth Street

Church Street

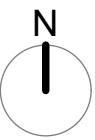
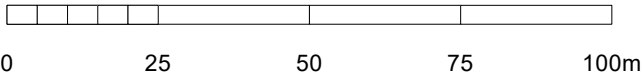
Scobell Street

Tottington Road

Christ Church
Primary School

NOTES

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KEY

Site Boundary

[11.3 ha]

NTS1

P01	28.03.2024	First Issue.	HJL	KMN
rev	date	description	dm	chk



masterplanning •
environmental assessment •
landscape design •
urban design •
ecology •
architecture •
arboriculture •

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client
Wain Estates
project
Land at Scobell Street, Bury

drawing title
Location Plan

scale 1:1250 @ A1	dm HJL	chk KMN	date created 28 March 2024
project number 12221	status S3	issue P01	

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- KEY
- Site Boundary [11.3 ha]
 - Proposed residential development Up to 275 dwellings @ 38 dph [7.23ha]
 - Proposed vehicular access
 - Indicative vehicular routes
 - Indicative Primary Residential Street
 - Indicative Secondary Residential Streets
 - Proposed link road - Overall width 15.5m (6.5m carriageway with 2m verge and 2.5m footway on both sides)
 - Existing development
 - Existing Public Rights of Way (PROW) with Ref. no
 - Indicative Proposed Footpaths
 - Existing trees and vegetation
 - Existing Watercourses
 - Contour lines
 - Indicative proposed attenuation feature
 - Indicative proposed trees and vegetation
 - Indicative proposed play area

NTS2

P06	20/11/2024	Access via Scobell Street updated.	HJL, KMN
P05	14/10/2024	Alignment of Link Road amended.	HJL, KMN
P04	14/10/2024	Development area amended.	HJL, KMN

rev	date	description	dm	cha
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masterplanning
environmental assessment
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architecture
interior design

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client
Wain Estates

project
Land at Scobell Street, Bury

DEVELOPMENT FRAMEWORK

scale 1:1250 @ A1	dm HJL, KMN	date created 25 March 2024
project number 12221	status S1	issue P06

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