

12 RESIDUAL EFFECTS AND MITIGATION SUMMARY

Introduction

- 12.1 This Chapter forms the summary of the Environmental Statement ("ES") which provides an assessment of likely significant environmental effects as a result of the Proposed Development seeking to deliver the comprehensive redevelopment of Prestwich Village centre ("the site").
- 12.2 The planning application seeks hybrid planning permission for a proposed mixed-use development. The planning application is split into two parts; Part A seeking full planning permission, proposing the demolition of existing buildings, and the erection of a mixed-use development comprising community, retail and commercial floorspace alongside a Travel Hub and landscaping and public realm and other associated infrastructure; Part B seeking outline planning permission, proposing the erection of a mixed-use development comprising residential, retail and commercial uses, landscaping and public realm and other associated infrastructure.
- 12.3 The site is situated within the administrative area of Bury Council.
- 12.4 The consultants who have contributed to the preparation of this ES are referenced in the Competency Statement at **Appendix 1.1**, along with information demonstrating their *"expertise to ensure the completeness and quality of the ES"*, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) (amended in 2018).

Availability and Comments

- 12.5 This ES can be viewed online on Bury Council's website and at their offices (please contact Bury Council for details). Additional copies of the Non-Technical Summary ("NTS") (no charge), ES Volume 1 (£100 plus postage) and the Technical Appendices (£150 plus postage) are available from Asteer Planning LLP, 14 Cateaton Street, Manchester, Greater Manchester, M3 1SQ. The complete ES can also be obtained in USB for £10 from the same address.
- 12.6 Comments on the planning application should be sent to Bury Council Planning Department.

The Environmental Statement – Scope and Methodology

- 12.7 In order to determine the scope of the EIA, the EIA Regulations make provision for, but do not require, an applicant to request that the local planning authority (LPA) provide a written

opinion as to the information to be provided within the ES. A request for a Scoping Opinion was submitted on behalf of the Applicant to Bury Council on the 27th September 2023 (**Appendix 2.1**). The request described the site context, the nature and purpose of the Proposed Development, and identified the proposed scope and structure of the EIA for Bury Council's consideration. Bury Council issued their Scoping Opinion on 28 November 2023, in which they were in agreement with the suggested disciplines and methodology set out in the Scoping Request. Comments made by Bury Council and associated consultees, where relevant, have been addressed within the ES.

12.8 Accordingly, this ES has addressed those environmental issues agreed in the scoping process which are considered pertinent and that could potentially result in "*likely significant effects*" as required by the EIA Regulations. These include:

- Socio-Economics
- Townscape and Visual
- Transport
- Noise and Vibration
- Air Quality
- Climate Change

12.9 Each technical chapter has identified "*likely significant effects*" using an assessment criteria which often, but not always, reflects the relationship between the magnitude or severity of an effect; and the sensitivity, importance or value of the resource or receptor.

12.10 Where necessary, mitigation measures have been proposed to ameliorate effects specific to an environmental theme, many of which are purposely incorporated into the design of the proposals and are highlighted as Embedded Mitigation. Further mitigation or Enhancement measures have also been proposed where required, which may be subject to appropriate planning conditions or obligations. These are set out in further detail below.

The Application Site and Context

12.11 The site, as show in **Figure 1.1 (Chapter 1: Introduction)**, is approximately 2.48 hectares in size and comprises a mixture of surface level car parking and retail units, including the Longfield Centre. The publicly accessible car parking consists of the Fairfax Road Car Park (approximately 179 spaces), and the Longfield Centre Car Park (approximately 180

spaces). The site is irregular in shape and bound by Rectory Lane to the east and south; retail units and Bury New Road to the west; and retail units and residential dwellings to the north.

- 12.12 The site is located within the administrative area of Bury Council. The site is located within Prestwich Town Centre and approximately 5.6km north of Manchester City Centre and 6.2km south of Bury Town Centre.
- 12.13 There are no existing watercourses directly in or within the vicinity of the site. The site is entirely located in Flood Zone 1 which is defined as having a less than 1 in 1000 annual probability of flooding and is therefore at the lowest risk of fluvial flooding. However, the Environment Agency flood map for planning service identifies there are small areas of the site's northern extent which are subject to low-medium risk of surface water flooding.
- 12.14 There are no designated heritage assets within the site boundary. There are a cluster of Grade II Listed Buildings located c. 290m southwest of the site. These are associated with the Grade I Listed Church of St Mary. There are also a number of non-designated heritage assets located adjacent to the site boundary (Wilton Arms Hotel (Istanbul Grill), The Railway and Naturalists public house, Barclays Bank & Our Lady of Grace (OLOG) Presbytery Church. The site is not located within or adjacent to a Conservation Area however, the nearest Conservation Area is St Mary's located c. 130m south of the site.
- 12.15 The site is not located within or adjacent to any statutory or non-statutory designated ecological sites. The nearest statutory designated site is Ashclough Site of Special Scientific Interest ("SSSI") located c. 5.1km northwest. The nearest non-statutory designated site is Prestwich Clough, a Site of Biological Importance located c. 370m south of the site.
- 12.16 There are no Tree Preservation Orders designated on or adjacent to the site.
- 12.17 There are no statutory landscape designations in or within the vicinity of the site including Areas of Outstanding Natural Beauty, nor are there any Public Rights of Way within or adjacent to the site.
- 12.18 Although the site is not located within an Air Quality Management Area ("AQMA"), the site's western boundary is located adjacent to Bury New Road which is associated with the Bury AQMA designation. The Bury AQMA has been designated for potential exceedances of nitrogen dioxide annual mean and 24-hour mean for particulate matter air quality objectives.

- 12.19 The local traffic network includes Bury New Road which is a well-trafficked route in the Borough which is situated immediately adjacent to the west of the site. In addition, there is a Noise Important Area (NIA) (ID: 1743) situated immediately adjacent to the west of the site on Bury New Road. Approximately 430m north of the site, the local highway network consists of Junction 17 of the M60.

The Proposed Development and Alternatives

- 12.20 As noted above, the planning application seeks hybrid planning permission for a proposed mixed-use development. More specifically, the formal description of the Proposed Development as set out in the planning application is as follows:

“Hybrid application comprising: Full planning application proposing demolition of existing buildings and structures and the erection of a phased mixed use development including a Community Hub comprising flexible uses including library, offices, medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g)) and retail uses (Use Classes E(a), E(b) F2(a)) and Sui Generis (hot food takeaway and bar), a new Market Hall (Use Classes E(a), E(b) and Sui Generis (hot food takeaway and bar)), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), F2(a), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; and part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F) and Sui Generis (hot food takeaway and bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works”.

Consideration of Alternatives

- 12.21 Where alternatives have been considered, the EIA Regulations state that an ES should *"include a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects"*.
- 12.22 The main alternatives which the Applicant has considered include:
- The 'No Development' Alternative;

- Alternative designs.

Planning Policy Context

12.23 For the site, the relevant Development Plan comprises:

- Bury Unitary Development Plan (1997);
- The Bury Supplementary Planning Documents;

12.24 Other material considerations comprises;

- Emerging Places for Everyone Plan;
- Emerging Bury Local Plan;
- Emerging Prestwich Neighbourhood Plan; and
- Love Prestwich Village (2009).

12.25 Due regard is also had to other material considerations relevant to the proposal including the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

Summary of the Socio-economics Residual Effects

Enabling, Demolition and Construction Phase

12.26 The demolition and construction phase of the Proposed Development is expected to last seven years. This construction will create a total of 52 net Full Time Equivalent (FTE) jobs over the programme in the Area of Impact (defined as M25 and M45 Postcode Sectors in Bury and M7 in Salford based on the visitor catchment analysis). This employment creation will have a Minor Beneficial long-term temporary effect on the local economy, which is Not Significant.

The Completed and Operational Development

12.27 Once complete and occupied, the Proposed Development will have a permanent Minor Beneficial effect on employment in Area of Impact, which is Not Significant. Accounting for the existing employment on-site, the Proposed Development will generate between 36 and 101 net additional jobs (depending on the use of the flexible space) through the provision of retail and food stores, dedicated employment space, leisure, and community spaces.

- 12.28 Accounting for deadweight, the Proposed Development is estimated to generate around £0.40 million of business rates per annum, once the scheme is complete. The potential effect on business rates income is assessed to be a Minor Beneficial permanent effect at the Bury district level, which is Not Significant.
- 12.29 It is estimated that up to 164 net additional new homes (210 gross homes) would be created through the Proposed Development. This net housing accounts for 36.3% of the one-year target and 7.2% of the five-year target (451 per annum) for Bury Council, as set out in the Bury Housing Strategy 2021. The implementation of this range of new housing units is assessed to have a Moderate Beneficial permanent effect at a Bury district level, which is Significant.
- 12.30 The £3.5m that it is estimated the new residents of the Proposed Development will spend locally each year will have a Minor Beneficial permanent effect on the economy of the Area of Impact, which is Not Significant.
- 12.31 The Proposed Development will have a Negligible effect on primary and secondary education within Area of Impact, which is Not Significant. The demand arising from the Proposed Development (51 primary school and 33 secondary school pupils) can be accommodated by the existing capacity in the local area.
- 12.32 The Proposed Development will have a Negligible permanent effect on primary healthcare within the Area of Impact, which is Not Significant. Two scenarios have been modelled, with the re-provision of dedicated NHS space in one scenario which keeps the same number of FTE GPs from the existing facility based on discussions with NHS. In the other, the space is used for office space and only 4.5 GPs are kept in the Area of Impact due to leakage. If the number of patients registered at these practices by 499 (the population of the Proposed Development), the number of patients per GP in the area would increase to between 1,419 and 1,536. As this ratio is still below the accepted standard of 1,800 patients per GP, there is assessed to be sufficient GP capacity in the local area to deal with the additional demand generated by the Proposed Development.

Conclusion

- 12.33 There are no adverse significant effects from a socio-economic perspective. All socio-economic effects are positive. The assessment has identified a Moderate Beneficial effect following completion and operation of the Proposed Development in relation to the provision of housing in the Bury local authority area, which is Significant.

Summary of the Townscape and Visual Residual Effects

Townscape Effects

- 12.34 During the enabling, demolition and construction works the assessed effects are typically adverse in nature due to a loss of some existing townscape characteristics through the demolition of the existing buildings and the impact of construction works on the setting and enjoyment of town centre and public spaces immediately around it. One significant adverse townscape effect has been identified, in relation to impacts on townscape character, land use and site character, during the enabling, demolition and construction works during both phases of development on Townscape Character and Land Use (as defined in **Chapter 7: Townscape and Visual**).
- 12.35 Once the Proposed Development is completed and operational, two significant beneficial townscape effects were identified on Townscape Character, Urban Grain, Land Use, Building Height and Site Character receptors. During the operational phase the Proposed Development will completely transform the site into a high-quality Village centre, that introduces a new urban grain, with new local facilities, street frontage with an enhanced public realm.
- 12.36 The remaining townscape receptors are all assessed as experiencing minor effects at the completed and operational stage, which are not significant and reflect the relatively small scale of change that will be experienced in the wider townscape areas due to the compact nature and position of the local townscape character. All townscape receptors were assessed as having beneficial effects at the completed and operations phase. No significant adverse effects are anticipated in relation to the Proposed Development regarding townscape effects once completed and operational.

Visual Effects

- 12.37 Two significant adverse visual effects have been assessed during the construction period (views 3 and 13). This was due to the proximity of the construction works in relation to the views and their potential impact on views to the non-designated heritage asset of Lady of Our Grace RC church. The remaining views were assessed as Minor Adverse or Negligible which are Not Significant. Whilst construction works would still be visible, they would be less prominent / or partially screened by intervening buildings or vegetation, which reduced the magnitude of their effects. Three views (views 10, 11 & 12) were assessed as no change due to the development being completely screened from view and therefore effects are Not Significant.

- 12.38 During the completed and operational phase no views were assessed as having adverse effects. Two views (views 3 and 13) were assessed as having significant beneficial effects due to the prominence of the new building in the views, where architectural detail and composition could be appreciated, or the location, height and massing suggest appropriate containment and definition of the streetscape contributing to an improvement to the baseline view condition. All remaining views were assessed as having Minor Beneficial and Negligible which are Not Significant.

Conclusion

- 12.39 It is acknowledged that the proposals do result in some significant adverse effects on a small number of visual receptors and townscape receptors during the enabling, demolition and construction works. However, these receptors are limited to a small geographical area, immediately adjoining the site, and are temporary in nature.
- 12.40 Overall, it has been established that townscape character effects are beneficial once the Proposed Development is completed and operational with effects being Significant on a number of identified townscape receptors relating to local townscape character, urban grain, land use, building heights and site character. In addition, the assessment has identified beneficial effects on a number of views which are immediately adjacent to the site which are Significant. Once completed the Proposed Development will completely transform the site to a high-quality retail and community hub, that introduces a new urban grain, with new local level facilities, street frontage with an enhanced public realm.

Summary of the Transport Residual Effects

Enabling, Demolition and construction Phase

- 12.41 During the enabling and construction phase, traffic will be generated from contractor staff and other construction material being brought to site. Generally, the flow of construction traffic would be spread evenly across the working day and in practice the contractor will likely look seek to minimise HGV movements during peak hours.
- 12.42 The impact of this temporary additional traffic during each phase of enabling, demolition and construction works on the possible impacts of the Proposed Development on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as Negligible which is Not Significant. This assessment takes account of the scale and programme of the work and together with measures to be contained in a CEMP and Construction Logistics Plan.

The Completed and Operational Phase

- 12.43 The effect of the Proposed Development on severance is assessed as Negligible on all receptors and therefore Not Significant.
- 12.44 The effect of the Proposed Development on driver and passenger delay is assessed as Negligible on all receptors except for Fairfax Road which is assessed as Minor Adverse, and therefore Not Significant.
- 12.45 The effect of the Proposed Development on non-motorised user delay is assessed as Negligible on all receptors and therefore Not Significant.
- 12.46 The effect of the Proposed Development on non-motorised user amenity is assessed as Moderate Beneficial on all receptors and therefore Significant.
- 12.47 The effect of the Proposed Development on fear and intimidation is assessed as Negligible on all receptors except for Fairfax Road which is assessed as Minor Adverse, and therefore Not Significant.
- 12.48 The effect of the Proposed Development on road users and pedestrian safety is assessed as Negligible on all receptors except therefore Not Significant.

Conclusion

- 12.49 Taking account of the identified mitigation measures, traffic associated with the Proposed Development will be satisfactorily accommodated and will not give rise to any significant adverse effects. A Moderate Beneficial effect has been identified in terms of the amenity of non-motorised users which is considered to be Significant.

Summary of the Noise and Vibration Residual Effects***Enabling, Demolition and Construction Phase***

- 12.50 The impact of noise during the enabling, demolition and construction of the Proposed Development has been predicted and assessed in accordance with BS 5228 guidance. Impacts from demolition and construction activities are predicted at the closest noise sensitive receptors, with temporary negligible to major adverse effects anticipated to arise, prior to mitigation. Taking into account the implementation of Best Practicable Means (BPM) to be secured by a detailed Construction Environmental Management Plan (CEMP) and the temporary nature of the works, the resulting residual effect is considered to range from Negligible to Moderate-minor, which is not significant.

- 12.51 Based on a reasonable worst-case scenarios of predicted increases in HGV traffic flows during the enabling, demolition and construction phase, the noise change at identified receptors would be <1dB for HGVs only for all demolition and construction phases of the development, with the overall increase in traffic in proportion to all vehicle movements being lower than this still. The magnitude of impact would therefore be negligible for the highest sensitivity of receptor. Therefore, the significance of effect, due to construction traffic noise, is assessed as Negligible and therefore Not Significant.
- 12.52 The impact of vibration during demolition and construction of the Proposed Development has been predicted and assessed in line with BS 5228 guidance. For plan distances of <20m between the piling vibration source and human receptors, there is the potential that construction vibration sources may result in a moderate to major magnitude of impact. Construction vibration levels at the most exposed sensitive receptors will be mitigated by careful phasing of the construction works as well as controlling the operation time and duration of each activity to reduce the impact at the receptor in line with the detailed CEMP. As such vibration impacts are assessed to result in a temporary short-term effect which is assessed as Moderate-minor adverse, which is Not Significant.

The Completed and Operational Phase

- 12.53 During the operation of the Proposed Development, the requirement to comply with plant noise limits in line with guidance provided in BS 4142 as agreed with the Local Authority results in the impacts being assessed as having a Negligible effect on the nearest noise-sensitive receptors and therefore Not Significant.
- 12.54 Based on predicted traffic flows, the magnitude of impact as calculated in accordance with Calculation of Road Traffic Noise and Design Manual for Roads and Bridges for all receptors is assessed as negligible in terms of both short and long term traffic changes. This will result in a Negligible effect for all receptors and is therefore Not Significant.
- 12.55 A noise model has been used to predict traffic and tram noise levels at the façade of the Proposed Development. Internal noise levels will adhere to BS 8233 through selection of appropriate façade design mitigation. As such, the residual effect is assessed as Negligible and therefore Not Significant.

Conclusion

- 12.56 It is considered that the Proposed Development adheres to policy and guidance and that there would be no significant noise effects during construction or operation.

Summary of the Air Quality Residual Effects

Enabling, Demolition and Construction Phase

- 12.57 The impact of the construction phase of the Proposed Development was considered in accordance with the latest guidance available from the Institute of Air Quality Management (IAQM). The assessment defined the sensitivity of the area and the risk of the construction of the development to cause dust and particulate matter impacts for both phase of the development. It was concluded that in the absence of any adequate mitigation, there is a high risk from the demolition, earthworks, construction and trackout dust-generating activities associated with the Proposed Development. However, with appropriate mitigation measures implemented, it is anticipated that the dust generation and harmful emissions from construction site activities will not be significant. These mitigation measures will need to be outlined in an Air Quality and Dust Management Plan (AQDMP) (forming part of a Construction Environmental Management Plan (CEMP)/Construction Logistics Plan) and approved by Bury Council prior to the commencement of any on-site works. With the implementation of these mitigation measures, the impacts from construction activities are expected to be Not Significant.

The Completed and Operational Phase

- 12.58 A road traffic emissions dispersion modelling assessment was undertaken to consider the impact of the operational phase development-generated trips on identified receptor locations within the study area. The base year (2022) and the opening year (2031) with and without the development scenarios were assessed for both phases of the development. Annual mean concentrations of NO₂, PM_{2.5} and PM₁₀ were predicted to be below the relevant air quality objectives at all locations, both 'without' and 'with' the Proposed Development in the opening year. The locations assessed included the Air Quality Management Area (AQMA) along Bury New Road. The proposed Travel Hub was also included within the 'with' development scenario. Exceedances of the short-term 1-hour mean objective for NO₂ and 24-hour mean objective for PM₁₀ were considered to be unlikely, based on annual mean concentrations, at any receptors with the development in place.
- 12.59 The impact of road traffic emissions generated by the Proposed Development on existing human receptors was therefore predicted to be Negligible at all receptors in all scenarios. The overall significance of effect was therefore considered to be Not Significant. As such, no mitigation measures were required beyond those that are embedded within the design of the Proposed Development.

Conclusion

- 12.60 It is considered that the Proposed Development adheres to policy and guidance and that there would be no significant air quality effects during construction or operation.

Summary of the Climate Change Residual Effects***Enabling, Demolition and Construction Phase***

- 12.61 For the enabling, demolition and construction phase, in accordance with the stated IEMA methodology, the project is evaluated to have a Minor Adverse effect that is not significant; it is in compliance with up-to-date policy and good practice guidance reduction measures, so is deemed to be compatible with the budgeted, science-based 1.5°C trajectory (in terms of rate of emissions reduction) i.e. the UK's net zero trajectory.

The Completed and Operational Phase

- 12.62 Once completed and operational, the Proposed development is expected to have reduced operational emissions, compared to the baseline, of 355.375 tCO₂e/yr, thus having a similarly Negligible impact locally and nationally.

Conclusion

- 12.63 During Construction, in accordance with the stated IEMA methodology, the project is evaluated to have a Minor Adverse effect that is not significant; it is in compliance with up-to-date policy and good practice guidance reduction measures, so is deemed to be compatible with the budgeted, science-based 1.5°C trajectory (in terms of rate of emissions reduction) i.e. the UK's net zero trajectory.
- 12.64 As the Proposed Development's operational net GHG impacts are below zero and it causes a reduction in atmospheric GHG concentration, compared to the without-project baseline, the operational development is deemed to have a beneficial effect and a positive climate impact.

Inter-Project and Intra-Project Cumulative Effects

- 12.65 The ES responds to the requirement in the EIA Regulations to consider and assess if required the cumulative effects of the Proposed Development. Within EIA, cumulative effects are generally considered to arise from inter-project cumulative effects (the combined effects of development schemes which may, on an individual basis be insignificant, but cumulatively, have significant effects). No cumulative development schemes were identified during the Scoping process and therefore the assessment was scoped-out of the ES. Therefore no cumulative effects were identified.

- 12.66 The second category, intra-project cumulative effects, is concerned with the combination of some or all of the effects predicted by the EIA affecting a particular receptor which may collectively cause a change of greater significance than individually. These are referred to as synergistic effects and have been assessed by professional opinion. An example of a synergistic effect could be construction related visual intrusion, dust, noise and vibration combining to generate a significant adverse effect affecting a sensitive receptor.
- 12.67 The second category, intra-project cumulative effects, is concerned with the combination of some or all of the effects predicted by the EIA affecting a particular receptor which may collectively cause a change of greater significance than individually. These are referred to as synergistic effects and have been assessed by professional opinion. An example of a synergistic effect could be construction related visual intrusion, dust, noise and vibration combining to generate a significant adverse effect affecting a sensitive receptor.
- 12.68 The EIA has taken into consideration synergistic effects on identified receptors as a consequence of collective actions (refer to **Chapters 6-11**). Constraints and identified sensitive receptors have been considered in detail throughout the Proposed Development's design evolution, including the consideration of proposed site preparation and construction techniques. The aim of this process has been to address the potential for significant adverse effects and ultimately to address significant residual effects in isolation or in-combination (i.e. synergistic effects). The measures identified to address the potential for significant effects have, for the most part, been designed-in to the Proposed Development and considered in the EIA as embedded or designed-in mitigation. As discussed within **Chapter 4: Proposed Development and Alternatives**, the design evolution process has been informed by the site's opportunities and constraints which have helped to refine and structure the scheme. Any measure that is not specifically designed-in feature of the Proposed Development is described as further mitigation measure in the relevant technical chapter and set out below in **Table 12.2** below.
- 12.69 Intra-project cumulative effects identified as part of assessment process, along with identified mitigation measures are set out in **Table 12.1** below.

Table 12.1: Synergistic Effects

Description of Source	Description of Synergistic Effect	Mitigation Identified
Enabling, Demolition, and Construction Phase Activities	Increase in level of dust, noise and visual intrusion albeit on a very local and short-term basis on nearby identified sensitive receptors. Refer to Chapter 7: TVIA, Chapter 8: Transport Chapter 9: Noise and Vibration, and Chapter 10: Air Quality.	Implementation of a Construction Environmental Management Plan (CEMP) to mitigate effects associated with general construction activities

Summary of Mitigation Measures Identified within the Environmental Statement

12.70 The residual effects of the Proposed Development have been assessed as part of the EIA and can be described as the effects which remain after the implementation of the embedded and any further mitigation measures. The residual effects have been identified for each category in the preceding section and within each technical chapter (**Chapters 6-11**) and are summarised in **Table 12.2** below. It is expected that the appropriate mitigation measures will be secured through appropriately worded planning conditions or planning obligations.

Summary of Mitigation Measures

12.71 **Table 12.2** below outlines the mitigation and enhancement measures identified within each of the environmental disciplines included within this ES, many of which are an integral part of the design of the Proposed Development.

Table 11.2: Summary of Mitigation Measures

Environmental discipline	Measure to avoid, reduce or manage any adverse effects and/or to deliver beneficial effects	How measures would be secured		
		By Design	By S.106	By Condition
Socio-economics – Enabling, Demolition and Construction Phase	N/A			
Socio-economics – Completed and Operational Phase	N/A			
Townscape and Visual – Enabling, Demolition Construction Phase	CEMP to ensure sensitive lighting is implemented, to ensure the is kept clean and tidy, appropriate site hoarding and ensuring tree protection is utilised to protect vegetation to be retained. Ensuring temporary landscaping and public realm interface between the two phases is maintained.			X
Townscape and Visual – Completed and Operational Phase	Defined Parameters (land use, building heights, public realm and landscaping, access and movement) as defined by Parameter Plans for the Outline application element	X		X
	Architectural detailed design and public realm and landscape design for the outline element to reflect the design approach of	X		X

	the Full element as specified in the Design and Access Statement (JMA, January 2024)			
	Architectural detailed design and public realm and landscape design & materiality as defined by the detailed plans for the Full application element	X		X
Transport – Enabling, Demolition Construction Phase	CEMP will identify measures to help mitigate the potential adverse impacts associated with the addition of construction traffic onto the local road network.			X
	Construction Logistics Plan will include details of how traffic associated with the construction stage can be managed, including routing of construction traffic to avoid peak periods where possible.			X
Transport – Completed and Operational Phase	Framework Travel Plan will set out practical measures to maximise the proportion of future users of the Proposed Development that travel by sustainable (non-car) modes of transport.			X
	Travel Hub Parking Management Strategy will provide a framework for how the Travel Hub will be managed.			X

	Traffic Regulation Order (if required) would restrict parking on local streets.		X	
Noise and Vibration – Enabling, Demolition Construction Phase	Best Practicable Means to minimise noise and vibration through the CEMP			X
Noise and Vibration – Completed and Operational Phase	Suitable design to reduce plant noise emissions, suitable façade sound insulation specification, and suitable glazing specification for Full application element	X		X
	Acoustic Design Statement including to confirm plant noise emissions, suitable façade sound insulation specification, and suitable glazing specification for Outline application element	X		X
Air Quality – Enabling, Demolition Construction Phase	Measures to control emissions and dust during the enabling, demolition and construction phase to be included in the CEMP.			X
	Construction Logistics Plan (as noted above)			X
Air Quality – Completed and Operational Phase	Sustainability and Energy Strategy will include measures relating to regulated and unregulated emissions from buildings.	X		X
	Inclusion of electric vehicle charging spaces within car parking provision and improved cycle/walk infrastructure as presented on the detailed design drawings for the Full application element	X		X

	and on the parameter plans for the Outline application element. Cycling parking and a car club scheme as set out in the Framework Travel Plan.			
Climate Change – Enabling, Demolition Construction Phase	Main contractor to set energy, water and waste reduction targets and waste reuse/recycling targets for the construction activities together with monitoring plans to be outlined in CEMP.			X
Climate Change – Completed and Operational Phase	Sustainability and Energy Statement will include measures relating to regulated and unregulated emissions from buildings.	X		X

Conclusions

- 12.72 This ES has been submitted as part of a planning application seeking to obtain planning permission for the following Proposed Development:

“Hybrid application comprising: Full planning application proposing demolition of existing buildings and structures and the erection of a phased mixed use development including a Community Hub comprising flexible uses including library, offices, medical or health services (Use Classes F1 (a-f), F2(b), E(c), E(e), E(g)) and retail uses (Use Classes E(a), E(b) F2(a)) and Sui Generis (hot food takeaway and bar), a new Market Hall (Use Classes E(a), E(b) and Sui Generis (hot food takeaway and bar)), a Commercial Building comprising flexible uses including retail, offices, gymnasium (Use Classes E(a), E(b), E(c), E(d), E(g), F2(a), a Travel Hub comprising car parking and cycle parking (Sui Generis), a public square and public realm and associated landscaping, car parking provision, cycle storage and other associated works; and part Outline planning application (with all matters reserved) proposing a phased residential led mixed use development comprising residential (Use Class C3), flexible commercial, business, service, local community and learning uses (Use Classes E, F) and Sui Generis (hot food takeaway and bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage and other associated works”.

- 12.73 The aim of the ES has been to assess the “likely significant effects” of the Proposed Development in accordance with the Town and Country Planning Environmental Impact Assessment Regulations 2017. Detailed assessments with respect to pertinent environmental topics have therefore been undertaken in accordance with definitive standards and legislation where available. The ES forms part of the planning application documentation submitted to Bury Council and will inform their decision making process.