

FAO Claire Booth
Bury Metropolitan Borough Council
Development Control
The Planning Service
3 Knowsley Place
Bury
BL9 0EJ

Our Ref: 0176
Your Ref: 70449

By Email Only

Date: 10th May 2024

Dear Claire,

Hybrid Planning Application Reference: 70449 – Response to Comments

This letter has been prepared by Asteer Planning LLP (“Asteer Planning”), on behalf of The Prestwich Regeneration LLP (“the Applicant”), to provide an update on planning application reference 70449, summarise the amendments which have been made to the scheme following receipt of comments from statutory and non-statutory consultees and formally submit additional plans and information for the Council’s consideration.

Background and Summary of Consultee Responses

A planning application (ref. 70449) with the following description of development was made valid by Bury Council on 6 February 2024:

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

As of 10 May, the following comments have been received by statutory and non-statutory consultees:

- United Utilities – **No objections, subject to planning conditions.**

- Public Protection (noise) – **No objection, subject to planning conditions.**
 - Greater Manchester Police – **No objection, subject to planning conditions.**
 - Health and Safety Executive – **Consultation not required as site not within the consultation distance of a major hazard site or major accident hazard pipeline.**
 - Greater Manchester Archaeology – **No objections, subject to planning conditions.**
 - LLFA – **No objection, subject to planning conditions.**
 - Planning Policy Manager – **No objection.**
 - Environmental Protection (contamination, air quality) – **No objection, subject to planning conditions.**
 - National Highways – **No objection.**
 - Wind and Daylight Sunlight – **comments received via case officer and additional information prepared by GIA and submitted to the Council on 24th April.**
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- Conservation Officer – **comments received, and a meeting held on Tuesday 30 April. The LPA is currently reviewing the public benefits of the scheme vs the less than substantial harm identified (further detail is provided in the relevant section of this letter).**
 - TFGM – **comments received, and Applicant response provided. Interim comments from TfGM summarised below.**
 - TFGM Metrolink – **comments received with a request for a financial contribution towards the upgrade of the Prestwich Metrolink . The Applicant is seeking further clarity on this request.**
 - Bury Highways – **comments received, and meetings held with Applicant (further detail is provided in the relevant section of this letter).**
 - Active Travel England – **comments received, and Applicant response provided.**

In summary, the key matters arising from the consultee comments relate to parking and transport and conservation. Set out below is a summary of the scheme amendments and further clarifications prepared by the Applicant to address key matters identified through the consultation period.

Scheme Amendments

As a result of the consultee responses received and ongoing dialogue with Bury Council Planning and Highways officers, the Applicant has made the following amendments to the scheme proposals. JMA have provided a Summary of Scheme Amendments which explains the changes in more detail.

Parameter Plans

- Parameter Plan P4 “Plots and Public Realm” has been updated to make the route from the Prestwich Metrolink Stop through the Plots D and E and towards the new Village Square clearer. The actual route has not changed.
- All other Parameter Plans have been updated to accommodate the changes to the Travel Hub only.

Market Hall (Plot C)

- Internal layout of the Market Hall has been omitted to maximise occupier fit-out flexibility and will allow for operators to shape the internal layout to suit their requirement.
- No changes to the elevations are proposed.
- No changes to the building footprint, roof plan, height and materiality is proposed.
- No changes to the Use Classes are proposed.

Travel Hub (Plot G)

The main scheme amendments relate to the Travel Hub, including an increase in the number of parking spaces from 275 to 301, which is in direct response to the comments received from Bury Highways.

The key changes to the Travel Hub are set out below:

Submitted Travel Hub	Amended Travel Hub
• 275 spaces (including Electric Vehicle, Accessible and Car Club provision). • Including 60 residential permit spaces (30%) • 11.43m from elevation to closest existing home (2 Highfield Place).	• 301 spaces (15 accessible, 30 EVC, 2 City Car Club and 254 standard). • 42% of the home owners/renters will be able to obtain a permit which will allow them to store their car within the Travel Hub, or on plot, at all times, this equates to 89 dedicated residential car parking spaces (63 of the Travel Hub spaces are for residents, and 26 of the on-plot spaces are for residents). • The Applicant will work with Car Club operators to seek to increase the number of spaces to 4. A strategy for C Car Club spaces could be secured via planning condition. • There is no change to the building height. • The building footprint has moved further away from the nearest existing residential property (2 Highfield Place) increasing from 11.43 to 12.7 metres. • Minor amendments to the elevations: - Fairfax Road facing (south) elevation has minor changes to the ground floor only to account for the internal reworking of the new core placement and cycle store. The material quality is not amended. The previous height and massing remain the same. - The church and Highfield (west) facing elevations have been simplified. The angles have now been omitted and replaced with a series of repeating brick panels. - This same design approach of a series of brick panels, now flat to the façade is applied to the northern elevation. - The tram facing, eastern elevation remains as the previous design – fully open with barrier guarding only. • The material quality of all facades remains unchanged.

Parking and Transport Matters

Following the submission of the hybrid planning application (ref. 70449), the Applicant received comments from TfGM, Bury Highways and Active Travel in February and March.

Whilst Active Travel offered no objection to the scheme the Applicant has considered the comments and set out a summary of clarifications below.

TfGM initially raised concerns about the traffic modelling, which have since been resolved. A summary of the current position is provided below.

Bury Highways raised specific concerns around the parking strategy for the development, which have been responded to by increasing the number of spaces in the Travel Hub from 275 to 301.

Active Travel

It should be noted that Active Travel England's response supports the Applicant's proposals to consolidate a majority of the proposed parking to the Travel Hub. The Applicant's highways consultant, Civic Engineers, provided a response to Active Travel on 2 April 2024) which clarified the position on pedestrian and cycle access to the site and the quantum of cycle parking. Of particular note:

- Pedestrian and cycle improvements to Bury New Road, Fairfax Road are subject to a separate programme of works proposed by Bury Council to address pedestrian connectivity in the area.
- The provision of cycle parking across the site is sufficient and accords with LTN 1/20.
- The cycle storeroom within the Travel Hub will be covered by CCTV and the external wall will be perforate metal/mesh allowing views in and out of the cycle store to ensure security.
- 2no non-standard cycle spaces will be marked/signed as reserved outside the Community Hub.
- Cycle parking for the residential elements of the hybrid planning application will be secured at reserved matters stage.

As of 10 May, no further comments have been received from Active Travel England.

TfGM

TfGM provided comments which the Applicant's highways consultant, Civic Engineers, addressed via a written response provided to Claire Booth (case officer) on 2 April, further correspondence from TfGM was received by the Applicant on 20 March which confirmed the following:

- TfGM are satisfied that the correct cycle time has been used in the modelling;
- TfGM accept that the traffic modelling is sufficiently accurate; and
- TfGM accept the conclusion that the impact of the development is not significant.

Bury Highways

The Applicant understands the importance of ensuring there is sufficient car parking available at Prestwich Village whilst also promoting the use of sustainable transport modes over the use of a private car, in line with local, national and regional planning policy. Post submission, the Applicant has continued to engage with Bury Highways Officers and attended the following meetings:

- 21st March 2024 –A meeting was had to discuss the comments received from Bury Highways.
- 23rd April 2024 –A follow up meeting took place whereby the Applicant presented proposed revisions to the Travel Hub demonstrating an increased provision from 275 spaces to 301 spaces to specifically address the concerns raised by Bury Highways.

The key matters arising from discussions between Bury Highways and the Applicant were:

- **Provision of sufficient car parking** – amendments to the Travel Hub are set out below and a Highways and Car Parking Update Note prepared by Civic Engineers is submitted.
- **Trip Generation** – the use of town centre locations was deemed acceptable and the methodology of the Transport Assessment was developed on this basis in accordance with discussions held with David Bland (Bury Highways). Dialogue confirming this was enclosed at Appendix F of the Transport Assessment.
- **Traffic Growth** – a study was carried out into the local situation to understand background traffic growth trends. There has been no background traffic growth in this area and therefore growth was not added, as there is no justification to do so. Further information and details of the study is provided at Section 7.2 of the Transport Assessment. David Bland agreed with this approach by email and this dialogue was included in the Transport Assessment at Appendix F.
- **Traffic Regulation Orders** – Traffic Regulation Orders are proposed and will be secured via planning condition / S106 legal agreement.
- **Junction modelling** – Updated modelling was completed, and TfGM confirmed this was acceptable as per the above section of this letter.
- **Travel Plan** – the hybrid planning application is supported by a Framework Travel Plan. Further details can be secured via planning condition.

Civic Engineers have provided a Highways and Parking Update Note (Rev E) which explains in detail the rationale for the amended car parking strategy and confirms that the changes to the Travel Hub do not change the conclusions of the Transport Assessment.

In addition, and specifically relating to the management of car parking across the Village, the Council is the Applicant of this planning application and will retain freehold ownership and control of the Travel Hub and will therefore be able to monitor the car parking provision, traffic regulation orders and travel plan initiatives. As landowner and long-term steward of Prestwich Village, the Council has the ability to intervene if the car parking strategy needs to be reviewed.

Conservation

The Applicant provided a response to the Conservation Officer's comments on 23 April. A meeting was held on Tuesday 30 April.

The Applicant acknowledges a negligible adverse impact on the non-designated heritage asset group ("NDHA") including the Our Lady of Grace Roman Catholic Church, its former Presbytery and Church Hall. However, it is the Applicant's view that the wider heritage benefits of the scheme including enhancing the setting of NDHA's which surround the site and the extensive public benefits of the scheme (summary provided below) will far outweigh the instances of negligible adverse harm in accordance with paragraph 209 of the National Planning Policy Framework (2023).

It is also the Applicant's view that there is a negligible adverse harm to the Grade I listed St Mary's Church which is considered "less than substantial". Therefore, in accordance with paragraph 208 of the National Planning Policy Framework (2023), *"this harm should be weighed against the public benefits of the proposal, where appropriate securing its optimum viable use"*. Section 3 of the Applicant's Supporting Planning Statement sets out the extensive social, environmental and

economic benefits of the proposal. This should be read in a full but some of the key benefits are listed below:

- Over an assumed 38-month construction delivery period, the scheme will **support 128 Full Time Equivalent (“FTE”) construction jobs (gross)**.
- Creating **335 direct operational jobs (gross) associated with new retail, office and community uses**.
- Once complete, the proposed development is expected to **generate between £5.2 and £14.4 million (2023 prices, undiscounted) of net additional annual GVA**.
- The new residents will support a total **net additional household expenditure per annum of £3.6 million, supporting 44 net additional jobs**.
- Generating significant **revenue for the Local Authority of £400,000 per year in Business Rates and £460,000 in Council Tax Revenue**.
- Deliver up to 210 new homes, in a highly sustainable and accessible location, including 25% affordable housing, to be secured at reserved matters stage and subject to viability.
- Increase accessibility to healthcare services for the local community and providing a hub for health and wellbeing advice.
- The new library, as part of the Community and Retail Hub, will be fully accessible and create a brand-new space where people can learn, study and interact. Flexible community space also offers the opportunity to support education and learning, with the ability to host groups, clubs and events that foster innovation and creativity. The reuse, renewal and regeneration of a significant and underutilised previously developed site, that has exceptional connectivity and accessibility, is a significant benefit of the scheme.
- Uplift biodiversity by more than 40%. This will be supported by significant levels of new tree planting, open spaces and public spaces where people and nature can thrive.
- Deliver significant high quality public realm and landscaping across the masterplan. Central to the masterplan is the village square, which is proposed as flexible space for community events and activity and incorporates high quality landscaping through pocket green spaces and natural elements.
- Target BREEAM “Excellent” with aspirations to achieve BREEAM “outstanding”; target EPC Rating A across all plots; passive and active design measures, low and zero carbon technologies such as air source heat pumps, all electric scheme and photovoltaic panels.
- Remove parking from the village centre by developing a new active Travel Hub will give the village centre back to pedestrians and encourage active travel options by providing easy pedestrian and cycle access, connections to local cycling and walking routes, as well as convenient links to Prestwich’s Metrolink and bus and services.

Additional Information / Clarifications

The hybrid planning application was supported by a comprehensive pack of technical reports and supplementary planning drawings. The following additional information form part of this resubmission:

- This Planning Covering letter, prepared by Asteer Planning.
- Environmental Impact Assessment (“EIA”) Statement of Conformity, prepared by Asteer Planning’s EIA team (including updated TVIA views of the Travel Hub prepared by Planit)
- Updated Drawings and Summary of Scheme Amendments, prepared by JMA – the revised drawing schedule is at **Appendix 1** of this letter.
- Updated Daylight / Sunlight Letter, prepared by GIA – An addendum letter has been provided to show that the minor movement of The Travel Hub has improved the results previously reported.
- Highways and Car Parking Update Note (Rev E), prepared by Civic Engineers.

The Applicant’s professional team have reviewed the minor scheme amendments and a schedule confirming any potential impact of the scheme on the conclusions of the supporting

technical information which sits outside of the EIA is enclosed at **Appendix 2** of this letter. The table demonstrates that the conclusions of the supporting technical information will not change as a result of the minor scheme amendments set out in this letter.

Environmental Impact Assessment

The hybrid planning application was supported by an Environmental Statement ("ES") which covered the following technical assessment areas:

- Socioeconomics
- Townscape and Visual Impact Assessment
- Transport
- Noise and Vibration
- Air Quality; and
- Climate Change.

The purpose of the submitted EIA Statement of Conformity is to consider whether the minor scheme amendments would alter the conclusions of the EIA undertaken. A summary of the conclusions of the EIA Statement of Conformity is provided below:

Technical Discipline	Compliance Statement & Confirmation of whether Further Assessment is required
Socio-economic	Although there have been changes to the design of the Proposed Development, the changes would not impact the outcome with regards to the assessment of significant effects. Therefore, there are no changes to the socio-economic assessment outlined within the January 2024 ES.
TVIA	Updates to relevant photomontages views 3, 4 & 6 have been completed to understand any potential changes to visual effects. Although there have been changes to the design of the Proposed Development, the changes would not impact the outcome with regards to the assessment of likely significant effects. Therefore, there are no changes to the recommended mitigation measures outlined within the January 2024 ES.
Transport	There have been changes to the design of the Proposed Development resulting in a minor increase in parking provision within the Tavel Hub. However, the trip generation of the development is based on industry-standard methodology of applying trip rates of similar developments to the proposed quantum of development and is not directly linked to car parking provision. Based on this, the design changes do not impact the assessment with regards to the assessment of likely significant effects. There are no changes to the mitigation measures outlined within the January 2024 ES.
Noise and Vibration	Although there have been changes to the design of the Proposed Development, the changes would not impact the outcome with regards to the assessment of significant effects. Therefore, there are no changes to the recommended mitigation measures outlined within the original ES.
Air Quality	There have been changes to the design of the Proposed Development. However, despite a slight increase in car parking provision, the increase in the separation distance between the Travel Hub and the nearest receptors on Highfield Place and the additional façade sealing are considered to be positive improvements in terms of air quality. Based on this, the design

	changes do not change the assessment of likely significant effects or proposed mitigation measures outlined within the January 2024 ES.
Climate Change	Although there have been changes to the design of the Proposed Development, the changes would not impact the outcome with regards to the assessment of significant effects. Therefore, there are no changes to the recommended mitigation measures outlined within the original ES.

In summary, the EIA Statement of Conformity identifies that the following assessments remain unchanged, and the findings of the January 2024 ES remain valid: Socioeconomics, Air Quality, Noise and Climate Change. For those assessments where it was considered there was potential for new or altered significant environmental effects to arise as a result of the proposed design changes, a further review has been undertaken. This concerned the Transport and TVIA chapters of the January 2024 ES. The appraisal confirmed that the proposed design changes will not result in new or altered significant effects. The appraisal also confirmed that the conclusions of the January 2024 ES remain valid. The proposed design changes therefore require no further consideration in terms of EIA.

This EIA Statement of Conformity confirms that no 'additional information' is required to assist the Council in reaching a reasoned conclusion on the assessment of likely significant effects. The minor design changes proposed do not change the assessment of likely significant effects as presented in the January 2024 ES, which remains valid and up to date. Therefore, the proposed minor design changes do not trigger the requirements of Regulation 25 of the EIA Regulations.

Summary

We trust that the above written response and enclosed updated plans and supporting documents are acceptable and will enable the Council to understand a period of re-consultation with a view of the application being considered at June Planning Committee. If you have any further queries please do not hesitate to contact me.

Yours faithfully,

Alice Routledge

Partner

alice.routledge@asteerplanning.com

For and on behalf of Asteer Planning LLP

APPENDIX 1 – REVISED DRAWING SCHEDULE

ORIGINAL			REVISED		
PLAN NAME	PLAN REFERENCE	REVISION	PLAN NAME	PLAN REFERENCE	REVISION
P1 - Land Use Parameter Plan	207-JMA-MP-XX-DR-A-001601	P00	P1 - Land Use Parameter Plan	207-JMA-MP-XX-DR-A-001601	P01
P2 - Max Site Heights Parameter Plan	207-JMA-MP-XX-DR-A-001602	P00	P2 - Max Site Heights Parameter Plan	207-JMA-MP-XX-DR-A-001602	P01
P3 - Access & Movement Parameter Plan	207-JMA-MP-XX-DR-A-001603	P00	P3 - Access & Movement Parameter Plan	207-JMA-MP-XX-DR-A-001603	P01
P4 - Plots & Public Relam Parameter Plan	207-JMA-MP-XX-DR-A-001604	P00	P4 - Plots & Public Relam Parameter Plan	207-JMA-MP-XX-DR-A-001604	P01
P5 - Site Levels Parameter Plan	207-JMA-MP-XX-DR-A-001605	P00	P5 - Site Levels Parameter Plan	207-JMA-MP-XX-DR-A-001605	P01
Site location plan	207-JMA-MP-XX-DR-A-000400	P00			
Existing site plan	207-JMA-MP-XX-DR-A-001300	P00	Existing site plan	207-JMA-MP-XX-DR-A-001300	P01
Demolition site plan	207-JMA-MP-XX-DR-A-001500	P00			
Illustrative masterplan	207-JMA-MP-XX-DR-A-001450	P00	Illustrative masterplan	207-JMA-MP-XX-DR-A-001450	P01
Second Floor (third and fourth similar)	207-JMA-MP-02-DR-A-001402	P00	Second Floor (third and fourth similar)	207-JMA-MP-02-DR-A-001402	P01
Proposed site plan			Proposed site plan		
Extent of Full and Outline	207-JMA-MP-00-DR-A-001310	P00	Extent of Full and Outline Components	207-JMA-MP-00-DR-A-001310	P01
Phase 1			Phase 1		
Proposed Construction Phasing plan	207-JMA-MP-XX-DR-A-001301	P00	Proposed Construction Phasing plan	207-JMA-MP-XX-DR-A-001301	P01
Phase 2			Phase 2		
Proposed Construction Phasing plan	207-JMA-MP-XX-DR-A-001302	P00	Proposed Construction Phasing plan	207-JMA-MP-XX-DR-A-001302	P01
Ground floor Proposed site plan	207-JMA-MP-00-DR-A-001400	P00	Ground floor Proposed site plan	207-JMA-MP-00-DR-A-001400	P01
First floor Proposed site plan	207-JMA-MP-01-DR-A-001401	P00	First floor Proposed site plan	207-JMA-MP-01-DR-A-001401	P01
Roof Proposed site plan	207-JMA-MP-RF-DR-A-001410	P00	Roof Proposed site plan	207-JMA-MP-RF-DR-A-001410	P01
Longfield Centre Existing Context Elevation	207-JMA-MP-XX-DR-A-041400	P00			
Fairfax Road A Existing Context Elevation	207-JMA-MP-XX-DR-A-041401	P00			
Fairfax Road B Existing Context Elevation	207-JMA-MP-XX-DR-A-041402	P00			
Poppythorn Lane A Existing Context Elevation	207-JMA-MP-XX-DR-A-041403	P00			
Poppythorn Lane B Existing Context Elevation	207-JMA-MP-XX-DR-A-041404	P00			
Poppythorn Lane C Existing Context Elevation	207-JMA-MP-XX-DR-A-041405	P00			
Bury New Road Existing Context Elevation	207-JMA-MP-XX-DR-A-041406	P00			
Longfield Centre Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041500	P00			
Fairfax Road A Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041501	P00			
Fairfax Road B Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041502	P00			
Poppythorn Lane A Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041503	P00			
Poppythorn Lane B Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041504	P00			
Poppythorn Lane C Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041505	P00			

Bury New Road Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041506	P00			
Claythorn Street A Proposed Context Elevation	207-JMA-MP-XX-DR-A-042400	P00	Clayton Street A Proposed Context Elevation	207-JMA-MP-XX-DR-A-042400	P01
Claythorn Street B Proposed Context Elevation	207-JMA-MP-XX-DR-A-042401	P00	Clayton Street B Proposed Context Elevation	207-JMA-MP-XX-DR-A-042401	P01
Poppythorn Lane Proposed Context Elevation	207-JMA-MP-XX-DR-A-042402	P00	Poppythorn Lane Proposed Context Elevation	207-JMA-MP-XX-DR-A-042402	P01
Rectory Lane Proposed Context Elevation	207-JMA-MP-XX-DR-A-042403	P00	Rectory Lane Proposed Context Elevation	207-JMA-MP-XX-DR-A-042403	P01
Village Square Proposed Context Elevation	207-JMA-MP-XX-DR-A-042404	P00	Village Square Proposed Context Elevation	207-JMA-MP-XX-DR-A-042404	P01
Fairfax Road Proposed Context Elevation	207-JMA-MP-XX-DR-A-042405	P00	Fairfax Road Proposed Context Elevation	207-JMA-MP-XX-DR-A-042405	P01
Highfield Road to Tramline Proposed Section	207-JMA-MP-XX-DR-A-051400	P00	Highfield Road to Tramline Proposed Section	207-JMA-MP-XX-DR-A-051400	P01
Rectory Lane to Bury New Road Proposed Section	207-JMA-MP-XX-DR-A-051401	P00	Rectory Lane to Bury New Road Proposed Section	207-JMA-MP-XX-DR-A-051401	P01
Fairfax Road to Rectory Lane Proposed Section	207-JMA-MP-XX-DR-A-051402	P00	Fairfax Road to Rectory Lane Proposed Section	207-JMA-MP-XX-DR-A-051402	P01
Rectory Lane to Highfield Place Proposed Section	207-JMA-MP-XX-DR-A-051403	P00	Rectory Lane to Highfield Place Proposed Section	207-JMA-MP-XX-DR-A-051403	P01
PLOT A - NO CHANGES					
PLOT B - NO CHANGES					
Ground Floor GA plan	207-JMA-C-00-DR-A-022400	P00	Ground Floor GA plan	207-JMA-C-00-DR-A-022400	P01
First Floor GA plan	207-JMA-C-01-DR-A-022401	P00	First Floor GA plan	207-JMA-C-01-DR-A-022401	P01
Roof GA plan	207-JMA-C-RF-DR-A-022410	P00			
Village Square GA elevation	207-JMA-C-XX-DR-A-042400	P00			
Village Square GA elevation	207-JMA-C-XX-DR-A-042401	P00			
Village Square GA elevation	207-JMA-C-XX-DR-A-042402	P00			
Village Square GA elevation	207-JMA-C-XX-DR-A-042403	P00			
Section A GA section	207-JMA-C-XX-DR-A-052400	P00	Section A GA section	207-JMA-C-XX-DR-A-052400	P01
Section B GA section	207-JMA-C-XX-DR-A-052401	P00	Section B GA section	207-JMA-C-XX-DR-A-052401	P01
Study bay 1 Village Square elevation	207-JMA-C-XX-DR-A-104401	P00			
Study bay 2 Retail front elevation	207-JMA-C-XX-DR-A-104402	P00			
Ground Floor GA plan	JMA-G-00-DR-A-022400	P00	Ground floor GA plan	207-JMA-G-00-DR-A-022400	P01
First Floor GA plan	207-JMA-G-01-DR-A-022401	P00	Typical ramp floor GA plan	207-JMA-G-01-DR-A-022401	P01
Roof GA plan	207-JMA-G-RF-DR-A-0022410	P00	Roof GA plan	207-JMA-G-RF-DR-A-022410	P01

Fairfax Road / Highfield Place	207-JMA-G-XX-DR-A-042400	P00	Fairfax Road / Highfield Place GA elevations	207-JMA-G-XX-DR-A-042400	P01
Highfield Road Railway Elevation	207-JMA-G-XX-DR-A-042401	P00	Highfield Road Railway Elevation GA elevations & GA section	207-JMA-G-XX-DR-A-042401	P01
Study Bay 1	207-JMA-G-XX-DR-A-104401	P00	Study Bay 1	207-JMA-G-XX-DR-A-104401	P01
Study Bay 2	207-JMA-G-XX-DR-A-104402	P00	Study Bay 2	207-JMA-G-XX-DR-A-104402	P01
Landscape Plans					
Landscape Masterplan Phase 1 & Outline Area	3107-PLA-XX-XX-DR-L-0002	P12	Landscape Masterplan Phase 1 & Outline Area	3107-PLA-XX-XX-DR-L-0002	P13
Temporary Landscape Interface Works	3107-PLA-XX-XX-DR-L-0004	P04	Temporary Landscape Interface Works	3107-PLA-XX-XX-DR-L-0004	P05
Landscape Masterplan - Phase 1	3107-PLA-XX-XX-DR-L-0006	P04	Landscape Masterplan - Phase 1	3107-PLA-XX-XX-DR-L-0006	P05

APPENDIX 2 – SUMMARY OF ANY POTENTIAL IMPACTS ON NON EIA SUPPORTING TECHNICAL INFORMATION

Technical Report	Consultant Responsible	Do the scheme changes impact the outcomes of the report?	Summary of Changes/Additional Information Provided
Arboricultural Impact Assessment	Tyler Grange	No. No further action required.	n/a
Archaeological Desk Based Assessment	Salford Archaeology	No. No further action required.	n/a
Asbestos Management Survey	Asbestos Assessment and Control Limited	No. No further action required.	n/a
Building and Structural Surveys	Stantec	No. No further action required.	n/a
Building for Life Assessment	Planit	No. No further action required.	n/a
Crime Impact Assessment	GMP	No. No further action required.	n/a
Daylight / Sunlight Assessment	GIA	The movement of Plot G further away from Highfield Road/Place properties will only improve the results reported. All of the Highfield Road/Place properties are currently BRE compliant, the updated analysis/reporting draws the same conclusions.	An addendum letter has been provided by GIA.
Design and Access Statement	JMA	No.	Summary of Scheme Amendments and updated Plans provided in any event.
Ecology Assessment and Bat Surveys (including BNG)	Tyler Grange	No. No further action required.	n/a
Equalities Statement	Pegasus Group	No. No further action required.	n/a
Flood Risk and Drainage	Civic	No. No further action required.	n/a
Health Impact Assessment	Amion	No. No further action required.	n/a
Heritage Statement	Heritage Architecture	No. No further action required.	n/a
Lighting Strategy	Hannan	No. No further action required.	n/a
Parking Data Review and Parking	Civic	Yes	Highways and Car Parking Update Note

Management Strategy			(Rev B) prepared by Civic Engineers.
Phase 1 GI and Coal Mining Risk Assessment	GEA	No. No further action required.	n/a
Statement of Community Involvement	Font communications	No. No further action required.	n/a
Sustainability and Energy Statement	Hoare Lea	No. No further action required.	n/a
TV Impact Assessment	GTech Surveys	No. No further action required.	n/a
Ventilation and Extraction	Hannan Associates	No. No further action required.	n/a
Wind Assessment	GIA	No. No further action required.	n/a
Waste Management Strategy	JMA	No. No further action required.	n/a