



EIA - Statement of Conformity: Prestwich Village

Hybrid Application
Prestwich Village

On behalf of The Prestwich Regeneration LLP
May 2024

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1 INTRODUCTION

- 1.1 This Environmental Impact Assessment (“EIA”) Statement of Conformity supports a hybrid planning application (Reference: 70449) submitted by The Prestwich Regeneration LLP (the “Applicant”) to Bury Council for a mixed-use development in Prestwich Village, Greater Manchester (the site). The application was validated by Bury Council on the 6th of February 2024. At the time of writing the application is awaiting determination.
- 1.2 The Proposed Development is split into two parts; Part A seeking full planning permission for a new Community Hub, Market Hall, retail/commercial floorspace, a Travel Hub, public realm and landscaping and demolition of existing buildings; Part B seeking outline permission for residential uses alongside ground floor retail and commercial floorspace, public realm and landscaping and other associated infrastructure.
- 1.3 More specifically, the description of the Proposed Development 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”.

- 1.4 The Proposed Development outlined above is EIA development and as such an Environmental Statement (ES) (dated January 2024) (hereafter referred to as the ‘January 2024 ES’) was prepared by Asteer Planning which covered the following technical assessment areas:

- Socio-economics.
- Townscape and Visual Impact Assessment (TVIA).
- Transport.
- Noise and Vibration.
- Air Quality; and
- Climate Change.

1.5 The January 2024 ES, written in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations¹ ('the EIA Regulations'), provided an assessment of the likely significant effects of the development on the environment. Following this process, no significant residual effects were identified.

1.6 The purpose of this EIA Statement of Conformity is to consider whether a number of proposed minor design changes (outlined in Section 2: Statement of Conformity) would alter the conclusions of the January 2024 ES.

¹ The Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (amended 2018)

2 STATEMENT OF CONFORMITY

2.1 The January 2024 ES assessed and identified the likely significant effects of the Proposed Development based on a set of development parameters as set out in Chapter 4 of the January 2024 ES. These consisted of the following:

- The Site Location Plan (ES Figure 1.1).
- Proposed Demolition Plan (ES Figure 4.1).
- The set of plans referred to in ES Appendix 4.1.
- The Development Specification (which sets out the proposed quantum of development as contained in ES Appendix 4.2).
- The written description of development as presented in Chapter 4 of the January 2024 ES.

2.2 For ease of reference, the written description of development as presented in the January 2024 ES described the development as follows:

- Full planning permission for:
 - Plot A – A Community Hub
 - Plot B – A Retail Hub
 - Plot C – A Retail Hub
 - Plot G – A Travel Hub
- Outline planning permission for:
 - Plots D, E, and F – Residential with retail or commercial ground floor uses.

2.3 The minor design changes described within this Statement of Conformity relate to Plot C and Plot G only. No changes are proposed to Plot A, B, D, E and F. A description of the changes is set out below. An updated schedule of plans is provided at **Appendix 1**.

Parameter Plans

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

Plot C

- 2.6 Changes to Plot C are limited to the internal layout.
- 2.7 The January 2024 ES described Plot C as including:
- A food hall with kiosks and a bar.
 - Stand-alone retail units accessed from the street.
 - Internal plant and BOH areas i.e WCs and storage.
 - Plus plant mezzanine.
- 2.8 All of the above has now been omitted to maximise occupier fit-out flexibility which would allow for a single occupier to shape the internal layout to suit their requirements.
- 2.9 The proposed external elevations are unchanged. Any tenant’s fit-out to the internal layout would therefore need to accord with these elevations.
- 2.10 The proposed building footprint, roof plan, height and materiality has not been changed.

Plot G

- 2.11 Changes are proposed to the Travel Hub (Plot G). The changes are focused on the efficiency and arrangement of parking decks/floor slabs and spaces, which has provided an increase in parking numbers from 275 to 301.
- 2.12 The total parking spaces are made from a composition of:
- 2 car club;
 - 15 accessible (5% of total);
 - 30 EV spaces (10% of total);

- 24 bays wider EV spaces 2.7m wide;
- 6 bays standard EV spaces 2.5m wide; and
- 254 standard spaces.

2.13 The proposed height of the Travel Hub remains the same. However, the footprint is proposed to be pulled away further from Highfield Place. Previously the offset distance was circa 11.5m. This has now increased to circa 12.7m (at its closet point). No other changes to the footprint of the Travel Hub are proposed.

2.14 There are minor amendments to the proposed elevations, as described below. The material quality of all facades remains the same as the previous design.

- Minor changes are proposed to the Fairfax Road facing (south) elevation. These relate 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. Height and massing remains the same.
- The Highfield Road (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 eastern elevation remains as the previous design – fully open with barrier guarding only.

2.15 Considering the above, this EIA Statement of Conformity has been prepared to demonstrate that the minor design changes outlined above to not alter the assessment of likely significant effects as reported in the January 2024 ES. Therefore, confirming no further environmental information is required to be submitted pursuant to the EIA Regulations.

2.16 The following sections address each of the assessment topics included in the January 2024 ES to demonstrate that the assessment of significance of likely effects remains as previously identified and that the assessment remains valid. This review is presented in the **Table 2.1** below.

Table 2.1: ES Compliance Review

Technical Discipline	Compliance Statement
Socio-economic The socio-economic assessment included the consideration of potential effects on the district (Bury) socio-economic receptors for the construction and operational phases of the proposed development.	There have been no material changes to the baseline within the original ES. There are no changes to the methodology adopted within the original ES. 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 An assessment of the effects of the proposed development on townscape and visual receptors is reported in the January 2024 ES. The assessment was informed by a baseline assessment of the townscape character and viewpoint analysis. It included consideration of the changes to the townscape character of the site and how this integrates with the surrounding area; and the potential effects on views within the local and wider area.	There have been no material changes to the baseline within the original ES. There are no changes to the methodology adopted within the original ES. 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 The assessment determined the impact of the Proposed Development on the local highway network, in particular on traffic conditions in the local area. It considered	There have been no material changes to the baseline within the original ES. There are no changes to the methodology adopted within the original ES. There have been changes to the design of the Proposed Development resulting in a

the potential effects of traffic associated with the Proposed Development on a number of transport related categories, these being; severance, driver/passenger delay, non-motorised user delay, fear and intimidation, non-motorised amenity, and road user and pedestrian safety.	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 The noise and vibration assessment included consideration of the potential effects of the proposed development from construction noise and vibration and operational phase development-generated road traffic noise emissions on the neighbouring noise sensitive receptors and in terms of the suitability of the site for proposed uses.	There have been no material changes to the baseline within the original ES. There are no changes to the methodology adopted within the original ES. 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.
Air Quality The air quality assessment included consideration of the potential effects relating to fugitive dust emissions as a result of activities associated with the construction phase of the development and the potential effects on surrounding receptors as a result of road traffic exhaust emissions from vehicle	There have been no material changes to the baseline within the original ES. There are no changes to the methodology adopted within the original ES. 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

movements associated with the proposed development during the operational phase.	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 The climate change assessment included the consideration of potential effects regarding climate change and Greenhouse Gases (GHGs) associated with the construction and operational phase of the development.	There have been no material changes to the baseline within the original ES. There are no changes to the methodology adopted within the original ES. 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.

2.17 This Statement of Conformity has reviewed the potential environmental implications of the proposed design changes in respect of the January 2024 ES. A review of the proposed design changes has been undertaken to consider the January 2024 ES and the potential for any new or amended significant effects to arise as a result of the proposals.

2.18 It was identified that the following assessments remain unchanged, and the findings of the January 2024 ES remain valid: Socio-economics, 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, further supporting information has been provided. This information relates to Transport (see **Appendix 2** – Highways and Car Parking Update Note, Civic Engineers, May 2024) and photomontage views 3, 4 and 6 of reference to the TVIA (see **Appendix 3** - Views and Photomontages, Planit, May 2024).

- 2.19 It is considered that the proposed design changes will not result in new or altered significant effects and that the conclusions of the January 2024 ES remain valid.
- 2.20 As noted previously, the January 2024 ES application is considered under the 2017 EIA Regulations. Schedule 4 of the 2017 Regulations require that an Environmental Statement include *"A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape"*.
- 2.21 It is considered that these topics are robustly assessed within the January 2024 ES (where relevant and scoped-in to the assessment) and there are no changes required in terms of the scope of the EIA as presented in the January 2024 ES.
- 2.22 Regulation 25, (1) of the EIA regulations states the relevant planning authority may request 'additional information' to be submitted *"which is directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described in the application in order to be an environmental statement"*, in order to satisfy the Regulations.
- 2.23 Regulation 25 of the EIA Regulations states:
- "in relation to which the applicant or appellant has submitted an environmental statement, and are of the opinion that, in order to satisfy the requirements of regulation 18(2) and (3), it is necessary for the statement to be supplemented with additional information which is directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described in the application in order to be an environmental statement, the relevant planning authority, Secretary of State or inspector as the case may be must notify the applicant or appellant in writing accordingly, and the applicant or appellant must provide that additional information"*.
- 2.24 This EIA Statement of Conformity confirms that no 'additional information' is required to assist the local authority in reaching a reasoned conclusion on the assessment of likely significant effects. The minor design changes proposed do not alter the assessment of likely significant effects as reported 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.

2.25 Regulation 25 also states that the requirements of Regulation 25 also apply to “any other information” submitted by an Applicant. This is defined by the Regulations as “*other substantive information relating to the environmental statement and provided by the applicant or the appellant as the case may be*”. The information contained within this Statement is not substantive in nature and does not alter the assessment of likely significant effects are reported in the January 2024 ES. As stated, the January 2024 ES remains valid and up to date.

3 CONCLUSION

3.1 It is concluded that the proposed minor design changes do not give rise to any new or altered likely significant effects, nor alter the conclusions reached within the January 2024 ES. The design changes have been considered in the context of the 2017 EIA Regulations and requirements of Schedule 4. This confirms that no further assessments are required. The January 2024 ES therefore remains valid and up to date.

3.2 Regulation 25 of the EIA Regulations states:

“in relation to which the applicant or appellant has submitted an environmental statement, and are of the opinion that, in order to satisfy the requirements of regulation 18(2) and (3), it is necessary for the statement to be supplemented with additional information which is directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described in the application in order to be an environmental statement, the relevant planning authority, Secretary of State or inspector as the case may be must notify the applicant or appellant in writing accordingly, and the applicant or appellant must provide that additional information”.

3.3 No ‘additional information’ which is ‘directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described in the application in order to be an environmental statement’, is required to be submitted. The January 2024 ES remains valid and up to date and provides a thorough assessment in order for the Local Authority to reach a reasoned conclusion on likely significant environmental effects of the Proposed Development. In addition, the information contained within this Statement is not substantive in nature and does not alter the assessment of likely significant effects are reported in the January 2024 ES.

3.4 Given the above discussion, it can therefore be concluded that the proposed minor design changes do not alter the conclusions reached within the January 2024 ES. No additional information is therefore considered necessary in respect of the 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.