



Environmental Impact Assessment: Scoping Report

Prestwich Village Centre Regeneration

On behalf of Prestwich Regeneration LLP
September 2023

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1 INTRODUCTION

1.1 This Environmental Impact Assessment (EIA) Scoping Report has been prepared on behalf of Muse Places ("Muse") and Bury Council ("the Council"), which together form the Prestwich Regeneration LLP Joint Venture Partnership ("JV").

1.2 Prestwich Regeneration LLP (hereafter referred to as the 'Applicant') is seeking to secure hybrid planning permission for a proposed mixed-use development in Prestwich Town Centre, known as Prestwich Village ("the site"). The Scoping Report seeks to agree the content of the Environmental Statement (ES) which is being prepared to support a hybrid planning application for the Proposed Development at the site. Therefore, this Scoping Report has been prepared to accompany a formal EIA Scoping Opinion request to Bury Council under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (amended 2018)¹ (hereafter referred to as the EIA Regulations).

Requirements of the Environmental Impact Assessment Process

1.3 The EIA process is the mechanism by which development proposals are appraised to provide an assessment of likely significant environmental effects. Regulation 4 of the EIA Regulations describe it as a process consisting of:

"(a) the preparation of an environmental statement;

(b) any consultation, public and notification required by, or by virtue of, these Regulations or any other enactment in respect of EIA development"

1.4 EIA describes a procedure that must be followed for certain types of projects. The procedure is a means of drawing together, in a systematic way, an assessment of a development project's likely significant environmental effects (both beneficial and adverse). This requires consideration of effects during construction, including any demolition or enabling works, and effects once a development is operational together with any cumulative effects. The document produced as a result of the EIA process is known as the Environmental Statement (ES).

1.5 The aim of EIA, as defined by Planning Practice Guidance (PPG), is to:

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017/571).

“protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process”².

- 1.6 The EIA Regulations require that for certain projects, an EIA must be undertaken. Schedule 1 of the 2017 Regulations lists developments that always require EIA. Schedule 2 of the EIA Regulations lists developments that may require EIA if it is considered that they could give rise to significant environmental effects (both beneficial and adverse).
- 1.7 The Proposed Development is not Schedule 1 development, for which EIA would be mandatory. However, developments such as the one proposed are classified as Schedule 2, Class 10 ‘Infrastructure Projects’, Subsection (b) ‘Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas’.
- 1.8 The EIA Regulations identify a series of thresholds for Schedule 2 projects to assist with establishing whether an EIA would be required. The EIA Regulations state that for Urban Development Projects an EIA may be required if:
- “(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
- (ii) the development includes more than 150 dwellings; or*
- (iii) the overall area of the development exceeds 5 hectares”*
- 1.9 The EIA Regulations require that any development project falling within the description of a ‘Schedule 2 Development’, should be subject to an EIA where such development is likely to have ‘significant’ effects on the environment by virtue of factors such as its nature, size or location.
- 1.10 As noted above, the Proposed Development in question is considered to be a Schedule 2 development, specifically falling under the category Schedule 2 10(b) ‘Urban development projects’. Given the nature and scale of the Proposed Development, the Applicant intends to submit an ES in support of the planning

² Paragraph: 002 Reference ID: 4-002-20140306

application, the content or 'scope' of which is set out and discussed throughout this document.

Purpose of the Scoping Report

- 1.11 This Scoping Report has been prepared to accompany a formal EIA Scoping Opinion request under Regulation 15 of the EIA Regulations 2017. The purpose of the Scoping Opinion request is to seek a formal view from Bury Council (and other consultees where relevant) on the information to be contained within the ES which will accompany the forthcoming planning application. It aims to ensure that there is a clear and agreed scope for the EIA, including the relevant baseline studies that will be required to ensure a robust assessment of environmental effects.
- 1.12 In accordance with Regulation 15(2) this Scoping Report contains:
- A plan sufficient to identify the land (refer to the Site Location plan contained in **Appendix 1**);
 - A brief description of the nature and purpose of the development, including its location and technical capacity (refer to Sections 3 and 4 of this report);
 - An explanation of the likely significant effects of the development on the environment and subsequent topics to be 'scoped-in' to the assessment to ensure a thorough and robust assessment (refer to Sections 7-11 of this report); and,
 - Such other information or representations as the person making the request may wish to provide or make.
- 1.13 Specifically, this Scoping Report seeks to identify those likely significant environmental effects at this stage in the design process (both beneficial or adverse) which could occur as a result of the Proposed Development. Where such effects are identified at this stage in the process, they are proposed for assessment as part of the EIA to ensure a thorough and robust assessment. Discussion and reasoned justification will also be provided within this report on topics which are proposed to be 'scoped out' of the EIA process.
- 1.14 This Scoping Report is submitted to Bury Council as part of the formal request for a Scoping Opinion and we welcome comment on the proposed scope and contents of the ES from Bury Council and other consultees that they wish to nominate, in accordance with Regulation 15.

The Environmental Assessment Team

- 1.15 The ES will be compiled using a wide range of resources with inputs from competent experts. The organisations and their roles in the project team are listed in **Table 1** below.

Table 1: The Environmental Assessment Team

Discipline	Organisation
EIA Project Management	Asteer Planning
Townscape and Visual	Planit
Transport	Civic Engineers
Air Quality	Cundall
Noise and Vibration	Cundall
Socio-economics	AMION
Climate Change	Hoare Lea

Structure of the Scoping Report

- 1.16 The remainder of this EIA Scoping Report is divided into the following Sections:

- **Section 2: Site Description**
 - o An overview of the site and surrounding area
- **Section 3: The Proposed Development and Alternatives**
 - o An overview of the proposed development and alternatives.
- **Section 4: EIA Methodology**
 - o A summary of the relevant EIA Legislation and EIA process.

- **Section 5: Planning Policy Context**
 - o A summary of the relevant planning policy and planning history
- **Section 6-11: Technical Chapters**
 - o Individual discussions on each topic to be assessed within the ES, including information regarding specific methodology
- **Section 12: Topics proposed to be 'Scoped Out' of the ES**
 - o Each environmental topic not proposed to be considered in the ES is discussed in turn.
- **Section 13: Structure of the ES**
 - o The structure and format of the ES document is outlined.
- **Section 14: Environmental Statement Scoping Summary**

1.17 It should be noted that this Scoping Report has been produced using currently available information in relation to the site and the Proposed Development. However, the design of the Proposed Development is still evolving and will continue to do so throughout the EIA process. This is important as it allows an iterative design process to be followed which takes account of environmental issues and community engagement and allows for the incorporation of mitigation measures into the proposals. Therefore, minor changes to the proposals between the scoping of the EIA and the submission of the application should not necessarily require the EIA to be fully re-scoped. Whilst the Proposed Development continues to be refined and the development principles agreed, the description of development as included in this Scoping Report provides factual and sufficient information to inform the EIA Scoping process and the preparation of this EIA Scoping Report. It is acknowledged that if the Proposed Development as presented in this Scoping Report changes materially further scoping may be required.

2 DESCRIPTION OF THE SITE AND SURROUNDING AREA

The Site

- 2.1 The site proposed for development is approximately 2.5 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. The location and extent of the site is shown on the Site Location Plan provided at **Appendix 1** and an aerial view of the site is presented below (Figure 1).
- 2.2 The site lies within the administrative authority of Bury Council.



Figure 1: Aerial View of the Site

Site Context

- 2.3 The site is located in a highly sustainable location with Prestwich Metrolink stop located adjacent to the site's eastern boundary. This service provides regular tram services to Bury, Manchester City Centre, and the connecting transport networks within Manchester to access Greater Manchester and national public transport services including rail, bus and tram. A number of bus stops are also located on the site's western boundary on Bury New Road providing services between

Manchester City Centre and Bury (95, 97 and 98); Burnley (X43 Witchway); Accrington (X41 Red Express).

- 2.4 The site is entirely located in Flood Zone 1 and is therefore at the lowest risk of fluvial flooding. There are small areas of the site's northern extent which are subject to low to medium risk of surface water flooding.
- 2.5 The site is not located within or adjacent to a Conservation Area. The nearest Conservation Area is St Mary's located c. 130m south of the site.
- 2.6 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.
- 2.7 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.
- 2.8 There are no Tree Preservation Orders designated on or adjacent to the site.
- 2.9 The site's western boundary is located adjacent to an Air Quality Management Area ("AQMA") associated with Bury New Road.
- 2.10 Bury New Road is a well-trafficked route in the Borough and vehicle movements along this road are likely to generate traffic related noise effects in the local area.
- 2.11 There is a Noise Important Area (NIA) (ID: 1743) situated immediately adjacent to the west of the site on Bury New Road.

3 THE PROPOSED DEVELOPMENT & ALTERNATIVES

The Proposed Development

3.1 The Proposed Development consists of a mixed-use development to regenerate the Longfield Centre site within Prestwich Village. A hybrid planning application is proposed to be submitted to Bury Council seeking permission for a mixed-use development which will include:

1. Full planning permission for:

- A new Community Hub which is to provide a flexible and multi-functional community space at the ground floor of the building. This space could be used for a range of community events and is located at ground level to help activate a new Village Square together with retail space. A library is proposed to re-provide the existing Library in the Longfield Centre. The new library space has the potential to contain state of the art facilities and will have synergies with the ground floor community event space. In addition, space will also be provided within the Hub for potential health and GP services.
- A new Market Hall is proposed providing a mix of spaces for independent food retailers and traditional retailers. The concept for the Market Hall is to combine a high-quality food hall with communal seating, spilling out into the proposed Village Square, along with smaller retail units which will be suitable for independent operators. The proposed Market Hall will create a space to help diversify the evening economy and create a mixed offer in the Village Centre.
- A retail and leisure hub building is proposed to provide high-quality, modern spaces for retailers and potential for a commercial gym operator or office space. The ground floor of the building is proposed to contain retail spaces which will be designed flexibly so they can accommodate different size retailers, depending on demand. At first floor, the floorplate is proposed to accommodate a commercial gym operator or office space.
- A new Travel Hub is proposed on land north of Fairfax Road which will include around 350 parking spaces. A further 25-30 spaces will also be provided across the wider masterplan – comprising circa 15 spaces within the residential plots and circa 15 on-street accessible spaces along Rectory Lane. Therefore, a total of approximately 380 spaces are proposed.

- High-quality public realm, including a new Village Square that will be flexibly designed to include spill out spaces from surrounding retail / market buildings and accommodate a mix of different 'pop-up' uses, including markets, food festivals, art exhibitions and live performances.
- Building heights to range from single storey to a maximum of 4 storeys.
- Demolition of the Longfield Centre and existing buildings/structures.

2. Outline planning permission for:

- Approximately 200 residential homes with ground floor retail and commercial uses.
- Building Heights to range from 5 to a maximum of 7 storeys.

3.2 A key aspect of the Proposed Development is a proposed network of high quality public realm and social spaces including a new village square located centrally within the site which could be used as an event space.

3.3 At this stage, it is anticipated that the enabling works and construction of the Proposed Development will commence in 2024 with full site completion and occupation by 2031.

3.4 Although the elements of the Proposed Development as described above are currently anticipated to form part of the proposals, the design of the development is still evolving and will be informed and refined through the EIA process and the continuous process of consultation with the local authority, key stakeholders and the local community.

Assessment Parameters and Scenarios

3.5 The ES will include a detailed description of the Proposed Development and the construction activities required for its delivery, including any demolition and enabling works. This description as contained in the ES will form the basis of the technical assessments to be undertaken, including a series of parameter plans and development schedule. The development schedule will form part of a 'Development Specification' document which will support the application and clearly set out the scope of the application (including proposed uses and floorspace). Given that the planning application seeks hybrid planning permission, a mixed level of detail will be available for assessment purposes.

3.6 For the full planning application area, the assessments will be based on a series of detailed plans submitted for approval. These plans alongside the site extent, written description of development and construction information will form the basis of the assessment. For the outline planning application area, the assessment will be based on a series of development parameters providing maximum thresholds, fixing an envelope within which subsequent reserved matters could be brought forward for approval. The information used as part of the outline area assessment will include:

- **Use** – A Land Use Parameters Plan will be submitted which identifies the uses proposed on the outline development plots.
- **Amount of development** – The amount of development proposed for each use.
- **Scale parameters** – A Building Heights Parameters Plan will be submitted for approval, which define the upper limits for the height of each development parcel within the site boundary (to be defined from the proposed ground level).
- **Indicative layout** – An Illustrative Masterplan will be submitted which is intended to serve as a useful tool with which to develop and agree key development principles for the site for later reserved matters submissions.
- **Design Approach** – The Design and Access Statement, together with the supporting plans, drawings and other supporting visual information, will provide a clear illustration and description of the design approach adopted for the Proposed Development.

3.7 As such, the EIA will be carried out with regards to a range of fixed development parameters and detailed plans to enable robust assessments to be completed. This will provide sufficient information to meet the requirements of the EIA Regulations and to inform the technical assessments undertaken as part of the EIA and reported in the ES.

3.8 It is proposed to assess the environmental effects of the Proposed Development as a whole during site preparation (i.e demolition), enabling works and construction (referred to collectively as 'enabling works and construction phase') and then separately when the Proposed Development is completed and operational (referred to as 'completed and operational development phase'). Therefore, the following main scenarios will be assessed where relevant to the environmental topic to be assessed:

- Enabling Works and Construction Phase; and
- Completed and Operational Development Phase.

3.9 Consideration will also be given to cumulative effects (as noted below). However, this will be considered as a separate scenario so that it is clear as to the effects of the Proposed Development in isolation and the cumulative effects. All scenarios will be considered against the Baseline Scenario.

3.10 In regards to the Baseline Scenario, likely significant environmental effects as a result of the Proposed Development will be described in the ES in relation to the deviation from the baseline environment within the site and/or relevant technical study areas. The baseline environment will comprise the existing environmental characteristics and conditions, based upon surveys undertaken and information/data available at the time of each technical assessment. Full details will be provided within the ES.

Alternatives

3.11 The 2017 EIA Regulations require that the ES provide:

"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."

3.12 Therefore, the ES will define the following types of alternatives considered by the Applicant:

- The 'do nothing' alternative: consideration of potential effects in the absence of the Proposed Development; and
- Alternative layout and designs: a description of the design evolution based on environmental constraints, potential effects and other considerations, with a description and account of the main reasons why alternative layouts were dismissed and why the preferred design option was selected.

4 EIA METHODOLOGY

Introduction

- 4.1 This section of the Scoping Report sets out the EIA legislative framework, an outline of the intended approach to assessment and the potential effects that have been identified at this stage and therefore included within the scope of the EIA.

Legislative Requirements

- 4.2 The EIA process will be undertaken in accordance with the requirements of the EIA Regulations. Specifically, Schedule 4 (Regulation 18 (3)), sets out the information for inclusion in ESs, as replicated within **Appendix 3** and summarised as follows:

Part 1:

- **'A description of the development'** - including information on the location of the development, the physical characteristics of the development, the main characteristics of the operational phase, and estimate of expected residues and emissions.

Part 2:

- **'A description of the reasonable alternatives studied by the developer'** – for example with regard to development design, technology, location, size and scale, and an indication of the main reason for selecting the chosen option.

Part 3:

- **'A description of the relevant aspects of the current state of the environment (baseline scenario)'**- including how the baseline might evolve if the development were not to proceed.

Part 4:

- **'A description of the factors specified in regulation 4(2) likely to be significantly affected by the development'** – including with regard to 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.

Part 5:

- **'A description of the likely significant effects of the development on the environment'** - including with regard to: construction, existence and demolition works, the use of natural resources, emission of pollutants and the disposal of waste, the risks to human health, cultural heritage or the environment (for example due to accidents or disasters), cumulative effects with other developments, vulnerability with respect to climate change and the technologies and substances to be used.
- The description of the likely significant effects should cover 'direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development'

Part 6:

- **'A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment'** - including details of difficulties (technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.

Part 7:

- **'A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment'** - including where appropriate with regard to: any proposed monitoring arrangements (for example the preparation of a post project analysis).
- The description should explain the 'extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset', and should cover both the construction and operational phases.

Part 8:

- **'A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned'**. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events

on the environment and details of the preparedness for and proposed response to such emergencies.

Part 9:

- o 'A **non-technical summary** of the information provided under paragraphs 1 to 8'.

Part 10:

- o 'A **reference** list detailing the sources used for the descriptions and assessments included in the environmental statement'.

- 4.3 The ES will be prepared to fully comply with Schedule 4 (Part I and II) of the 2017 EIA Regulations: '*Information for Inclusion in Environmental Statements*'; and in accordance with national Planning Practice Guidance (PPG).

Assessment of Likely Significant Effects

- 4.4 The scoping exercise has identified several study areas for assessment as part of the EIA process. **Table 2** lists the environmental topics specified within the EIA Regulations (as noted above) as to potentially be considered as part of the EIA process. Where a topic has been scoped out, the reasoning for this is fully explained within Section 12.

Table 2: Summary of Proposed ES Scope

EIA Topic	Scoped In / Out	Where Addresses with ES (if applicable)
Population	Scoped in	To be assessed within the Socio-economics Chapter. In addition, traffic and transport effects will be scoped-in and assessed within a Transport Chapter. These topics are proposed to be scoped-in to the assessment to ensure a robust and thorough assessment on the local population. The Socio-economic assessment will consider how the Proposed Development is likely to change the socio-economic environment by assessing the impact it could have on relevant services and facilities in the economy. It will identify the socio-economic baseline in relation to

		key economic variables, specifically the economy and labour force. It will then examine the potential effects that could occur, both direct and indirect, resulting from the Proposed Development during construction (temporary effects) and operation (permanent effects). Similarly, the transport assessment will consider the potential effects of the Proposed Development resulting from changes to the highway network on factors such as driver delay, pedestrian / cyclist amenity and delay, severance, accidents and safety and fear and intimidation. Potential and positive effects resulting from reducing the reliance on vehicles and vehicle impact (e.g through the promotion of active travel) will also be identified which will inform other assessment Chapters (such as air quality, noise etc).
Human Health	Scoped out	No significant environmental effects considered likely for the purposes of EIA which are not already proposed to be considered within the ES (such as Air Quality). Although scoped-out, a standalone Health Impact Assessment will support the application.
Biodiversity (e.g Flora and Fauna)	Scoped out	No significant environmental effects considered likely for the purposes of EIA due to the urban nature of the site. No habitats or species have been identified as being present which are likely to be significantly effected by the Proposed Development. Although scoped-out, a standalone ecological assessment will support the planning application (together with a Biodiversity Net Gain assessment).
Land (e.g Land Take)	Scoped out / in	No significant environmental effects considered likely for the purposes of EIA. The potential for site-wide ground contamination (based on past and present uses) is considered to be minor to moderate but is not likely to be significant (in EIA terms). However, a standalone Ground Contamination Phase 1 assessment will support the planning application. In addition, standard mitigation measures in the form of ground remediation can be

		secured via suitably worded planning conditions prior to the commencement of development. In terms of change to the urban fabric of the site, this will be considered within a Townscape and Visual Impact Assessment Chapter. Given the proposed scale and mass of the Proposed Development, the assessment will consider and assess effects of the proposal on townscape character as a resource in its own right and assess effects on specific views and on the general visual amenity experienced by people in the town.
Soil	Scoped out	The site comprises brownfield land and as such no significant effects on soil resources is anticipated. This topic is therefore scoped-out.
Water	Scoped out	The site is in Flood Zone 1 and no significant environmental effects considered likely for the purposes of EIA. A standalone flood risk and drainage assessment will however support the planning application.
Air and Noise	Scoped in	Given the proximity of the AQMA (along Bury New Road) and the proximity of a number of noise sensitive receptors, air quality and noise will be assessed within specific Air Quality and Noise Chapters. The noise assessment will consider whether the Proposed Development will introduce any significant sources of commercial noise or from other operational activities. It will also consider whether there are likely to be any potential changes as a result of operational road traffic noise. Similarly, the air quality assessment will consider whether the Proposed Development will result in changes to local air quality as a result of emissions from operational traffic.
Climate	Scoped in	Given the scale of the development and Bury Council's declared Climate Change emergency, Climate Change will be assessed and scoped-in to the EIA. It is noted Bury Council's intention to be carbon neutral by 2038. The assessment will therefore assess the release of Green

		House Gas (GHGs) emissions from the construction and operation of the Proposed Development and assess whether the Proposed Development makes a contribution to the UK's trajectory to the net zero target.
Material Assets	Scoped out	No significant environmental effects considered likely for the purposes of EIA.
Cultural Heritage	Scoped out	No significant environmental effects considered likely for the purposes of EIA. It is acknowledged that there are a number of non-designated heritage assets within the vicinity of the site and the significance of these together with an assessment of the Proposed Development will be presented within a stand-alone heritage assessment. However, it is not considered that the proposed development will lead to significant effects (in EIA terms) upon these built heritage assets such that it requires assessment through the EIA process. A standalone Heritage Assessment will support the planning application.
Landscape	Scoped in	To be assessed within the Townscape and Visual chapter as noted above.
Interrelationship between above factors	Scoped in	To be presented at the end of each topic chapter.

4.5 In the context of the above environmental topics, it is proposed that the resultant ES will include the following disciplines / chapters each of which is further discussed below:

- Introduction
- EIA Scope and Methodology
- Description of the Site
- Proposed Development and Alternatives
- Planning Policy Context

- Townscape and Visual
- Transport
- Air Quality
- Noise and Vibration
- Socio-economics
- Climate Change
- Summary of Mitigation and Residual Effects
- A separate Non-Technical Summary will also be provided.

4.6 A consistent approach will be adopted throughout the EIA to ensure that likely significant effects are identified and evaluated in a transparent manner. Each environmental assessment topic will adopt the following approach:

- Baseline Assessment and Identification of the Study Area;
- Identification of Sensitive Receptors;
- Identification of Embedded Mitigation Measures;
- Identification of Likely Significant Effects during Enabling Works and Construction Phase and Completed and Operational Phase of the Proposed Development (including indirect, direct, adverse and beneficial);
- Assessment of Significance;
- Identification of Mitigation Measures;
- Assessment of Residual Effects;
- Assessment of Cumulative Effects.

4.7 The evaluation and determination of significant effects will be carried out using specific criteria defined within each of the technical chapters of the ES. Where available, published standards and guidelines will be used as the basis for the significance criteria. Where appropriate and not restricted by the requirements of specific guidance, the significance criteria set out in **Table 3** below will be used to

categorise predicted effects. Where alternative classifications have been used in order to comply with specific guidance, they will be explained in the methodology sections within each technical assessment. The significance levels identified can be either adverse or beneficial.

Table 3: Significance Criteria

Significance	Criteria
Major	These effects are likely to be important considerations at a regional or district scale but, if adverse, are potential concerns to the project, depending upon the relative importance attached to the issue during the decision making process. Mitigation measures and detailed design work are unlikely to remove all of the effect upon the receptor.
Moderate	These effects, if adverse, while important at a local scale, are not likely to be key decision making issues. Nevertheless, the cumulative effect of such issues may lead to an increase in the overall effects on a particular area or a particular resource. They represent issues where effects will be experienced but mitigation measures and detailed design work may ameliorate/enhance some of the consequences upon affected receptors. Residual effects may still arise.
Minor	These effects may be raised as local issues but are unlikely to be of importance in the decision making process. Nevertheless, they are of relevance in the detailed design of the project and consideration of mitigation measures.
Negligible	Potential effect is beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.
No Effect	No effect is predicted / identified.

4.9 The proposed methodologies for individual environmental topics are discussed in the subsequent section. However, in many disciplines the following basic approach is utilised:

- The sensitivity of the receiving environmental receptor is evaluated using defined criteria.
- The nature of the impact is established in terms of its duration, extent, frequency, likelihood of occurrence, reversibility, and compliance with recognised standards.
- The magnitude of the impact is determined. The magnitude of change is a consideration of how much the impact alters the baseline condition.
- The significance of the effect is determined by cross referencing the sensitivity of the receptor with the magnitude of change on the receptor.

4.10 It should be noted that environmental effects may be direct or indirect, secondary, cumulative, transboundary, short, medium, long-term, permanent, temporary, positive and negative effects of the development and this will be noted in the ES. Effects will be considered both during the enabling works phase and construction phase (when the development is being built and which are often temporary effects) and following completion of the development (often permanent effects). Cumulative effects will also be considered (as discussed below). Given the nature and intended longevity of the Proposed Development's operational life, decommissioning is not appropriate to consider. Accordingly, the ES will focus on the potential likely significant effects during the construction and operational phases only.

Approach to Mitigation

4.11 Schedule 4, Part 7 of the EIA Regulations states that an ES should include:

"a description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases".

4.12 In line with current guidance, mitigation measures to reduce and avoid these effects will be identified and detailed. Mitigation measures considered may include modification of the proposals (referred to as 'embedded mitigation'), or secondary measures. For the avoidance of doubt, these can be described as:

- Embedded Mitigation: modifications to the design of the development as part of the design evolution stage, that are an inherent part of the project;
- Further Mitigation: actions that will require further activity in order to achieve the anticipated outcome. These would be included within the ES and secured by condition and/or planning obligation; and
- Standard Mitigation; actions that would occur with or without input from the EIA feeding into the design process. These include actions that will be undertaken to meet other existing legislative requirements or actions that are considered to be standard practice and used to manage commonly occurring environmental effects (i.e that the activity would occur without the EIA process). Examples include the adoption of best practice measures that can be controlled via a Construction Environmental Management Plan (CEMP) and the commitment to comply with other legislative/regulatory requirements such as the Health and Safety at Work etc. Act 1974; the Control of Pollution Act 1974; and the Construction (Design and Management) Regulations 2015. Such measures, where identified as being required, will also be included within the ES and secured by condition and/or planning obligation where appropriate.

4.13 The ES will identify residual effects, which are effects following the implementation of mitigation measures. The residual effects represent the overall likely significant effect of the Proposed Development on the environment having taken account of practicable/available mitigation measures. For ease of reference, the ES will be supported by a Schedule of Mitigation which will detail all proposed mitigation measures (i.e all types). It will also identify how such measures are proposed to be secured (appropriate conditions and/or obligations).

Cumulative and In-combination Effects

4.14 The ES will respond to the requirement of the Regulations to assess the cumulative effects of the Proposed Development which will specifically consider two types of effect:

- Intra-project Cumulative Effects: The combined effect of individual effects (for example noise, airborne dust or traffic) on a single receptor where deemed potentially significant; and
- Inter-project Cumulative Effects: The combined effects of development schemes which may, on an individual basis be insignificant but, cumulatively, have significant effect.

- 4.15 With respect to inter-project cumulative effects, the Regulations state that consideration should be given to *"other existing and/or approved projects"* (Schedule 4, 5e). This is further supported by the Planning Practice Guidance which states *"There are occasions.....when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development."* (Paragraph: 024 Reference ID: 4-024-20170728).
- 4.16 Regard will therefore be had to relevant *"existing and/or approved projects"*, which alongside the development of the proposals at the site, could potentially result in cumulative significant effects (discussed further below). It is relevant to note however that not all these projects will necessarily have the potential for cumulative effects.
- 4.17 It is also acknowledged that there may be other proposals which are considered as "reasonably foreseeable" as referred to within the European Guidance in relation to the definition of cumulative effects. It is important to recognise that it is not the role of the ES to assess all these types of potential developments and a staged approach in identifying which 'other sites' are relevant to consider is appropriate.
- 4.18 A review has therefore been undertaken of relevant *"existing and/or approved projects"* and also other potential developments which have been subject to planning applications (generally these are major applications within 2-5km of the site) which may be consented during the time at which this ES is prepared. Each has been considered in relation to how certain the development is in coming forward and if likely or certain, whether they may influence the baseline or have the potential for significant cumulative effects with the Proposed Development; thus identifying what 'other developments' are considered appropriate to consider in any cumulative scenario within the resultant ES. This review is set out in **Table 4** below. Where developments are fully operational, these will be included in the baseline where relevant to the technical assessment.

- 4.19 Whilst this Scoping Report seeks to identify relevant schemes to be considered, it is to be acknowledged that the extent to which schemes need to be considered within each environmental discipline will inevitably vary.
- 4.20 **Table 4** below summarises the above process and sets out the potential 'cumulative schemes' and whether these are considered appropriate to assess and in what manner. No cumulative schemes have been identified as part of this screening process. However, we invite Bury Council to confirm whether there are any existing or approved developments in the area that should be included within the assessment of cumulative effects.

Table 4: Cumulative developments.

Application Reference	Description	Location	Status	Certainty and relevance to consider in cumulative assessment	How considered (existing baseline, future baseline, cumulative scenario or n/a)
61474 Related Applications: • 64462	Outline - residential development to provide up to 118 residential units (Class C3) including means of access.	Land at Kersal Vale Road, Prestwich, Salford, M7 3NT 2.1km south west of the proposed development.	Approved	Certain: under construction	Scoped out – upon reviewing the proposed development, it is anticipated significant cumulative effects are unlikely due to distance and scale of the cumulative scheme identified.
59884 Related Applications: • 62127 • 63087 • 63324	Outline planning application for the demolition of all existing structures and redevelopment for a mixed use development comprising up to 160 residential dwellings and 2,959 sq.m of employment floorspace (Use Classes B1 / B8) including all associated infrastructure.	Land at Mountheath Industrial Estate, George Street, Prestwich 1.7km south of the proposed development.	Approved	Certain: under construction	Scoped out – upon reviewing the proposed development, it is anticipated significant cumulative effects are unlikely due to distance and scale of the cumulative scheme identified.

Competent Experts

- 4.21 In accordance with the Regulations, the ES will be prepared by “*competent experts*”, as listed at the outset of this report. A statement outlining the relevant experience of the experts who have undertaken the assessment and drafted the technical chapters within the ES will be provided.

5 PLANNING POLICY CONTEXT

5.1 This section provides a review of the planning policy context, including the adopted Development Plan.

Statutory Development Plan

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The statutory development plan for Bury, relevant to this project, is the Bury Unitary Development Plan ("UDP"), which was adopted in 1997.

5.3 An extract from the Bury Council interactive policy map is provided below in **Figure 2** (source: <https://maps.bury.gov.uk/externalwebmap/Map.aspx?MapName=PA>).



Figure 2: UDP Policies Map

5.4 As can be seen from **Figure 2**, part of the site is designated as follows:

- **Prestwich Town Centre Area (Area AR1 – Longfield Centre / Bury New Road)**
– encompassing the entire village centre area.
- **Shopping in Other Town Centres (Policy S1/2)** – encompassing the majority of the site area (darker blue shading)

- **Prime Shopping Area and Frontages (Policy S2/2)** – encompassing the majority of the site area (darker blue shading, with dashed black line showing primary shopping frontages)
- **Secondary Shopping Areas and Frontages (Policy S2/3)** – including a small part of the public realm and Poppythorn Lane (on the western edge of the site – lighter blue shading, with hollow dashed line showing secondary shopping frontages which are outside of the red line boundary).
- **S3/1/29 - The Longfield Centre, Prestwich (0.04 ha.)**. This policy relates small infill/open space area within the Longfield Centre (east of Poppythorn Lane).

National Policy

5.5 In 2012, the Government published the National Planning Policy Framework (NPPF), which was last updated in 2021. The NPPF maintains the Government's commitment to a plan-led system whereby planning decisions must be in accordance with the development plan unless material considerations indicate otherwise. The NPPF states that policies within it are material considerations and that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF.

5.6 Relevant sections of the NPPF include:

- Achieving Sustainable Development;
- Delivering a Sufficient Supply of Homes;
- Building a Strong, competitive economy;
- Ensuring the Vitality of Town Centres;
- Promoting Healthy and Safe Communities;
- Promoting Sustainable Transport;
- Achieving well-designed Places;
- Meeting the challenges of Climate Change;
- Conserving and Enhancing the Historic Environment.

Material Considerations: Emerging Policy

Places for Everyone Plan

5.7 The Places for Everyone Plan ("PfE") is proposed to provide the strategic planning policy framework that will underpin the growth of Greater Manchester over the next 20 years. Some relevant policies that support the regeneration of Prestwich include:

- **Policy JP-Strat 12 (Main Town Centres)** - which states that *"the role of the main town centres as local economic drivers will continue to be developed, providing the primary focus for office, retail, leisure and cultural activity for their surrounding areas. Development here will offer a significant opportunity to reduce levels of poverty and deliver inclusive growth. Opportunities to further increase the population catchments of these centres will be taken, including significantly increasing the resident population of the main town centres by providing a mix of type and size of dwellings supported by the necessary infrastructure and amenities including new and improved public spaces and green infrastructure. This will be achieved alongside, rather than displacing, the range of non-residential uses in the centres. Housing growth along the key public transport corridors into the main town centres will also be promoted, further increasing the population catchments of those centres. The role of the main town centres as major public transport hubs will be developed and supported by a network of active travel routes, enabling residents to have improved access to opportunities across Greater Manchester as well as within the centres themselves"*.
- **Policy JP-Strat 6 (Northern Areas)** - placing a *"strong focus on prioritising the re-use of brownfield land through urban regeneration, enhancing the role of the town centres and increasing the mix, type, quality and range of residential offer."*
- **Policy JP-H 1 (Scale, Distribution and Phasing of New Housing Development)** - supporting the brownfield first approach in PfE.
- **Policy JP-H 4 (Density of New Housing)** - seeks to deliver densities of new residential development at a minimum of 120dpa on sites that are within 400m of Metrolink Stops.

5.8 The PfE Plan is currently undergoing Examination by an Independent Planning Inspector. If found sound and adopted, the PfE would form part of the statutory development plan for Bury.

Emerging Bury Local Plan

- 5.9 The emerging Bury Local Plan will follow the adoption of the PfE Plan and provide the detailed policy framework that will support the development of Prestwich, fully replacing the UDP.

Emerging Prestwich Neighbourhood Plan

- 5.10 A new Neighbourhood Plan is being prepared for Prestwich. On 7th June 2023, the Council's Cabinet approved applications for the designation of a Neighbourhood Area and Neighbourhood Forum for Prestwich Village. Once made, it will form part of the Statutory Development Plan.

Other Material Considerations

Love Prestwich Village (2009)

- 5.11 The 'Love Prestwich Village' Strategy is non-statutory document (but will be a material consideration in planning decisions) that sets out a proposal to develop and promote Prestwich as a 'sustainable urban village' with a reputation for being a distinctive, ethical and creative place where people live and work and where the village centre provides the focus for the life of the local community.

Supplementary Planning Guidance

- 5.12 There are a number of other non-statutory supplementary planning guidance documents that we would consider as a scheme design is developed, these include:
- SPD 1 - Open space, sport and recreation provision in new housing development.
 - SPG 2 - Wildlife links and corridors.
 - SPG 3 - Planning out crime in new development.
 - SPG 4 - Percent for public art.
 - SPG 5 - Affordable housing provision in new residential developments (also First Homes guidance).
 - SPD 7 - Managing the supply of housing land in Bury.
 - SPD 11 - Parking standards in Bury.

- SPD 12 - Travel plans in Bury.
- SPD 14 - Employment land and premises.
- SPD 16 - Design and layout of new development.

6 TOWNSCAPE AND VISUAL

Introduction

- 6.1 The Townscape and Visual Impact Assessment (TVIA) chapter will consider the likely significant effects of the Proposed Development with respect to townscape and visual amenity. The assessment will be undertaken by Planit.

Relevant Policy and Guidance

National Planning Policy

- 6.2 The environmental objective within the NPPF is of particular relevance to the purpose of townscape and visual impact assessment.
- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.3 Section 12 of the NPPF deals with the requirements of good design. The overarching principle is set out in paragraph 126, which state, “*the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*” Good design principles will continue to inform the evolving design and will be considered as part of the TVIA.
- 6.4 Section 16 of the NPPF concerns conserving and enhancing the historic environment. Whilst the site is not located in a Conservation Area and does not contain listed buildings, heritage is an intrinsic part of townscape assessment and potential views from Conservation Areas and listed buildings will be considered as part of the assessment. There is also an overarching desirability set out within the NPPF for new development to contribute positively to local character and distinctiveness.

Local Planning Policy

- 6.5 Bury Unitary Development Plan (adopted 29th August 1997) has the following relevant policies for the purposes of this chapter:

- EN1/1 - Visual Amenity Development will not be permitted where proposals would have a detrimental effect on: public views of prominent or important buildings, especially those in areas of architectural or historic interest; the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys.
- EN1/2 - Townscape and Built Design. The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.
- EN2/1 - Character of Conservation Areas. The Council will take action as appropriate to preserve or enhance the character or appearance of the Borough's Conservation Areas.

Preliminary Assessment of Baseline Conditions

Wider Townscape and Visual Context

- 6.6 An initial baseline assessment has been undertaken to inform this scoping exercise, with the following works (see below) completed to confirm or scope out identified townscape and visual receptors and to consider the baseline summer condition. Site visits were carried out in the daytime between late June and early July 2023.
- 6.7 The initial review of existing baseline information and preliminary desk-top review has included;
- Preparation of fieldwork mapping, including identification of Conservation Areas, listed/ local heritage elements, movement, green space, building heights and land use;
 - Assessment of areas likely visibility in accordance with Guidelines for Landscape & Visual Impact Assessment, 3rd Edition, 2013 (GLVIA) methodology;
 - Site visit and preliminary photographic and field assessment of potential viewpoints;
 - Collation of baseline information through desk study research and field-based survey work, selecting appropriate landscape and visual receptors and establish their value.

- 6.8 The site is located in the existing local shopping area of Prestwich, in an area of existing single and two storey commercial and retail buildings and surface car parks. Bury New Road to the west of the site is a key movement corridor to Manchester and forms the main high street for the centre with a number of older (but not Listed) buildings. These form a well-defined urban grain along this corridor, with a more fragmented townscape created to the east of this (on the site itself) with the shopping centre complex, public realm, roadways and surface car parking. Newer apartment blocks on Fairfax Road are substantially taller than the surroundings, rising to over nine storeys.
- 6.9 The landform within the site and surrounding area is relatively flat with the average elevation being approximately 95-99mAOD. The Metrolink line is elevated adjacent to the site, offering higher level views over the immediate town centre to the west/southwest. Views to the site from the surrounding areas are predominantly close range from the immediate surrounding streets and spaces, with limited long-range views due to the flat topography and intervening built form and tree cover.
- 6.10 Whilst no public rights of way have been identified within the site, the public do have access through the various public realm routes around the shopping centre and car parks. These link to the Metrolink, Bury New Road and surrounding minor streets. A network of recreational routes along the green fingers of Prestwich Clough and Philips Park are located to the east of the town centre, although these do not directly connect with the site.

Scope and Methodology of Assessment

- 6.11 The below sets out the proposed scope of assessment based on an understanding of the characteristics of the site and surrounding area and the proposed changes.
- 6.12 The study area for the Townscape assessment will extend to approximately 500m from the centre of the site, in order to encompass the central shopping area, Bury New Road and adjacent Conservation Areas and residential areas. The viewshed analysis has indicated that that potential viewpoints would be contained within a 1 km radius around the site.

Townscape Effects on Topography

- 6.13 Likely minor modification of existing site levels are anticipated are part of the Proposed Development although no major remodelling of ground levels and profile is proposed. Due to the likely low sensitivity of the receptor (ground levels already subject to considerable change within the area) and the likely negligible/ minor

magnitude of change envisaged, this receptor is scoped out of the TVIA assessment.

Townscape Effects on Heritage Designations

- 6.14 The site does not contain any designated heritage assets and is not within a Conservation Area. There are listed buildings in the surrounding area and there are a number of non-designated heritage assets located adjacent to the site boundary. Due to the lack of intervisibility and existing urban form, the Proposed Development is unlikely to result in significant adverse effects in terms of townscape character and it is therefore scoped-out of the TVIA assessment. It is noted that a stand-alone Heritage Assessment will be prepared to support the application.

Changes to Character and Amenity of Views

- 6.15 The following viewpoint receptors will not be considered within the visual assessment due to the lack of inter-visibility between the receptor and the Proposed Development and therefore views from the following positions are unlikely to be considered significant and will not be considered further within the TVIA Chapter (refer to **Appendix 2**):

- A. From Rectory Lane/ Clarks Hill junction.
- B. Junction of Church Lane and Bury New Road.
- C. Junction of Gardner Road and Clifton Road.
- D. Pedestrian pathway in Prestwich Clough – Eastern end.
- E. Green space on Gardner Mount.
- F. Pedestrian pathway to the top of Prestwich Clough - Western end.
- G. View from Clifton Road.

Effects Unlikely / Not Significant

- 6.16 The effects discussed above are considered unlikely to be significant and therefore will not be considered further within the EIA. A factual evidence base has been provided above to support this.

Likely Significant Effects identified for further Consideration and Sensitive Receptors

6.17 **Table 5** below outlines the effects (and associated receptor[s]) that are considered to be likely significant and therefore will be assessed within the EIA and reported in the ES. This includes consideration of the following:

- The local townscape character and its key components, including changes to townscape character areas, urban grain, land use, building heights and movement and linkages.
- Site character – the site as a townscape receptor (as defined by the red line boundary).
- Visual receptors, including local residents, users of public open space, visitors to heritage assets, communities where views contribute to the townscape setting enjoyed by residents, users of public footpaths, users of the strategic movement network, and employees at their place of work.

Table 5: Potentially significant TVIA effects

Effect	Receptor	Applicable stage
Change in the local townscape character.	The site and wider townscape character areas.	Enabling works and Construction Phase and Completed and Operational Phase
Changes to the urban grain within the study area as a result of the Proposed Development. New built form providing definition of urban block and frontage.	Urban Grain	Enabling works and Construction Phase and Completed and Operational Phase
Changes to land use within the study area as a result of the Proposed Development. Intensification of land use – new uses introduced.	Land use	Enabling works and Construction Phase and Completed and Operational Phase
Changes to building heights within the study area due to the Proposed Development. New taller landmark buildings.	Building heights	Enabling works and Construction Phase and Completed and Operational Phase
Changes to movement and linkages within the study area due to the Proposed Development.	Movement & Linkages	Enabling works and Construction Phase and Completed and Operational Phase
Changes to the public open space and public realm within the study area due to the Proposed Development.	Public open space / public realm	Enabling works and Construction Phase and Completed and Operational Phase
Change to the site character as a result of the Proposed Development.	Site character	Enabling works and Construction Phase and Completed and Operational Phase

Changes to the character and amenity of views due to the Proposed Development.	13 selected representative views (refer to Appendix 2 and which are noted below).	Enabling works and Construction Phase and Completed and Operational Phase
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6.18 The 13 representative viewpoints which are proposed to be assessed within the ES. A number of these views are proposed to be subject to photomontage, which are noted below:

1. Exit from railway station on Rectory Lane (proposed AVR3³ rendered view);
2. From pedestrian crossing point in Bury New Road (proposed AVR3 rendered view);
3. From junction of Fairfax Road/ Rectory Lane – looking towards the Lady of Our Grace RC Church (proposed AVR3 rendered view);
4. From Highfield Road looking north towards rear of Church (proposed AVR3 rendered view);
5. From pedestrian crossing and Bus Station on Bury New Road (proposed AVR3 rendered view);
6. View from Highfield Place looking south east towards development site (proposed AVR3 rendered view);
7. From Rectory Lane adjacent to St Mary's Primary School (proposed AVR1⁴ wireline view);
8. From junction of Poppythorn Lane and Pennant Drive (within Poppythorn Conservation Area) looking south towards development (proposed AVR1 wireline view);

³ AVR3: Accurate Visual Representation Level 3 showing the architectural form and material treatment. AVR3 renders are photorealistic and the aim of the image is to present how the scheme will look upon completion from an identified viewpoint.

⁴ AVR1: Accurate Visual Representation Level 1 showing the location, size and degree of visibility. AVR1 renders identify the location, scale and visibility of the proposals from an identified viewpoint by identifying block massing (or wireframe).

9. Junction of Warwick St and Bury New Road looking towards the development (proposed AVR1 wireline view);
 10. From Heys Road (adjacent to Heys School) looking west towards development (proposed AVR1 wireline view);
 11. Bury New Road in front of the Liberal House looking towards the development (proposed AVR1 wireline view);
 12. Looking from the site of Grade I listed St. Mary's church towards the development (proposed AVR1 wireline view);
 13. From Metrolink access ramp/ platform looking south towards St Marys Church (proposed AVR1 wireline view);
- 6.19 The final selection of viewpoints to be used as a basis for the visual impact assessment will be agreed in consultation with the Landscape Officers at the Bury Council.

Assessment Approach

- 6.20 The TVIA will be carried out with reference to the GLVIA (referred to hereafter as “the Guidelines”). This guidance is the most thorough and current in relation to the assessment of landscape character and visual effects.
- 6.21 Due to the hybrid nature of the application, the assessment will be based on the detailed design information for the detailed application elements and the maximum parameters (which identify the broad locations of various uses, including maximum heights of the proposed buildings and their outer limits) as specified for the outline application elements (and will take into account a series of design principles as set out within the Development Specification). This approach will ensure that the ‘worst case scenario’ is assessed, in accordance with the Guidelines.
- 6.22 Whilst linked, an assessment of the effects of development on townscape character and visual amenity are treated separately in TVIA. The overall approach used to identify and assess townscape and visual effects is summarised as follows:
- Collate baseline information through desk study research and field-based survey work, select appropriate townscape and visual receptors and establish their value;

- Review the Proposed Development and determine the susceptibility of townscape and visual receptors to the nature of development proposed;
- Combine value with susceptibility to determine sensitivity of townscape and visual receptors to the nature of the Proposed Development;
- Describe the nature and magnitude of change likely to be experienced by townscape and visual receptors as a result of the Proposed Development at Year 0 without further mitigation measures;
- Describe townscape mitigation measures requiring establishment to avoid or reduce the magnitude of any adverse change;
- Assess the significance of residual effects for townscape and visual receptors (including following establishment of landscape mitigation (at Year 15) where relevant).

Methodology for Determining Significance

- 6.23 The significance of an environmental impact is determined by the interaction of magnitude and sensitivity, whereby the impacts can be positive or negative. The impact Significance Matrix is set out in **Table 8** below and is used to guide the assessment of the significance of both townscape and visual effects.

Methodology for Determining Sensitivity

- 6.24 The sensitivity of a receptor is based on relative importance of the receptor using the scale in **Table 6** below.

Table 6: Receptor sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or no local importance.

Methodology for Determining Magnitude

- 6.25 The magnitude of a townscape effect is assessed in terms of its size or scale, the geographical extent of the area influenced by that effect, its duration and degree

of reversibility and the impact these are likely to have on the baseline character of the townscape element as set out in the scale in **Table 7** below.

Table 7: Magnitude of impact criteria

Magnitude of Impact	Criteria for assessing impact
Major	Total loss or major/substantial alteration to key element/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstance/situation.
Negligible	The proposals will cause a barely perceptible change or contrast to the baseline characteristics of the townscape receptors, or which would not affect the composition and the appreciation of the view.

Impact Significance Matrix

6.26 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, moderate, low) and the magnitude of change (on a scale of major, moderate, minor and negligible) to determine the level of effect on a scale of major, moderate, minor and not significant as shown in **Table 8**. Significant effects will be determined following this through professional judgment.

Table 6: Significance Matrix

Magnitude	High	Sensitivity Moderate	Low
Major	Major Adverse/ Beneficial	Major - Moderate Adverse/ Beneficial	Moderate - Minor Adverse/ Beneficial
Moderate	Major Adverse/ Beneficial	Moderate Adverse/ Beneficial	Minor Adverse/ Beneficial
Minor	Minor Adverse/ Beneficial	Minor Adverse/ Beneficial	Not Significant
Negligible	Not Significant	Not Significant	Not Significant

6.27 The nature of effects may be positive or negative (beneficial or adverse) or neutral. Neutral effects recognise that there will be a change to the receptors, however this change is in keeping with the existing characteristics of the receptor. The table has

regard to the Guidance at paragraph 5.56, page 92 (significance of landscape effects) and paragraph 6.44, page 116 (significance of visual effects).

- 6.28 For the purposes of this Townscape and Visual Impact Assessment, effects greater than moderate are considered to be Significant in the meaning of the EIA Regulations.

Photography and Photomontage

- 6.29 A Principal Viewpoints plan has been produced as part of this scoping report, see **Appendix 2**. The viewpoints were selected through a process of desktop survey and site knowledge. A basic 3D block model reflecting the proposed height of the development was put into Google Earth and a basic Zone of Visual Influence was created using Google viewshed. The viewshed highlights areas that have the potential for a visual relationship with the site, taking into consideration factors such as surrounding building heights and topography. The viewshed has been used to inform viewpoint selection, in addition to detailed study of urban form, topography, site knowledge and professional experience. A total of 13 viewpoints have been selected (as identified above) and are considered representative viewpoints from key visual receptors. Viewpoints were excluded where there is likely to be no visual impact. Refer to the **Appendix 2**.
- 6.30 Visually verified photomontages will be produced by Virtual Planit, a professional visualization studio with extensive experience in the production of photomontages, in accordance with the Landscape Institute's Technical Guidance Note 06/09 (2019) *Visual Representation of Development Proposals*.
- 6.31 A total of 13 photomontage views will be prepared, to AVR levels 1 & 3 (detailed description of view types above) and as outlined in paragraph 6.18 above. These will include wireline representations of the maximum parameters for the Outline Planning application elements, and detailed renders of the proposed Detailed Planning application scheme. This will allow understanding of the likely screening of the building from existing development/ landform and vegetation, accurately show the overall massing to longer range views and then the form and detailed appearance of the buildings at closer range.

Cumulative Effects

- 6.32 Discussions to date with Bury Council have not identified any relevant committed developments. However, discussions will continue during the scoping phase of the

planning process in order to arrive at a definitive list of committed schemes, should anything of relevance come forward through those discussions.

7 TRANSPORT

Introduction

- 7.1 The Transport Chapter will be produced by Civic which will assess the likely significant effects of the Proposed Development with regard to potential traffic and transport effects. This section sets out the scope of assessment, detailing the types of effects which are to be excluded and included within the assessment.
- 7.2 This section also explores the relevant planning policy, the baseline traffic conditions along with a proposed methodology for the traffic and transport assessment of the Proposed Development. This chapter will be informed by the Transport Assessment (TA) and Travel Plan (TP) that will be prepared for submission as part of the planning application and which will form a technical appendix to the ES.

Relevant Policy and Guidance

National Planning Policy

National Planning Policy Framework (2021)

- 7.3 In terms of transport, paragraph 104 of the NPPF states that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- *the potential impacts of development on transport networks can be addressed;*
 - *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

- 7.4 Paragraph 110 states that *"in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - safe and suitable access to the site can be achieved for all users;*
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 7.5 Crucially, it states in Paragraph 111 that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 7.6 It outlines in Paragraph 112 that developments should:
- "give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Local Planning Policy

Bury Unitary Development Plan

- 7.7 Highways and Transport Strategy, Objectives and Targets are contained within part two, Chapter 10 of Bury's Unitary Development Plan (UDP).
- 7.8 The UDP states that a need has been identified for the plan to provide for:
- the effective and efficient operation of public transport and the maximisation of the benefits to be derived from Metrolink;
 - the promotion of the safety, convenience and mobility of vulnerable road users;
 - the optimisation of the transport infrastructure in the location and density of new development;
 - the promotion of measures to alleviate the detrimental effects of heavy trafficking on the Borough's roads; and
 - the promotion of measures to minimise the environmental impact of traffic.
- 7.9 In proposing a regenerative redevelopment within the heart of Prestwich Town Centre, the applicant is directly responding to the highways and transport needs and objectives set out within the UDP.

Other Relevant Policy and Guidance

The Climate Emergency

- 7.10 The aspiration to reduce car use and car ownership over time is a common thread running through emerging national and local planning policies, with its links to improved local air quality, reduced impact on global climate change, increased activity levels among residents and reduction in conflict between vehicles and pedestrians/cyclists.
- 7.11 In July 2019, the Greater Manchester Combined Authority (GMCA) announced a Climate Emergency, with the target for Manchester to become a zero-carbon city by 2038. Manchester has a Climate Change Action Plan 2020-25 which sits alongside a citywide framework produced by Manchester Climate Change Partnership.

Greater Manchester Transport Strategy 2040

- 7.12 Adopted in 2017 and updated in 2021, the Greater Manchester Transport Strategy 2040 has the vision '*to make Greater Manchester one of the best places in the world to grow up, get on and grow old*'. It sets out how Government funding will be allocated by this devolved authority to address long-term challenges such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in the city region.
- 7.13 It sets the Right Mix vision for 50% of trips to be made by sustainable modes by 2040, with no net increase in motor vehicles.
- 7.14 It highlights the intention to make best use of powers included in the Bus Services Act (as well as Greater Manchester's existing powers) to give effect to the Vision for Bus, and provides an overview of plans to establish Greater Manchester as a modern, pedestrian and cycle-friendly city-region, including through the Bee Network for cycling.
- 7.15 The strategy also states that Bury has become a very successful retail centre, attracting visitors from across Greater Manchester but with a catchment extending into East Lancashire. However, improvements to connectivity across the centre are needed to help maintain its competitive position.

Draft Bury Local Transport Strategy 2040

- 7.16 The draft Local Transport Strategy has identified six strategic objectives that will help to deliver Bury's vision and has structured the strategy around the four themes of Metrolink, Bus, Walking, Wheeling and Cycling, and Highways and Parking.
- 7.17 The strategic objectives are:
- Support sustainable economic growth and regeneration: by enabling new jobs and houses in the Borough to be delivered in a sustainable manner through targeted transport investment in key growth and development locations.
 - Reduce carbon emissions: by investing in low carbon travel to support the climate emergency and help Bury be carbon neutral by 2038.
 - Encourage healthy and active lifestyles: by creating a comprehensive walking and cycling network to encourage more journeys to be undertaken on foot and by bicycle across the Borough.

- Improve connectivity: by delivering a high quality, modern and integrated multimodal transport network to improve connectivity between and within the Borough's strategic towns, rural areas, the wider city region and beyond.
- Improve the maintenance and management of the transport network: by ensuring the best and most cost-effective use of existing resources to manage and maintain a safe and resilient transport network.
- Improve road safety: by continuing to work with Transport for Greater Manchester and others, such as Greater Manchester Police, to reduce the number of casualties on our roads and achieve the GM vision of reducing deaths to close to zero by 2050.

Preliminary Assessment of Baseline Conditions

- 7.18 A preliminary assessment of the existing conditions has been undertaken for the study area of the Prestwich Village Masterplan proposals.
- 7.19 The road network surrounding the masterplan area comprises Fairfax Road to the north, Rectory Lane to the east and south, and the A56 Bury New Road to the west.
- 7.20 Fairfax Road and Rectory Lane are both single carriageway roads with one lane in each direction. These roads provide local access to the town centre and include connections into the town's two main car parking areas. Pedestrian crossing points are located at key positions, linking the car parks to the town's facilities and linking with the Metrolink Tram Stop adjacent to Rectory Lane where bus stops are also located. Additional bus stops are located towards the eastern end of Fairfax Road. Both Rectory Lane and Fairfax Road can be busy at peak times, whilst the results of preliminary traffic modelling indicates that the junctions in the vicinity of the site operate within their theoretical capacities.
- 7.21 Bury New Road is part of the A56 which is a key arterial route linking Manchester City Centre with the orbital M60 Motorway and Bury to the north of Prestwich. In the vicinity of the site, Bury New Road comprises a single carriageway with one lane in each direction, with additional traffic lanes developing locally at junctions to aid turning movements. Bus stops are located on Bury New Road towards the south-western corner of the site, just south of Warwick Road.
- 7.22 The Proposed Development site within Prestwich Village is a very sustainable location as it benefits from the presence of a Metrolink Tram Stop and several bus

stops which all serve to connect the town to neighbouring residential areas and towns, as well as Manchester and Salford City Centres.

- 7.23 Walking and cycling is a viable alternative means of travel, particularly for short journeys, enabling those living within the residential catchment areas of up to 15 minutes' walking distance to embrace active travel in order to access the facilities and amenities within the town centre.

Scope and Methodology of Assessment

- 7.24 The below sets out the proposed scope of assessment based on an understanding of the characteristics of the site and surrounding area and the Proposed Development.

Effects Unlikely / Not Significant

- 7.25 The following effects have been identified as being not significant and therefore will not be considered further within the EIA or reported in the ES Transport Chapter.

Hazardous loads during construction and operation

- 7.26 Dangerous / hazardous loads are not generally associated with the construction of mixed-use commercial and residential-led developments, as movements are primarily by Heavy Goods Vehicles (HGVs) and Light Good Vehicles (LGVs) / Medium Good Vehicles (MGVs). The requirements for any such loads requiring access during construction will therefore be limited.
- 7.27 For the operation of the Proposed Development, due to the uses proposed, the proposed development would not require the transportation of dangerous or hazardous loads.
- 7.28 Therefore, effects related to hazardous loads are considered to be not significant and will not be considered further within the EIA or reported in the ES.

Likely Significant Effects identified for further Consideration

- 7.29 **Table 9** below outlines the likely effects (and associated receptor[s]) that will be assessed within the EIA and reported in the ES.

Table 7: Likely effects and associated receptors.

Effect	Receptor	Applicable stage
Increase in driver delay due to increased HGVs and other construction traffic	Vehicle drivers / occupants	Enabling works and Construction Phase
Increase in driver delay due to increased development traffic	Vehicle drivers / occupants	Completed and Operational Phase
Reduction in Safety and Increase in Accident Risk	Vehicle drivers / occupants, pedestrians and cyclists	Enabling works and Construction Phase and Completed and Operational Phase
Increase in Severance	Pedestrians and cyclists	Enabling works and Construction Phase and Completed and Operational Phase
Increase in Fear and Intimidation	All people	Enabling works and Construction Phase and Completed and Operational Phase

Establishing the Baseline Conditions

7.30 In order to develop the appreciation of the baseline conditions, Civic Engineers has undertaken surveys of the town centre's car parks, beat surveys of legal on-street parking and turning counts at each junction along Fairfax Road, including the traffic signal-controlled junction at the A56 Bury New Road.

7.31 The following surveys were carried out:

- Occupancy Surveys of the two car parks, full arrival & departure times, for 3 days (Friday, Saturday and Sunday) – June 2023
- Parking beat surveys of the surrounding streets for three days (Friday, Saturday and Sunday) – June 2023
- Observational surveys of the car parks at peak times (use of the Metro & School) or three days (Friday, Saturday and Sunday) – June 2023
- Traffic Counts of the agreed surrounding junctions and car park access points, or three days (Friday, Saturday and Sunday) – June 2023
- Additional Occupancy Surveys of the two car parks, full arrival & departure times for 5 days (Monday to Friday) – July 2023

- GPS data of town centre footfall, by mode of travel and distance for the entire month – June 2023

7.32 Scoping discussions in respect of the proposals were undertaken with Bury Council and Transport for Greater Manchester (TfGM) between May and July 2023. This included discussion and agreement regarding:

- The geographic extent of assessment required for the purposes of the TA;
- The scope and nature of traffic surveys required to provide the necessary data for the assessment (as set out in paragraph 7.30 above);
- The methodology to assess the transport impacts of the development, specifically:
 - a) Trip rates derived from TRICS Database are agreed, for the purposes of assessing the overall quantum of traffic generation associated with the development;
 - b) The approach to assessing the distribution of development traffic on the highway network. The distribution of journeys by staff commuting to the site will be assessed with reference to travel to work data taken from the 2011 Census;
 - c) Weekday and Weekend AM and PM peak hours will be assessed for the purposes of the TA, representing the maximum combination of development-related and existing / future traffic flows; and
 - d) Civic Engineers has built traffic models of the junctions along Fairfax Road in order to assess the existing performance of those junctions and to test the potential traffic impacts of the development. The capacity and operation of the highway network in the base year of 2023 will be assessed as part of the TA against a future year (as set out below).

7.33 The assessment will be undertaken in line with the scope as discussed and agreed.

Assessment Methodology of Effects Likely / Significant

7.34 For the purposes of the ES chapter, guidance produced by the Institute of Environmental Management and Assessment (IEMA), in their 'Guidelines for the Environmental Assessment of Road Traffic' will be used.

- 7.35 Using the IEMA criteria, a future 'baseline' year will be compared against the future transport conditions with the development in place, to assess the potential effects on the transport network. Following the assessment of the potential effects, additional transport measures will be identified to mitigate the potential adverse effects of the development, where necessary. The residual effects (following implementation of the mitigation measures) will then be identified.
- 7.36 The use of industry-standard traffic modelling software tools will assist in the assessment of the potential vehicular traffic impacts upon the road network, within a geographic area as agreed with Bury Council's Highways Officers and with network managers at TfGM.
- 7.37 The geographic area containing the junctions and links requiring assessment will be considered for the following effects based upon the potential creation of additional trips across all modes of travel, including cumulative effects of other planned developments (where these are identified):
- Driver Delay (quantitative assessment)
 - Safety (qualitative assessment)
 - Severance (qualitative assessment)
 - Fear & Intimidation (qualitative assessment)
- 7.38 Testing of the development, including baseline and cumulative effects, using the traffic modelling techniques described above, will comprise the following years/scenarios:
- 2023 base
 - 2023 base + full proposed scheme
 - 2023 base + full proposed scheme + committed developments
 - 2028 base
 - 2028 base + Phase 1 proposed scheme + committed developments
 - 2033 base
 - 2033 base + full proposed scheme + committed developments

Cumulative Effects

- 7.39 Discussions to date with Bury Council have not identified any relevant committed developments, whilst discussions will continue during the scoping phase of the planning process in order to arrive at a definitive list of committed schemes, should anything of relevance come forward through those discussions.

8 AIR QUALITY

Introduction

- 8.1 The Air Quality chapter will be produced by Cundall which will assess the likely significant effects of the Proposed Development with respect to impacts on potential local air quality impacts, taking into consideration human and ecological receptors.
- 8.2 This section outlines the proposed scope and methodology for the assessment of the potential significant air quality effects associated with the enabling works and construction and operational phases of the Proposed Development.

Relevant Policy and Guidance

Legislation

- 8.3 The legislation applicable to the air quality assessment includes:
- Environmental Improvement Plan, 2023;
 - Environment Act, 2021;
 - Environment Protection Act 1990, amended by the Pollution Prevention and Control Act 1999 and the Environment Act 2021;
 - Environment Act 1995, Part IV, amended by the Environment Act 2021;
 - Clean Air Strategy 2019;
 - The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations, 2018;
 - UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations. Detailed Plan. Defra / Department of Transport (DfT) (2017);
 - The Air Quality Standards Regulations 2010; and
 - EU Ambient Air Quality Directive 2008/50/EC.

National Planning Policy

- 8.4 Paragraph 186 in the NPPF refers to the Local Air Quality Management (LAQM) process by recognising that:

“Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas”.

- 8.5 Paragraph 186 of the NPPF also identifies that local planning authorities should maintain consistency within the Local Air Quality Management process and states that:

“Planning decisions should ensure that any new development within Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.”

Regional Planning Policy

- 8.6 Regional planning policy relevant to air quality assessment includes:

- Greater Manchester Planning Guidance on Air Quality (2022)
- Greater Manchester’s Places for Everyone Plan – Submission Documents (2021/22)
- Greater Manchester’s Clean Air Plan (2021)
- Greater Manchester Air Quality Action Plan 2016-2021 (AQAP)
- Greater Manchester Low-Emission Strategy (2016)

Local Planning Policy

- 8.7 The currently adopted local planning policies applicable to the air quality assessment includes:

- Adopted Bury Unitary Development Plan (1997)

“EN7/1 - Atmospheric Pollution:

In seeking to limit atmospheric pollution the Council will not permit development which: would result in unacceptable levels of atmospheric pollution; and/or is not compatible with the achievement of the Council's long term air quality standards. Justification The Borough's air quality can be protected by restricting developments likely to cause atmospheric pollution problems. The Council's Environmental Principles Statement (approved by Council 1991), as part of its intention to reduce air pollution emissions, has made reference to developing and maintaining an "air

pollution monitoring network. This policy will be implemented in liaison with the Council's Environmental Health Division which will not attempt to duplicate the work of other Pollution Control Authorities. The Council will also have regard to the proposed Greater Manchester Air Quality Strategy, which is to be produced following the requirements of the Environment Act 1995. This Act requires local authorities to assess and manage air quality."

- 8.8 Bury Local Plan Policy Directions (2018) sets out the proposed scope direction for planning policies for the new Bury Local Plan. Of relevance, Air Quality and Pollution Control Policy Direction OP4, states:

It is proposed that the Local Plan should include a policy that seeks to prevent both new and existing development from contributing to, or being adversely affected by, unacceptable levels of pollution either individually or cumulatively with other existing or proposed developments. It is considered that the policy should also set out the issues that the Council will have regard to when considering the potential impact of development on pollution and what should be required from applicants, including mitigation measures, in the event that a proposal is considered to have the potential to give rise to any impacts on air quality or other forms of pollution."

Other Relevant Policy and Guidance

- 8.9 A number of guidance documents are relevant to air quality assessment. These include:

- Defra Local Air Quality Management (LAQM) Policy Guidance (2022) and Technical Guidance (2022);
- World Health Organisation (WHO) Global Air Quality Guidelines (2021);
- IAQM Indoor Air Quality Guidance (2021);
- Covid-19: Supplementary Guidance, Local Air Quality Management Reporting in 2021;
- IAQM assessment of air quality impacts on designated nature conservation sites (2020);
- EPUK/IAQM Land Use Planning & Development Control (2017); and
- IAQM Assessment of Dust from Demolition and Construction (2016).

- 8.10 The UK Air Quality Objectives (AQOs) which apply to this assessment are shown in **Table 8: UK Air Quality Objectives AQO** **Table 10**. Some pollutants have long-term (annual mean) objectives due to the chronic way they affect human health or the natural environment and others have short-term (1-hour, 24-hour mean) objectives due to the acute way they affect human health or the natural environment.

Table 8: UK Air Quality Objectives AQO

Pollutant	Averaging Period	Objective Threshold ($\mu\text{g}/\text{m}^3$)
For the protection of human health		
Nitrogen Dioxide (NO_2)	Annual mean	40
	1-hour mean	200 Not to be exceeded more than 18 times per year (equivalent to the 99.79 th percentile of 1-hour mean values)
Particulate Matter (PM_{10})	Annual mean	40
	24-hour mean	50 Not to be exceeded more than 35 times per year (equivalent to the 90.4 th percentile of 24-hour mean values)
Fine Particulate Matter ($\text{PM}_{2.5}$)	Annual mean	20
For the protection of vegetation and ecosystems		
Nitrogen oxides (NO_x)	Annual mean	30

- 8.11 Previous research carried out on behalf of Defra identified that exceedances of the NO_2 1-hour mean are unlikely to occur where the annual mean is below $60\mu\text{g}/\text{m}^3$. This assumption is still considered valid; therefore, Defra's Technical Guidance document, LAQM (TG22) confirms that this figure can be referenced where 1-hour mean monitoring data are not available (typically if monitoring NO_2 using passive diffusion tubes).
- 8.12 Good practice design (e.g., Building Regulations) often consider WHO guidelines, which are usually more stringent (see **Table 11** below). Compliance with WHO recommended guidelines for residential and non-residential elements is

considered 'best practice' but is non-mandatory at present, i.e., suitable control can be adopted on an 'as-required' basis. The WHO recommended guidelines were updated in September 2021. The update includes Air Quality Guideline (AQG) levels for the pollutants of relevance to this assessment (NO₂, PM₁₀ and PM_{2.5}) and a range of interim targets, as listed in **Table 11** below **Error! Not a valid bookmark self-reference..**

Table 9: Comparison of WHO Guidelines with National Air Quality Objectives

Pollutant	Averaging Period	Air Quality Objective (AQO) (µg/m³)	WHO Guidelines (µg/m³)	
			Interim Target	AQG Level
NO ₂	Annual mean	40	40 to 20	10
PM ₁₀	Annual mean	40	70 to 20	15
PM _{2.5}	Annual mean	20	35 to 10	5

Preliminary Assessment of Baseline Conditions

Local Air Quality Management

- 8.13 The Environment Act 1995 requires local authorities to review and assess air quality with respect to the objectives for seven pollutants specified in the National Air Quality Strategy. Local authorities are required to carry out an assessment and provide an Annual Status Report (ASR) of their area every year. If the ASR identifies any potential hotspot areas likely to exceed air quality objectives, a detailed assessment of those areas is required. If objectives are not predicted to be met, the local authority must declare the area as an Air Quality Management Area (AQMA). If an AQMA has been declared, the Local Authority will also need to produce an Air Quality Action Plan (AQAP), to includes measures to improve air quality in the AQMA.
- 8.14 The Proposed Development is in Prestwich, and the baseline assessment includes a brief review and summary of Greater Manchester Combined Authority's latest LAQM Annual Status Report (ASR) and AQAP. The 2021 ASR concluded that road transport emissions are a major source of air pollution in the region, in particular for nitrogen dioxide (NO₂) and particulate matter (PM) at locations close to busy, congested roads where people may live, work or shop.

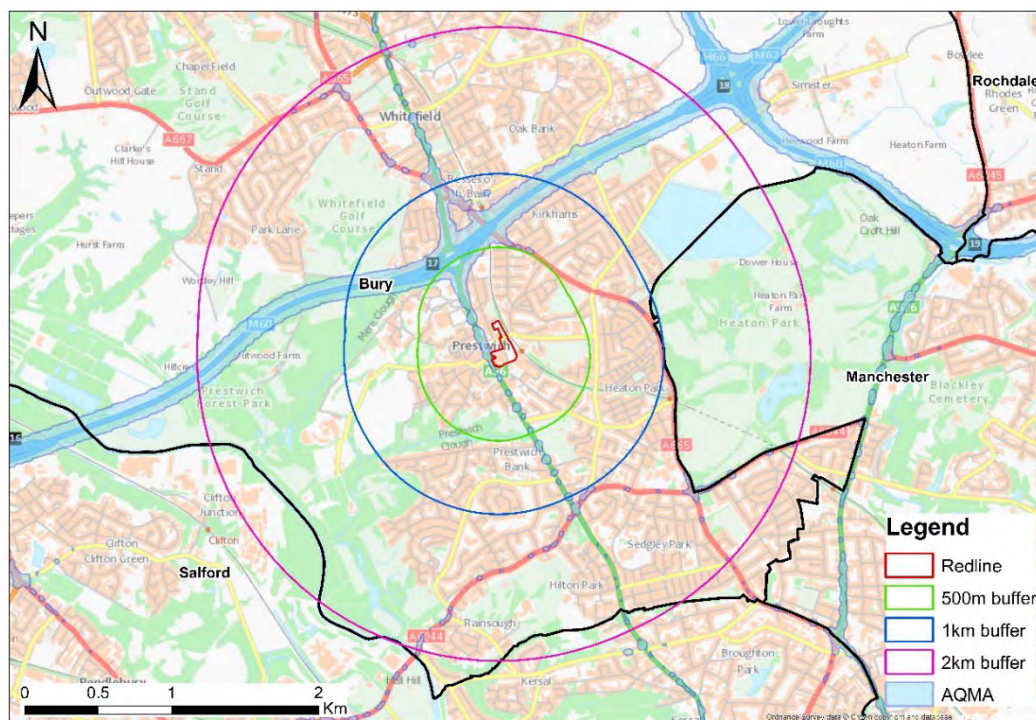


Figure 3: Air Quality Management Area (AQMA)

- 8.15 The Bury Air Quality Management Area (AQMA) which covers large portions of the main roads within the borough, including the A56, borders the south-western edge of Proposed Development. Bury Council declared the AQMA in 2002 due to concern regarding potential for exceedances of the annual mean NO₂ objective and 24-hour mean PM₁₀ objective. It was amended in 2007 to only include annual mean NO₂. The location of the Proposed Development in relation to the AQMA boundary is shown in Figure 4.

Local Air Quality Monitoring

- 8.16 A review of existing local air quality conditions in the vicinity of the Proposed Development has been undertaken. Automatic and diffusion tube monitors within 2km of the proposed development have been evaluated as part of this assessment.

Automatic Monitoring

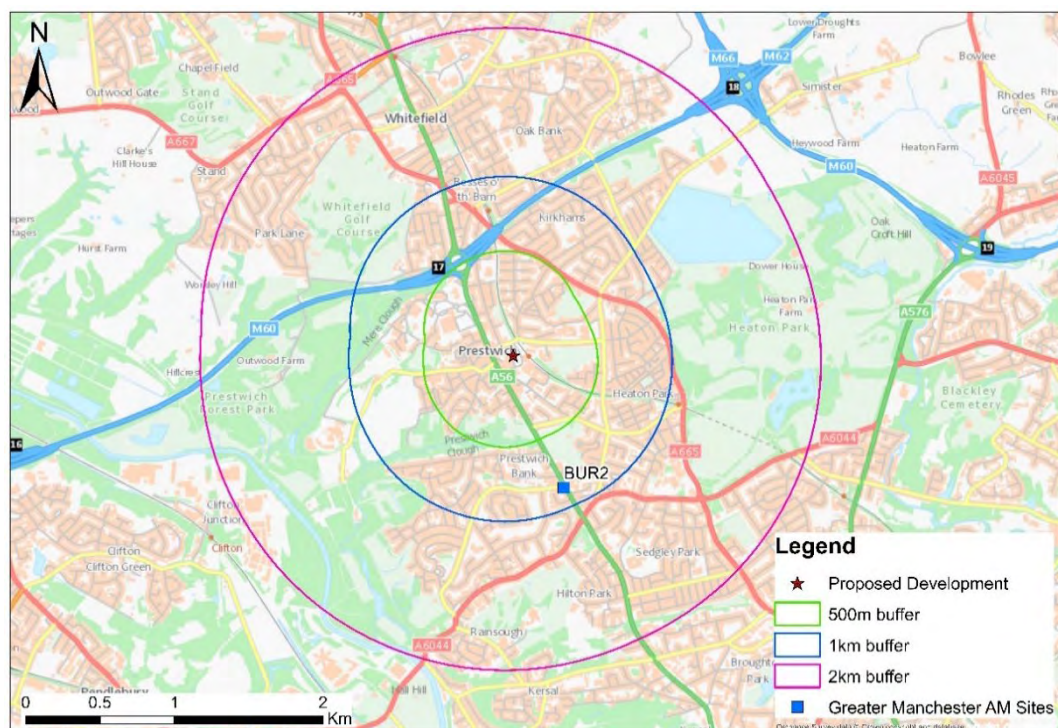
- 8.17 Automatic or continuous monitoring involves drawing air through an analyser continuously to obtain near real-time pollutant concentration data. A review of the most recent ASR from Greater Manchester Combined Authority, which includes Bury, showed that there is one automatic monitoring station within 2km. The

location of the automatic monitor is shown in **Figure 5** and details about the automatic monitoring site are provided in **Table 12**.

Table 10: Details of Automatic Monitoring Site within 2km

Site ID	Site Location	OS Grid Reference		Site Type	Pollutants Monitored	Distance to kerb of nearest road (m)
		x	y			
BUR2	Bury Prestwich	381650	403222	Roadside	NO ₂ , PM ₁₀	2.5

Figure 4: Automatic Monitoring Site



8.18 Recent NO₂ monitoring results from 2017 to 2022 are shown in **Table 13**, with numbers of hourly exceedances of 200µg/m³ indicated in brackets. An exceedance is defined as an annual mean greater than 40µg/m³ for NO₂, or when the hourly value exceeds 200µg/m³ more than 18 times within a calendar year. All exceedances of the objective thresholds are indicated in bold.

Table 11: Results of Local Air Quality Monitoring at Automatic Sites – Nitrogen Dioxide

Site ID	Site Type	Distance from Site (km)	Annual Mean NO ₂ Concentration (µg/m ³)					
			2017	2018	2019	2020	2021	2022
BUR2	Roadside	0.95	42 (0)	38 (0)	39 (0)	-	33.3 (0)	30.4 (0)
Notes: Exceedances of the annual mean air quality objective are indicated in bold. - no data available								

8.19 These results show that the NO₂ annual mean air quality objective has not been exceeded at the roadside and site since 2018. The concentration recorded in 2019 was 39µg/m³. There is no data available but results from 2021 and 2022 indicate a downward trend. BUR2 is located alongside the A56, and as the Proposed Development is also located alongside the A56, this is anticipated to provide an indicative value of expected NO₂ concentrations at the south-eastern boundary of the site.

8.20 The short-term NO₂ objective was met at all locations during the monitoring period between 2017 and 2022. The number of hourly exceedances of 200µg/m³ have remained below the permissible 18 hours per year, with no exceedances recorded. The annual average recorded at all sites during this monitoring period have been well below 60µg/m³, and therefore further indicating that exceedances of the short-term objective for NO₂ are considered to be unlikely.

8.21 Annual mean concentrations of PM₁₀ recorded at the monitoring sites within 2km are shown in **Table 14**, with number of days exceedance shown in brackets. An exceedance is defined as an annual mean greater than 40µg/m³ for PM₁₀, or when the daily value exceeds 50µg/m³ more than 35 days within a calendar year.

Table 12: Results of Local Air Quality Monitoring at Automatic Sites- PM₁₀

Site ID	Site Type	Distance from Site (km)	Annual Mean PM ₁₀ Concentration (µg/m ³)					
			2017	2018	2019	2020	2021	2022
BUR2	Roadside	0.95	19 (4)	19 (1)	19 (9)	-	17.5 (1)	19.1 (7)

8.22 Annual mean concentrations of PM₁₀ have met the air quality objective (40µg/m³) at sites in all years. Concentrations have remained broadly static, with maximum

concentrations of $19\mu\text{g}/\text{m}^3$ or $19.1\mu\text{g}/\text{m}^3$ recorded at the roadside site in 2017, 2018, 2019 and 2022. There is no data for 2020 and a slightly lower concentration of $17.5\mu\text{g}/\text{m}^3$ was recorded in 2021. This could potentially be attributed to a reduction in traffic emissions due to Covid-19 lockdown measures. The number of daily exceedances of $50\mu\text{g}/\text{m}^3$ have remained below the permissible 35 days per year, with a maximum of 9 days recorded in 2019 at the site.

- 8.23 There is no local monitoring of $\text{PM}_{2.5}$.

Non-Automatic Monitoring

- 8.24 The latest ASR indicates that Greater Manchester has 427 diffusion tubes monitoring NO_2 across the borough, six of which are within 2km of the Proposed Development; The sites within 2km are classified as either “Kerbside” or “Roadside” sites.
- 8.25 Details of the diffusion tubes within 2km are given in **Table 15** and their locations are shown in **Figure 6**.

Figure 5: Local Diffusion Tube Sites

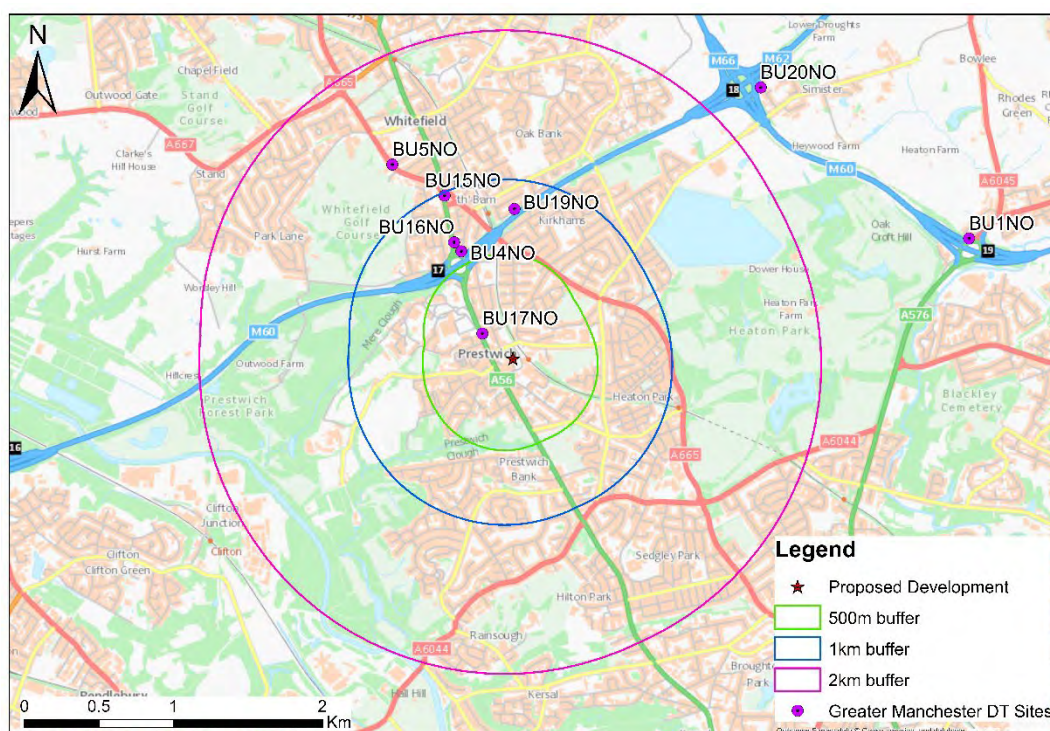


Table 13: Details of Diffusion Tube Monitoring Sites within 2km

Site ID	Site Location	OS Grid Reference		Site Type	Distance to kerb of nearest road (m)
		x	y		
BU15NO	BU15	380852	405204	Kerbside	0.5
BU16NO	BU16	380916	404891	Roadside	2.2
BU17NO	BU17	381105	404279	Roadside	3
BU19NO	BU19	381321	405115	Roadside	12
BU4NO	BU4 10 Hardmans Rd Whitefield	380964	404831	Roadside	18.2
BU5NO	BU5 Radcliffe New Rd. Whitefield	380501	405413	Roadside	2.8

8.26 Recent monitoring results are given in **Table 16**. An exceedance is defined as an annual mean greater than $40\mu\text{g}/\text{m}^3$ for NO_2 . Any exceedances are highlighted in bold.

Table 14: Diffusion Tube Monitoring Results 2017 to 2021

Site ID	Site Type	Annual Mean NO_2 Concentration ($\mu\text{g}/\text{m}^3$)				
		2017	2018	2019	2020	2021
BU15NO	Kerbside	-	-	46.6	34.4	37.4
BU16NO	Roadside	-	-	46.8	32.5	36.1
BU17NO	Roadside	-	-	35.4	25.7	28.2
BU19NO	Roadside	-	-	42.1	32.7	33.1
BU4NO	Roadside	-	-	39.2	27.4	28.4
BU5NO	Roadside	-	-	27	21.1	20.9
Notes: Exceedances of the annual mean air quality objective are indicated in bold . - no data available						

8.27 Of the six diffusion tube monitoring locations within 2km, three of the sites exceeded the NO_2 objective ($40\mu\text{g}/\text{m}^3$) during the period between 2017 and 2021. The maximum recorded concentration in 2019 was $46.8\mu\text{g}/\text{m}^3$, recorded at BU16NO, a roadside site located alongside the A56 at a junction with the M60.

8.28 The Proposed Development is located alongside the A56, but 850m from the junction with the M60. It is therefore anticipated that, from available data, site

BU17NO located 270m north-east of the development will be most representative of roadside concentrations at the south-west of the site.

- 8.29 The annual mean NO₂ concentrations recorded at all of the six sites within 2km between 2017 and 2021 are well below 60µg/m³. Exceedances of the short-term objective are therefore considered to be unlikely.

Defra's Background Pollutant Concentration Mapping

- 8.30 Background concentrations refer to existing levels of pollution in the atmosphere, as a result of emission from a variety of sources, such as traffic, industrial and agricultural processes. Defra publishes background pollutant mapping for every 1km x 1km OS grid square across the UK for NO_x, NO₂, PM₁₀ and PM_{2.5}. Background pollutant mapping has been reviewed for the grid square in which the Proposed Development lies and surrounding grid squares. The 2019 (pre-Covid-19) and 2023 (current year) background concentrations (which are based on 2018 monitoring data) are presented in **Table 17**.

Table 15: Defra's 2019 and 2023 background concentrations of NO_x, NO₂, PM₁₀ and PM_{2.5}

OS Grid Square		Annual Mean Concentration (µg/m ³)							
		NO _x		NO ₂		PM ₁₀		PM _{2.5}	
X	Y	2019	2023	2019	2023	2019	2023	2019	2023
381500	404500	32.9	26.5	22.5	18.7	14.1	13.5	9.3	8.9
381500	405500	33.5	26.5	23	18.8	14.1	13.5	9.3	8.9
380500	404500	37.1	29.2	24.9	20.4	13.4	12.8	8.8	8.4
382500	404500	23.7	19.5	17	14.3	12	11.5	8.1	7.7
381500	403500	24.6	20.3	17.5	14.8	12.3	11.7	8.3	7.9
Average		30.4	24.4	21.0	17.4	13.2	12.6	8.8	8.4

- 8.31 Defra background concentrations are all below the air quality objectives for annual mean NO₂, PM₁₀ and PM_{2.5}.

Local Sources of Transport Emissions

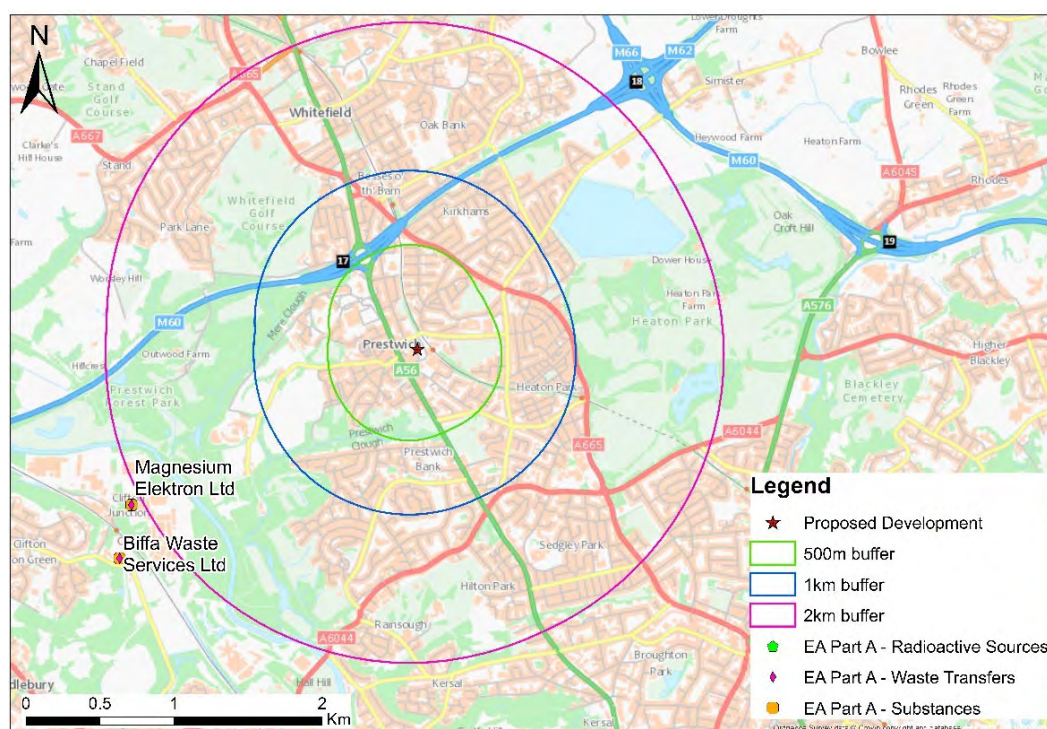
- 8.32 The presence of any heavily trafficked roads, with emissions that could give rise to significantly higher concentrations of pollutants (e.g., NO₂), may cause unacceptably high exposure for users of the new development. The emissions from roads in the area are assumed to be represented in the background concentrations used.

- 8.33 There are tram lines located within 50m of the Proposed Development. As these are electrified lines, they are not a significant source of rail emissions.

Local Sources of Industrial Emissions

- 8.34 Industrial air pollution sources are regulated through operating permits or authorisations, which list stringent emission requirements. Regulated industrial process are classified as either Part A or Part B processes and are regulated through the Pollution Prevention and Control (PPC) system which has been transposed into National legislation. The larger, more polluting, Part A processes are regulated by the Environment Agency for emissions to air, water and land. The smaller, less polluting processes are regulated by the local authority for emission to air.
- 8.35 A review of the Environment Agency Pollutant Inventory for 2021 indicated that there are no Part A permit sites within 2km of the Proposed Development. The closest sites are operated by Magnesium Elektron Ltd and Biffa Waste Services Ltd, located 2.2km and 2.5km south-east of the Proposed Development, respectively. The locations of the nearest Part A sites are shown in **Figure 7**.

Figure 6: Part A Sites



- 8.36 The Part B processes are regulated and reviewed by the Local Authorities and given the nature of these processes, are unlikely to significantly affect ambient air quality in the vicinity of the Proposed Development. Any emissions from these

installations are assumed to be represented in the Defra background concentrations.

Sensitive Receptors

- 8.37 Sensitive receptors near the development were identified with reference to mapping data provided by Ordnance Survey. Sensitive receptors within 350m are illustrated in **Figure 8** and include receptors within 20m of the red line boundary.

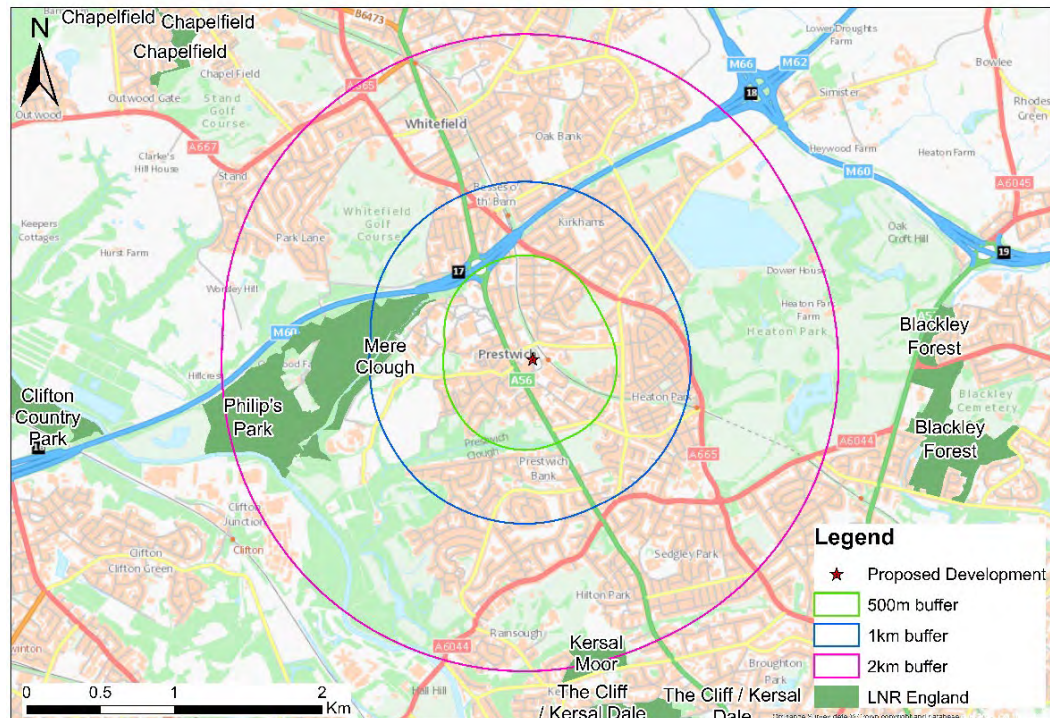
Figure 7: Sensitive Receptors



- 8.38 The site is located within a densely urbanised area. There are several properties surrounding the site including both, commercial and schools but also residential properties, such as apartments and residential estates. Commercial properties include, but are not limited to, All the Shapes bar, Dokes Pizzeria, Farmfoods, M&S Simply Food, and NatWest Prestwich. Residential properties include those located on Rectory Green, Highfield Place and Bury New Road, and Albion Mews apartment building. There is therefore expected to be a high number of highly sensitive receptors located within 350m of the site.
- 8.39 Defra MAGIC mapping has been reviewed to determine the presence of any sensitive ecological sites. There are no designated ecological receptors with 500m of the site boundary. However, three are located within 2km including Mere Cough, Philip's Park and Kersal Moor which are local nature reserves, located approximately 800m north-west, 1.6km west and 1.9km south of the Proposed

Development, respectively. The locations of nearby ecological receptors are illustrated in **Figure 9**.

Figure 8: Sensitive Ecological Sites



Scope and Methodology of Assessment

Consultation

- 8.40 Consultation with Bury Council's Environmental Health Team will be undertaken to discuss and agree the scope of the assessment. It is expected that a Scoping Response will be received based on receipt of this Scoping Report.

Construction Dust

- 8.41 The impact of anticipated construction activities will be assessed in accordance with the latest IAQM Guidance. The construction phase assessment considers the anticipated physical activities occurring on-site that are likely to result in the generation of dust which gives rise to impacts on dust soiling and human health, especially through the generation of PM₁₀ and PM_{2.5}. The assessment involves the identification of whether each phase of on-site activity (demolition, earthworks, construction, and trackout) represents a low, medium, or high risk of causing a significant effect and then identifies suitable mitigation measures for the relevant level of risk assigned.

Construction Traffic

8.42 Construction traffic data predictions will be screened in accordance with EPUK/IAQM criteria. The construction traffic assessment will consider sensitive receptors within 200m of the assumed construction traffic routes on the local road network. As the Proposed Development is partially located within an AQMA, where predicted changes in construction traffic meet the following criteria, a detailed assessment will be required:

- A change of Light Duty Vehicle (LDV) flows of more than 100 Annual Average Daily Traffic (AADT); and/or
- A change of Heavy-Duty Vehicle (HDV) flows of more than 25 AADT.

8.43 It is unlikely that the construction traffic will exceed the above criteria. However, should the criteria be exceeded, a detailed assessment would need to be carried out using dispersion modelling.

8.44 An assessment of non-road mobile machinery (NRMM) has been scoped out of the assessment, as it anticipated that machinery will be selected to conform to the regulatory requirements outlined in the Department for Transport document on reducing emissions from NRMM.

Operational Traffic Emissions

8.45 During operation, the Proposed Development has the potential to affect local air quality as a result of traffic exhaust emissions, such as NO₂, PM₁₀ and PM_{2.5} associated with vehicles travelling to and from the Proposed Development. In particular, the potential emission associated with the multi-storey car park will need to be considered. Screening of operational traffic data to determine the need for detailed assessment has therefore been scoped in.

8.46 Traffic data will be obtained from the Transport Consultant in 24-hour AADT format with the calculated percentage of HDVs and average speed data (kph).

8.47 Traffic data will be screened in accordance with the EPUK/IAQM ^{Error! Bookmark not defined.} criteria. Should screening of traffic data and information indicate the need for detailed assessment of increase in operational traffic emissions on nearby receptors, this would be carried out using ADMS modelling software. Traffic data for with and without the Proposed Development will be used in the modelling assessment to predict changes in concentrations on nearby sensitive receptors.

Detailed modelling can also be used to inform an exposure assessment for future receptors at the site.

8.48 Using the traffic data, the latest vehicle emission factors released by Defra will be used to calculate road-traffic emissions. The assessment will focus on concentrations of NO₂, PM₁₀ and PM_{2.5} for which air quality objectives are set in legislation. The changes in concentrations will be assessed with reference to the EPUK/IAQM land-use planning guidance approach to determining the significance of likely effects resulting from the Proposed Development on local air quality.

8.49 The latest full year of ratified monitoring data available at the time of reporting is expected to be 2022. To enable verification with local monitoring data, 2022 is likely to be modelled as the baseline year.

Operational On-Site Combustion Plant

8.50 Should any emergency generators be proposed, the need to assess will be screened in accordance with the EPUK/IAQM land-use planning guidance^{Error! Bookmark not defined.}.

Cumulative Effects

8.51 All the projects to be considered as part of the cumulative impact assessment are to be agreed with Bury Council prior to undertaking the cumulative assessment.

8.52 Both the construction and operational phases will be considered and the short, medium- and long-term impacts assessed.

9 NOISE AND VIBRATION

Introduction

- 9.1 The Noise and Vibration Chapter will be prepared by Cundall and will assess the likely noise and vibration impacts of the Proposed Development upon the site and surrounding area. This section sets out the scope of assessment of the potential noise and vibration effects of the Proposed Development, detailing the types of effects which are to be excluded and included within the assessment.
- 9.2 This section also explores the relevant planning policy, the noise and vibration baseline along with a proposed methodology for the noise and vibration assessment of the proposed development.

Relevant Policy and Guidance

National Planning Policy

- 9.3 The key statements of the NPPF relevant to the assessment include paragraph 174 and 180 which are as follows:

"174 Planning policies and decisions should contribute to and enhance the natural and local environment by;

[...]

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;"

180 Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the Site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”

- 9.4 With specific reference to noise effects, the NPPF refers to the Noise Policy Statement for England (NPSE) (2010). The NPSE provides guidance which enables decisions to be made regarding the acceptable noise burden to place on society, using three key phrases: the No Observed Effect Level (NOEL), the Lowest Observed Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL).

Local Planning Policy

- 9.5 Policy EN7/2 – Noise Pollution of the Adopted Bury Unitary Development Plan sets out the Council’s policy on environmental noise pollution and states the following:

“In seeking to limit noise pollution the Council will not permit:

- *development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;*
- *development close to a permanent source of noise.”*

Legislation

- 9.6 The effects of the Proposed Development upon existing sensitive receptors and impacts upon the Proposed Development are to be assessed with reference to the relevant British Standards and guidance documents set out in **Table 18** below.

Table 16: Relevant British Standards and Legislation

Source	Description
BS 5228-1:2009+A1:2014 & BS 5223-2:2009 Code of practice for noise and vibration control on construction and open sites (BS 5228)	Recommendations for basic methods of noise and vibration control relating to construction sites where work activities may generate significant noise and / or vibration. It also provides guidance on methods of predicting and measuring noise and vibration, and assessing its impact on receptors.
BS 8233:2014 Guidance on sound insulation and noise reduction for buildings (BS 8233)	Recommendations for desirable internal and external ambient noise levels in dwellings that should not be exceeded for steady external noise sources.
Guide to Demonstrating Compliance with the Noise Requirements of Approved Document O (ANC / IOA Issued July 2022)	Recommendations demonstrating compliance with Approved Document O to see that internal ambient noise levels in dwellings should not be exceeded for steady external noise sources during periods of overheating.

BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound (BS 4142)	Methods for determining, at the outside of a building, noise levels from industrial and manufacturing premises, fixed installations and other associated activities. The rating method takes into account specific source characteristics, such as tonality, impulsivity and intermittency.
BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration (BS 7385).	Presents guide values or limits for transient vibration, above which there is a likelihood of cosmetic damage.
BS 6472:2008 'Guide to evaluation of human exposure to vibration in buildings' (BS 6472)	Describes how to determine the vibration dose value, VDV, from frequency-weighted vibration measurements. The vibration dose value is used to estimate the probability of adverse comment which might be expected from human beings experiencing vibration in buildings
Design Manual for Roads and Bridges, Sustainability & Environment LA 111 Noise and vibration Revision 2 (DMRB)	Advice on the assessment of noise and vibration impacts due to road traffic. The guidance provides a classification of magnitude of impacts related to changes in road traffic noise levels.
The Department of Transport/Welsh Office Memorandum 'Calculation of Road Traffic Noise' (CRTN)	Describes procedures for traffic noise calculation, and is suitable for environmental assessments of schemes where road traffic noise may have an impact.

Preliminary Assessment of Baseline Conditions

- 9.7 The acoustic environment across the site is primarily influenced by road traffic on Bury New Road to the west and Metrolink movements to the east.
- 9.8 An external noise survey will be carried out in accordance with the methodology of BS 7445:2003 Description and Measurement of Environmental Noise, at one or two measurement positions for a minimum of 48 hours to determine prevailing noise levels. This may also be accompanied by supplementary shortened noise surveys at key positions on site.
- 9.9 Images indicating where it is proposed to undertake the long term and shortened noise surveys, and an image of the equipment set up on previous sites are presented in **Figure 10** and **Figure 11** below.
- 9.10 The survey includes MP1 position 1, as seen in Figure 10, which will survey Bury New Road (which forms part of the NIA).

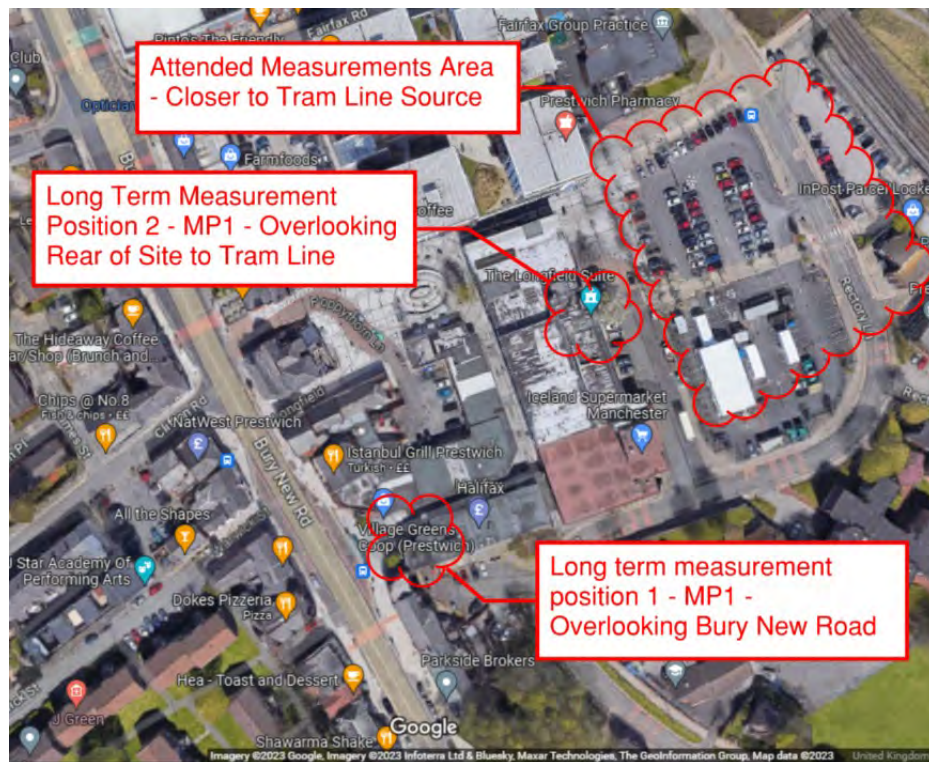


Figure 9: Noise survey locations



Figure 10: Image of Sound Level Meter on Previous Sites

- 9.11 The survey will be undertaken using a Class 1 precision sound level meter.
- 9.12 The attended noise survey area will also be the area in which a vibration survey is to be undertaken with a triaxial vibration monitoring station, to monitor vibration levels incident on the site from the Metrolink line to the east.

Scope and Methodology of Assessment

Sensitive Receptors

- 9.13 The noise and vibration sensitive receptors in proximity to the site which have been taken into consideration in the assessment are summarised in **Table 19** below. Residential and schools are generally considered the most highly sensitive spaces due to national legislation requiring the most onerous internal noise levels for the purposes of health and well-being of occupants. Strict legislation does not apply to the other spaces listed but occupants may still experience adverse noise effects of not properly controlled, as such these are defined as medium sensitivity.

Table 17: Sensitive Receptors

Receptor	Sensitivity
A. Highfield Road Residential	High
B. Poppythorn Lane Residential	High
C. Our Lady of Grace (OLOG) Presbytery Church	Medium
D. Longfield Centre	Medium
E. 458 - 466 Bury New Road Mixed Commercial	Medium
F. Heys Road Residential	High
G. The Heys Residential	High
H. 440 - 448 Bury New Road Mixed Commercial	Medium
I. Prestwich Job Centre	Medium
J. Rectory Green Residential	High
K. St Mary's C of E Primary School	High

- 9.14 The approximate location of identified sensitive receptors listed above which will be assessed in the ES is presented in **Figure 12** below. An approximate site boundary is provided in dashed red.



Figure 11: Sensitive Receptor Locations

Construction Noise

- 9.15 BS 5228 provides practical information on demolition and construction noise and vibration reduction measures and promotes a 'Best Practice Means' approach to control noise and vibration. The calculation method provided in BS 5228 Part 1 is based on the numbers and types of equipment operating, their associated Sound Power Levels (SWL), and the distance to receptors, together with the effects of any screening.
- 9.16 There are no current national standards or guidelines that give noise limits for construction sites. However, as a guide, typical daytime levels for noisy temporary works at neighbouring premises usually lie in the range of 70 – 80 dB L_{Aeq} .
- 9.17 The Magnitude criteria for construction noise have been derived from BS 5228 guidance. A semantic scale for description of the magnitude of construction noise effects is shown in **Table 20** below.

Table 18: Construction Noise Magnitude Criteria

Magnitude	Description
Substantial	Daytime noise levels greater than 75 dB L_{Aeq} for a total of more than 10 days in any 15-day period, or for a total of days more than 40 in any 6-month period

High	Daytime noise levels greater than 75 dB L _{Aeq} for a total of less than 10 days in any 15-day period, or for a total of days less than or equal to 40 in any 6-month period
Moderate	Daytime noise levels between 70 and 75 dB L _{Aeq}
Minor	Daytime noise levels between 65 and 70 dB L _{Aeq}
Negligible	Daytime noise levels less than or equal to 65 dB L _{Aeq}
No effect	Daytime noise levels more than 10 dB below existing background levels

Construction Traffic Noise

- 9.18 Construction traffic will be assessed by considering the short-term increase in traffic flows during works, following the principles of Calculation of Road Traffic Noise (CRTN) and Design Manual for Roads and Bridges (DMRB).
- 9.19 The criteria for the assessment of the magnitude of effect of traffic noise changes arising from construction works have been taken from Table 3.54 of DMRB and are provided in **Error! Reference source not found. 21**.

Table 19: Construction Traffic Noise Magnitude Criteria

Description (change in dBA)	Magnitude of Impact
10 dBA or more*	Substantial
5.0 – 9.9 dBA	High
3.0 – 4.9 dBA	Moderate
1.0 – 2.9 dBA	Minor
0.1 – 1.0 dBA	Negligible
0 dBA	No effect
*DMRB only categorises up to greater than 5 dB as a 'Major' magnitude, Substantial defined here as a further 5 dB noise change	

Construction Vibration

- 9.20 BS 5228 Part 2 provides further guidance on the perception of vibration resulting from construction activities within occupied buildings. This provides a simple method of determining annoyance alongside evaluation of cosmetic damage associated with vibration.
- 9.21 **Table 22** below details potential vibration levels measured in terms of 'Peak Particle Velocity' (PPV), and provides a semantic scale for description of construction vibration impacts on human receptors.

Table 20: Construction Vibration Magnitude Criteria (Annoyance)

Peak Particle Velocity Level	Description	Magnitude of Impact
15 mm/s	Vibration will be intolerable	Substantial
10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.	High
1.0 mm/s	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.	Moderate
0.3 mm/s	Vibration might be just perceptible in residential environments.	Minor
0.14 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.	Negligible
0 mm/s	No vibration perceptible	No effect

- 9.22 Construction activities that produce vibration may impact on adjacent buildings. The criteria used in this assessment relate to the potential for cosmetic damage, not structural damage. The principal concern is generally transient vibration due to piling. Cosmetic damage is most likely to occur within the first 20 metres (m) of piling activities; at greater distances damage is less likely to occur. Likely levels of vibration at given distances can be estimated from existing piling vibration data, as provided in BS 5228 Part 2.

- 9.23 BS 7385 establishes the basic principles for carrying out vibration measurements and processing the data, with regard to evaluating vibration effects on buildings. Recommended PPV vibration limits for transient excitation for different types of buildings are presented in **Table 23** below.

Table 21: Construction Vibration Magnitude Criteria (Structural Damage)

Type of building	Peak Component Particle Velocity in Frequency Range of Predominant Pulse ¹	
	4 Hz to 15 Hz	15 Hz and above
Reinforced or framed structures	50 mm/s at 4 Hz and above Substantial	
Industrial and heavy commercial buildings	15 mm/s at 4 Hz increasing to 20 mm/s at 15 Hz ²	20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above
1 - Values referred to are at the base of the building; 2 - At frequencies below 4 Hz, a maximum displacement of 0.6 mm (zero to peak) should not be exceeded; mm/s – millimetres per second.		

- 9.24 Where vibration experienced at structures exceeds the values shown in the table above, this would be considered to be a significant adverse impact.

Operational Industrial / Commercial Noise

- 9.25 Industrial noise emissions will be assessed by in accordance with the methodology set out in BS 4142. This standard provides an assessment methodology and criteria relating to the following industrial noise sources:

- sound from industrial and manufacturing processes;
- sound from fixed installations which comprise mechanical and electrical plant and equipment;
- sound from the loading and unloading of goods and materials at industrial and/or commercial premises; and
- sound from mobile plant and vehicles that is an intrinsic part of the overall sound emanating from premises or processes, such as that from forklift trucks, or that from train or ship movements on or around an industrial and/or commercial site.

- 9.26 The proposed criteria for the assessment of the magnitude of impact of industrial noise emissions from the Proposed Development are provided below in **Table 24** and are based on the relative level difference between the BS 4142 Rating Levels ($L_{Ar,Tr}$) and the representative background sound levels ($L_{A90,T}$).

Table 22: BS:4142 Industrial Noise Magnitude Criteria

Description	Magnitude
$L_{Ar,Tr} = L_{A90,T} + 15$	Substantial
$L_{Ar,Tr} = L_{A90,T} + 10$	High
$L_{Ar,Tr} = L_{A90,T} + 5$	Moderate
$L_{Ar,Tr} = L_{A90,T}$	Minor
$L_{Ar,Tr} = L_{A90,T} - 5$	Negligible
$L_{Ar,Tr} = L_{A90,T} - 10$	No effect

Operational Traffic Noise

- 9.27 Operational traffic noise will be assessed by considering the long-term increase in traffic flows following completion of the Proposed Development, following the principles of CRTN and DMRB.
- 9.28 The criteria for the assessment of the magnitude of the impact of traffic noise changes arising from the Proposed Development will be taken from Table 3.2 of DMRB and are provided in **Table 25**.

Table 23: Operational Traffic Noise Magnitude Criteria

Description (change in dBA)	Magnitude of Impact
15 dBA or more	Substantial
10 – 14.9 dBA	High
5.0 – 9.9 dBA	Moderate
3.0 – 4.9 dBA	Minor
0.1 – 2.9 dBA	Negligible
0 dBA	No effect

9.29 In addition to the above, the DMRB states the following:

"In the period following a change in traffic flow, people may report positive or negative benefits when the actual noise changes are as small as 1 dB(A). As this noise change is equivalent to an increase of 25% or a decrease in traffic flow of 20%, this reaction may be partly attributed to an awareness of the changes in traffic rather than noise."

9.30 As such, it is considered that overall flow increase of less than 25% would cause changes in road traffic noise levels of negligible magnitude.

Operational Industrial / Commercial Vibration

9.31 It is not considered that any element of the Operational Phase is likely to result in any significant vibration impacts. The only elements of the Proposed Development which may produce vibration are localised items of plant, whose vibration impact would be negligible as these will be appropriately isolated from occupants of the plots through design. This will also result in operational vibration to surrounding receptors being negligible, and on this basis it is proposed that potential Operational vibration impacts are scoped out of the ES assessment.

Noise Impacts on Proposed Development

9.32 BS 8233 provides design guidelines for appropriate internal acoustic environments within buildings according to their function. It deals with control of noise from outside the building, noise from plant and services within it. BS 8233 guidelines set the following noise limits for internal noise limits for residential properties in **Table 26** below.

Table 24: BS:8233 Noise Management Criteria

Activity	Location	Daytime (07:00 – 23:00)	Night-time (23:00 – 07:00)
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16hour}$	30 dB $L_{Aeq,16hour}$
			45 dB $L_{Amax,F}$ (not to be normally exceeded by more than 15 times)

9.33 It is considered that a design to see that the above ambient noise levels are achieved in new bedrooms would result in a Negligible magnitude of change. Internal ambient noise levels in excess of the above limits would be considered as a Moderate / Major magnitude of change.

- 9.34 Approved Document O is a new part of the Building Regulations that came into force in June 2022 and specifically covers the control of overheating and suitable mitigation for new residential buildings. With regard to noise, Section 3 of ADO discusses limitations to ensure the overheating strategy is useable and states:

Windows are likely to be closed during sleeping hours if noise within bedrooms exceeds the following limits.

- 40 dB $L_{Aeq,T}$, averaged over 8 hours (between 11pm and 7am).
- 55 dB L_{AFmax} , more than 10 times a night (between 11pm and 7am).

- 9.35 It is considered that the requirement to comply with Building Regulations will mean the above targets must be achieved through design, and as such this would result in a Negligible magnitude of change. Internal ambient noise levels in excess of the above limits would be considered as a Moderate / Major magnitude of change.

- 9.36 For the community, retail and commercial areas of the Proposed Development, there is no requirement with regards to local planning polices to achieve certain noise limits within these areas. However, the design process will implement relevant technical guidance and legislation, such as that provided in BS 8233, to see that by default noise impact on the proposed office spaces is controlled to an acceptable level with regards to all relevant guidance.

Cumulative Effects

- 9.37 All the projects to be considered as part of the cumulative impact assessment are to be agreed with Bury Council prior to undertaking the cumulative assessment.
- 9.38 Both the construction and operational phases will be considered and the short, medium and long-term impacts assessed.

10 SOCIO-ECONOMICS

Introduction

- 10.1 The Socio-economic chapter will be produced by AMION Consulting which will assess the likely significant effects of the Proposed Development with respect to impacts on potential local receptors / populations.
- 10.2 This section will consider the relevant policy and guidance in which the assessment will be carried out against; an assessment of baseline conditions that exist in the area of impact (Bury local authority area); the scope and methodology in which the assessment will be undertaken; and a description of how cumulative effects will be assessed.

Relevant Policy and Guidance

- 10.3 As part of the baseline analysis and to inform the assessment of potential socio-economic impacts, a review of the national, regional, and local policy context will be undertaken. Focusing on the following key policy documentation:

National Planning Policy

- 10.4 In terms of socio-economics, paragraph 86 of the NPPF states that *“Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:*
- *c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones”*
- 10.5 The Proposed Development would support new and existing uses in the town centre, thus delivering new employment opportunities and additional resident expenditure in the local economy.
- 10.6 Relevant policy from the Levelling Up White Paper (2022) is outlined in Paragraph 3.2.1 which states *“By 2030 pay employment and productivity will have risen in every area of the UK...”*. The Proposed Development would bring in additional employment opportunities and create jobs.

Regional policy

- 10.7 Greater Manchester Combined Authority – (Emerging) Places for Everyone Joint Development Plan provides the emerging strategic planning policy framework for

Greater Manchester, relevant policies that support the Proposed Development in Prestwich include:

- Policy JP-Strat 12 (Main Town Centres) – The Proposed Development would support the main town centre, ensuring it is retained as the local driver of economic growth through delivering new commercial development, that in turn, creates jobs and opportunities for local residents.

Local Planning Policy

10.8 The Bury Local Plan (2018) includes the following relevant policies:

- Policy Direction OP1 – Sustainable Development – The Proposed Development would assist with the policy through helping to establish a town centre that supports economic growth and meets the needs of local residents.
- Policy EC3 – Employment Generating Areas – Delivering the Proposed Development would retain and regenerate the town centre, strengthening its position as the key driver of economic growth in the town.
- Policy TC2 – Town Centre Development Opportunities – The Proposed Development would implement a significant opportunity to regenerate the town centre.
- Policy CF1 – Community Facilities – The Proposed Development would deliver community facilities, providing an important contribution to the quality of life for residents.

10.9 The Bury 2030 Strategy sets out the vision for achieving faster economic growth than the national average, alongside lower than national average levels of deprivation, the Proposed Development aligns with this through:

- Delivering inclusive economic growth through providing employment opportunities and the space for new businesses.

10.10 The review of the local policy will also have regard to underpinning socio-economic studies prepared in support of the local plan at each spatial level and will also focus on wider policy objectives in relation to local priorities for economic growth and social wellbeing.

Preliminary Assessment of Baseline Conditions

- 10.11 The site is located in Prestwich, Bury, and is situated in the St Mary's Ward. An initial view of key indicators is outlined below. A more detailed analysis will be carried out as part of the EIA process.
- 10.12 The total population in Bury stands at circa 194,000 people, with a median age of 39. The greatest proportion of residents in Bury are aged between 25-49 years, which equates to 32.3% of the population, followed by those aged 0-15, equating to 20.0% of the population⁵.
- 10.13 In Bury, the economic activity rate⁶ for those of working age (16-64) is at 81.5%, whilst the employment rate (16-64) is 79.3%. Indicating that of those who are economically active, a significant amount are also in employment.
- 10.14 In terms of employment, 48.6% of people are employed in Standard Occupational Classification (SOC) codes 1-3, indicating that there are a significant number of higher-order occupations in Bury. In middle-order (4-6) and lower-order (7-9) occupations, each is at around 25%, representing an even split of occupations throughout Bury.
- 10.15 According to the 2021 Census, 48.2% of residents in Bury are in 'Very Good Health' and 33.0% are in 'Good Health'. Only 1.2% are in 'Very Bad Health'.
- 10.16 The site is located in Lower Super Output Area (LSOA) 'Bury 024C', which is in the 30% most deprived LSOA's in the country.
- 10.17 The assessment of baseline conditions will be conducted at the Bury local authority area level (where possible), with the rate of change over time of each indicator compared to that for Greater Manchester and the United Kingdom as a whole.

Scope and Methodology of Assessment

- 10.18 The Proposed Development is expected to generate a range of socio-economic effects during demolition (and enabling works), construction, and operational phases. The assessment will consider the following potential effects:

⁵ ONS Population Estimates – Local Authority based by single year of age (2021)

⁶ ONS – Annual Population Survey (2021)

- Enabling Works and Construction phase:
 - An increase in temporary construction employment.
- Operational phase:
 - Long-term employment and associated Gross Value Added (GVA);
 - Local fiscal impacts;
 - New residential units resulting in:
 - Additional local household expenditure; and
 - Council Tax revenue.
- Population increase (effect on existing healthcare capacity);
- Child / Pupil Yield (effect on existing school provision).

10.19 The assessment of socio-economic impacts will be undertaken using the following methodology:

- A review of the strategic policy context to provide an outline of the relevant national and sub-national / local social and economic objectives of the area.
- Identification of the impact area, in relation to each potential socio-economic effect on identified receptors.
- A desktop review of all publicly available information on current socio-economic and labour market conditions in the study area to establish the baseline using accepted Government sources, such as the Census and Office for National Statistics (ONS) data, including the baseline indicator groups and assembled data outlined above.
- Assessment of likely significant socio-economic effects of the Proposed Development during the Enabling Works and Construction and Operational Phases, based on sensitivity value of receptor and magnitude of effect.
- Recommendation of mitigation measures where necessary.
- Assessment of significance of residual effects assuming that the mitigation measures are implemented.

- Identification of likely significant additive / cumulative effects with regard to other consented schemes in the local area (where required).
 - Consideration of synergistic effects including the in-combination / interaction of socio-economic effects with other ES topic areas.
- 10.20 Qualitative and quantitative assessments will be undertaken using assessment methodologies from published guidance, including the former Homes and Communities Agency's (HCA's) Additionality Guide and the Employment Density Guide. Regard will be given to the IEMA guide to Determining the Significance for Human Health in Environmental Impact Assessment, alongside professional judgement.
- 10.21 Key to understating the socio-economic effects of the Proposed Development will be determining its net additional impact or 'additionality'. This is the extent to which activity takes place at all, on a larger scale, earlier or within a specific designated area or target group as a result of the intervention.
- 10.22 To assess the additionality of the Proposed Development, the following factors will be considered:
- Leakage – the proportion of outputs that benefit those outside of the area of impact.
 - Displacement – the proportion of outputs accounted for by reduced outputs elsewhere in the area of impact. Displacement may occur in both the factor and product markets.
 - Multiplier effects – further economic activity associated with additional local income and local supplier purchases.
 - Deadweight – outputs which would have occurred without the Proposed Development. This is referred to as the reference case.
- 10.23 The above approach to assessing the additional impact of a project is consistent with central Government guidance for physical development projects, including the recently published Appraisal Guide (2023) by the Department for Communities and Local Government (DCLG).

Cumulative Effects

- 10.24 All the projects to be considered as part of the cumulative assessment are to be agreed with Bury Council prior to undertaking the cumulative assessment. Both the construction and operational phases will be considered, and the impacts assessed.

11 CLIMATE CHANGE

Introduction

11.1 The Climate Change chapter will be produced by Hoare Lea which will assess the likely significant effects of the Proposed Development with respect to impacts on potential climate change effects. This is carried out for both the effects on the climate (including an assessment of the predicted greenhouse gas (GHG) emissions of the project); and the potential effects of climate change on the development itself. In relation to the Proposed Development, the purpose of the climate change chapter is therefore to consider both:

- Climate change mitigation (i.e. acknowledging that all greenhouse gas emissions (GHGs) play a part cumulatively in climate change, and identifying ways in which these can be reduced); and
- Climate change resilience (i.e. the measures the proposed development will use to adapt to the manifestations of a changing climate).

Relevant Policy and Guidance

National Planning Policy

11.2 The project is required to adhere to national planning policy and the key documents that relate to sustainable development, are summarised below.

11.3 The Climate Change Act 2008 (2050 Target Amendment Order):

- As of 2019, the UK is legally bound to a target of net zero GHG emissions by 2050.

11.4 UK Climate Change Risk Assessment:

- Through the Climate Change Act, the UK is required to set targets to reduce greenhouse gas emissions, to produce a UK Climate Change Risk Assessment (CCRA) every five years, and to develop a National Adaptation Programme to address the opportunities and risks arising from climate change.

11.5 Part L 2021 of the Building Regulations (Conservation of fuel and power):

- Part L of the Building Regulations is the mechanism by which government is driving reductions in the regulated CO2 emissions from new buildings. The

development will need to comply with Approved Document Part L 2021 (ADL 2021) which was enforced on 15th June 2022.

11.6 National Planning Policy Framework (NPPF) (2021):

- In terms of climate change, paragraph 154 of the NPPF states that *“New development should be planned for in ways that:*
 - a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
 - b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards.”*

11.7 Paragraph 155 states that *“To help increase the use and supply of renewable and low carbon energy and heat, plans should:*

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);*
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and*
- c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.”*

11.8 The Sixth Carbon Budget:

- In response to the Climate Change Act of 2008, the Government issued the carbon plan to set out how the UK would achieve decarbonisation.

11.9 The IEMA 2022 Guide for Assessing Greenhouse Gas Emissions and Evaluating their Significance (2nd Edition):

- This Guide provides the key guidance to assist practitioners with addressing greenhouse gas emissions assessment and mitigation in EIA.

Local Planning Policy

11.10 The 2018 Local Plan is currently under revision and, once adopted, together with the Places for Everyone (PfE) joint development plan, will form the basis for determining future proposals in the region. While the PfE will deal with strategic planning matters that are of significance across the nine Greater Manchester boroughs, the emerging Local Plan will contain a range of locally-specific planning policies. Those that are considered to be most pertinent to the scope of this assessment are summarised below:

- o Policy AC2 Transport Requirements in New Development
- o Policy CF1 Community Facilities; Policy AC1 Connectivity and Accessibility;
- o Policy IN1 Renewable and Low Carbon Energy Infrastructure;
- o Policy OP3 Climate Change;

11.11 Emerging Places for Everyone Joint Development:

- Nine of the ten councils in Greater Manchester have submitted the Places for Everyone Joint Development Plan to the Secretary of State for Levelling Up, Housing and Communities for independent review. Assuming the plan is approved, it sets out a framework for sustainable, inclusive growth across the nine districts. Of particular reference to the Proposed Development, the emerging plan sets out the following strategic objectives:
 - o Objective 7: Promote carbon neutrality of new development by 2028, reduce car dependency, facilitate provision of infrastructure for cleaner vehicles and improve energy efficiency and generation of renewable and low carbon energy.
 - o Policy JP-S 2 Carbon and Energy includes an expectation that, up to 2028, new development will follow the energy hierarchy to achieve operational net zero carbon. From 2028 onwards, the development will seek to achieve net zero carbon 'in construction' too.

Preliminary Assessment of Baseline Conditions

- 11.12 The assessment will consider local (BCC) and regional (GM) GHG emissions data as part of a review of baseline conditions, to help contextualise the emissions generated by the Proposed Development and implement a proportional approach to the later evaluation of effects. GHG emissions observed at local and regional level will be sourced from UK national statistics collated by the Department for Business, Energy and Industrial Strategy and the Department for Energy Security and Net Zero.

Scope and Methodology of Assessment

- 11.13 The Climate Change Chapter will be supported by further detailed information contained within standalone Sustainability and Energy Strategy submitted as part of the planning application.
- 11.14 This assessment will follow the IEMA 2022 Guide for Assessing Greenhouse Gas Emissions and Evaluating their Significance (2nd Edition). This document provides the key guidance to assist practitioners with addressing greenhouse gas emissions assessment and mitigation in EIA. The guidance sets out key principles including that climate change is a cumulative issue, all greenhouse gas emissions may be considered significant in the context that global greenhouse gases are reaching a scientifically defined environmental limit of 1.5 – 2°C, and that greenhouse emissions are considered and reported at varying scales and degrees of detail depending on the EIA project.
- 11.15 Given the hybrid planning application, with a detailed application for the first phase and an outline application for the remainder, estimations of embodied and operational carbon emissions will be calculated based on best available information at the time of writing. For example, quantitative assessment of the residential elements will be based on best available fixed parameters (e.g. building height, schedule of accommodation, land use etc.) and example domestic energy assessments from other similar projects as opposed to site-specific modelling.
- 11.16 Where mitigation can reasonably be applied this implies significance at the project scale, but there is no single preferred method for evaluating effect significance. The IEMA 2022 guidance (identified above) recommends a proportionate approach, which will be adopted, where boundaries to the assessment are set, and effects are contextualised on a case-by-case basis using the professional judgement of the practitioner.

- 11.17 For climate change adaptation and resilience effects, the sensitive receptor are the factors of the environment influenced by a changing climate (e.g., flooding, heatwaves, biodiversity, human health etc) and the impact assessment concerns the risk that effects would occur as a result of the development proposals going ahead. Given the uncertainties involved, a risk-based assessment approach is applied based on scenarios of future climate change using the IEMA Environmental Impact Assessment Guide to: Climate Change Resilience & Adaptation (i.e., Met Office UKCP18).

Cumulative Effects

- 11.18 As referenced in the introduction, greenhouse gasses impact assessment needs to consider an appropriate temporal and spatial scope so as to include all emissions. Temporally this needs to cover the whole lifecycle of a project and spatially this needs to reflect that climate change is ultimately a cumulative global effect. Therefore, a cumulative assessment is inherent in the assessment.

12 TOPICS TO BE 'SCOPED-OUT' OF THE EIA

- 12.1 This section sets out those environmental issues deemed to be insignificant for the purposes of EIA, and as such have been 'scoped out' of the EIA process.

Biodiversity

- 12.2 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. With regard to the ecological value of the site, a Preliminary Ecological Appraisal (PEA) was undertaken in January 2023 which determined an ecological baseline of the site. The PEA determined the site is predominantly habitats of negligible value, with some habitats of low ecological value which included urban trees. The PEA also identified a number of potential notable and protected species which may be present on site (i.e Bats and Birds). These are anticipated to be present at a local level only and therefore the significance of effects upon these receptors is likely to be negligible. It is therefore proposed that this is a topic that can be scoped out of the ES.
- 12.3 The application will be supported by a stand-alone Ecological Assessment with any necessary protected species surveys and a Biodiversity Net Gain assessment.

Ground Conditions

- 12.4 The potential for site-wide ground contamination, based on past and present uses, is considered to be minor to moderate but is not likely to be significant in terms of EIA. During construction the accidental spillage of contaminants and pollutants to the surrounding area would be controlled through standard mitigation measures which will be detailed in the CEMP. In addition, given the nature of the site, it is not anticipated that significant ground contamination is likely to be present which will require complex remediation techniques to mitigate. However, any unknown contamination encountered during the works will be removed or treated. The application will be supported by a Phase 1 Ground Investigation Report but as noted it is not anticipated that there will be significant effects as a result of ground contamination. Therefore, no significant environmental effects on land are considered likely for the purposes of EIA.

Flood Risk and Drainage

- 12.5 The site is entirely located in Flood Zone 1 (lowest area of flood risk) and is therefore at the lowest risk of fluvial flooding. There are small areas of the site's northern extent which are subject to low to medium risk of surface water flooding. Surface water will be appropriately managed on site to an agreed rate which will be agreed with the Lead Local Flood Authority (LLFA). A Flood Risk Strategy and Drainage Strategy will be prepared and submitted alongside the application.
- 12.6 It is considered that effects on the water environment are minimal and not considered significant in EIA terms and therefore do not warrant further consideration within the EIA.

Waste & Material Assets

- 12.7 Demolition of existing infrastructure and the construction of the Proposed Development would lead to an increase in waste produced, this will be reused and recycled on site where possible. Demolition and construction waste would be managed in accordance with all applicable legislation and disposed of in line with best practice. Other sources of waste during the construction stage are assumed to relate to construction materials (including packaging). It is anticipated that waste produced during enabling and construction works phase would be controlled through the implementation of a CEMP, secured by planning condition. The CEMP will be informed all applicable legislation and will set out the principles and legal requirements relating to waste (including hazardous waste) as noted above. The CEMP will also describe how materials will be managed efficiently and disposed of legally during construction. It will also outline the aims, objectives and on-going management responsibilities, including management practices, to be implemented during the construction stage. The volume of waste generation during the enabling works and construction phase and the implementation of management measures as described above, it is not considered that the proposed development will generate significant waste and it is therefore scoped-out of the ES.
- 12.8 Once operational, a quantity of domestic and commercial waste will be generated. The Proposed Development will not include for any land uses or activities that will give rise to particularly contaminative or hazardous waste materials. Operational waste would be disposed of in line with Council requirements and managed in accordance with all applicable legislation. Therefore, given the nature of the

proposals, waste material is not considered significant in EIA terms and therefore does not warrant further assessment within the resultant ES.

- 12.9 Material assets in EIA is a very broad term which considers both physical and non-physical sectors that could be said to have material value. On review of the Application site's location and context, it is not considered there are any further 'material assets' to those already addressed within other EIA topics, and therefore no further consideration of material assets is proposed within the EIA and resultant ES.

Obtrusive Lighting

- 12.10 Light pollution (or obtrusive light) comprises any adverse effects of artificial lighting including glare and light trespass/spill, occurring as a result of temporary construction activities.
- 12.11 Lighting will be required during construction activities. However, it is anticipated that lighting would be controlled through the implementation of best practice measures, informed by the ILP 'Guidance Note 1 for the reduction of obtrusive light'. It is anticipated that these measures will be secured through the production of a CEMP by the appointed contractor and secured by a suitably worded planning condition. Therefore, disturbance to sensitive receptors (such as nearby residents) from obtrusive light from enabling and construction works is unlikely to be considered significant in EIA terms and will be scoped-out of the EIA.
- 12.12 New lighting proposed as part of the Proposed Development will be designed in accordance with British Standards. The Institution of Lighting Professionals and The Chartered Institution of Building Services Engineers (CIBSE) which prescribes required lighting levels. This would be referenced within the Description of Development Chapter within the ES. The proposed lighting will be selected with reference to the following design standards and codes of practice:
- BS EN 5489-1: 2003 +A2 (2008) Code of Practice for the design of road lighting: Part 1 Lighting of roads and public amenity areas
 - BS EN 13201-2: 2003 Road lighting – Part 2: Performance requirements
 - ILE GN01: Guidance notes for the reduction of obtrusive light
 - British Standard BS 8206-2 (2008) Lighting for Buildings - Part 2: Code of Practice for Daylighting

- 12.13 Lighting will be designed in conjunction with the design team and landscape consultant to ensure that lighting is appropriate in terms of the potential effects on public realm areas and in terms of sensitive receptors in close proximity to the site (such as residential properties and local businesses). This mitigation is designed-in and is a standard approach to design which can be secured through appropriate planning controls. It is considered that a detailed assessment of lighting is not required as part of this EIA as effects are not considered to be significant in EIA terms.

Soils

- 12.14 The site is located within an urban setting and proposes demolition and construction within an already urbanised area. While earthworks will be required, it would not involve the loss of soils. Therefore, there is no further consideration of soil within the EIA and resultant ES.

Built Heritage and Archaeology

- 12.15 The site does not contain any designated heritage assets. The nearest group of listed buildings is over 300m to the south-west, around the Grade I listed St Mary's Church; this includes the Grade II Church Inn, Grade II Rectory and Grade II War Memorial. Due to the lack of intervisibility between the site and these assets, there would be no impact on the significance of the heritage assets noted.
- 12.16 The site is not located within a Conservation area, however, the site is located close to the southern boundary of the Poppythorn Conservation Area. Due to the existing urban form, the Proposed Development will not result in any significant impacts on the character or appearance of the Conservation Area, overall.
- 12.17 There are also a number of non-designated heritage assets located adjacent to the site boundary:
- Our Lady of Grace Church, Hall and Presbytery, Fairfax Road (included as one entry).
 - Liberal Club, Bury New Road.
 - Nat West Bank and Managers House, Bury New Road/Clifton Road.
 - Barclays Bank, Bury New Road.
 - Railway and Naturalist Public House, Bury New Road.

- The White Horse Public House, 466 Bury New Road.
 - Wilton Arms Hotel (now the Istanbul Grill restaurant).
- 12.18 In respect of Our Lady of Grace Church, Hall and Presbytery, the 7+ storey Radius Apartment building opposite has compromised the historic former urban, domestic-scaled setting of these buildings and the location of the servicing/delivery area of this building directly opposite makes for a noisy and distracting experience. Consequently, the overall contribution of the setting to the significance of the heritage asset is considered to be negligible-to- low.
- 12.19 With respect of the other non-designated heritage assets identified, which form the multi-phased streetscape to Bury New Road, the overall contribution of the setting to the significance of these heritage assets is considered to be low-to-medium. Overall, it is considered that the Proposed Development presents the opportunity to improve the streetscapes around the site with public realm improvements thereby enhancing the setting of these buildings.
- 12.20 Given that the Proposed Development is unlikely to result in significant adverse effects for the purposes of EIA, Built Heritage is scoped-out of the EIA. However, a standalone Heritage Assessment will be prepared and will support the planning application.
- 12.21 In addition, given the urban and developed nature of the site, it is not predicted that the proposed works will significantly impact unknown archaeological assets which would consequently require assessment as part of the EIA. An Archaeological Desk Based Assessment has been undertaken of the site which confirms that the potential for prehistoric, Roman and medieval remains within the site is considered to be low. There is the potential for the site to contain buried archaeological remains associated with the industrial period (such as the remains of workers housing, a police station and Prestwich Railway Station). However, any such remains that do exist within the site are likely to be of low (local) significance, with the significance of effect upon such remains being assessed as negligible. It is recommended that a programme of intrusive archaeological evaluation is undertaken prior to commencement of development which is agreed with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Bury Council. This can be secured by a suitably worded planning condition. Archaeology is therefore scoped-out of the EIA but an archaeological desk-based assessment will support the planning application.

Daylight, Sunlight and Overshadowing

- 12.22 An appraisal of the site has been undertaken by GIA, to determine whether the Proposed Development may impact upon the daylight and sunlight amenity to surrounding residential properties and other sensitive receptors in accordance with BRE Guidelines. A quantitative technical analysis has been undertaken using a digital 3D computer model of the site and key surroundings. With consideration to the nature of the site, surrounding context, regeneration intentions for the site and applying the relevant approach, the initial appraisal concludes that the effects of the proposed development on daylight, sunlight and overshadowing is not significant in EIA terms. It is therefore proposed that this be scoped out of the EIA.
- 12.23 The initial appraisal has also considered the proposed 'Sun Hours on Ground' effects within the proposed amenity spaces within the Proposed Development (such as the village square). The assessment demonstrates that the Proposed Development will meet the BRE guidance of at least 50% of the area being able to benefit from at least 2 hours on sunlight on 21st March.
- 12.24 The initial assessments undertaken suggest the proposed development will not cause significant daylight, sunlight and overshadowing impacts in EIA terms. Daylight, sunlight and overshadowing can therefore be scoped out of the EIA.
- 12.25 The application will be supported by detailed technical analyses and a standalone report will be produced to support the planning application. The analyses will be completed using the methodologies set out within the BRE Guidelines entitled '*Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022)*'.

Micro-climate

- 12.26 The proposed development will not comprise buildings of a sufficient size and scale that are likely to significantly impact wind flow dynamics within the local environment. It is also noted that the Proposed Development includes large areas of public realm spaces, including the provision of tree planting and landscaping that substantially increase shielding from prevailing and less-prevailing winds. It is therefore considered that proposed receptors, such as people utilising these spaces, will not be exposed to undesirable wind conditions that are significant in EIA terms. As such, a wind assessment would not need to be undertaken for the Proposed Development and it is proposed that this be scoped out of the EIA.

Accidents and Disasters

12.27 The EIA Regulations require that an ES needs to include a description of the expected effects of the Proposed Development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters that are relevant to the project concerned (Schedule 4 of the EIA Regulations). Although there is the potential for any development project to be subject to a major accident or disaster, the probability is very low. The following sets out a review of major accidents or disasters in the context of the Proposed Development, which based on this appraisal confirms that the probability of such events occurring is low:

- *Structural risks to buildings as a result of ground subsidence:* all buildings will be designed appropriately and in accordance with all relevant legislation and guidance. Based on the known ground conditions of the site, there are no known adverse conditions (such as the presence of shallow or historic coal mining area) which may affect the site.
- *Risk of flooding caused by extreme weather events:* as noted above, the risk of flooding is not considered to be significant. In addition, the Proposed Development will be designed to attenuate surface water to agreed run off rates, which will account for possible extreme events in accordance with relevant industry standards and guidance.
- *Major accident from associated infrastructure:* the management of the road and tram network within and adjacent to the site, adhere to strict and stringent safety standards which reduce the probability of a major accident.
- *Major accident associated with fire:* The Proposed Development will be subject to Building Regulations and a fire statement setting out fire safety considerations specific to the development will accompany the planning application. A risk of a major accident associated with fire, is considered to be a low.
- *Proximity to a Major Hazardous Installation:* The site is not located in close proximity to a major hazardous installation as controlled and regulated by the Health and Safety Executive.

- 12.28 As such, accidents and disasters are not proposed to be included as part of this EIA.

Human Health

- 12.29 The EIA Regulations require that an ES considers the effects on human health of a Proposed Development if they are likely to be significant. The nature of this Proposed Development is not considered to result in potential for direct health impacts to any nearby sensitive receptors (residents). Any potential effects relating to highways, and subsequently on noise and air quality, as a result of the Proposed Development that could give rise to indirect effects on human health will be assessed as part of the Noise and Air Quality Chapters. As such, a standalone assessment of human health is not proposed to be included within the EIA.

13 STRUCTURE OF THE ENVIRONMENTAL STATEMENT

13.1 The ES will report the findings of the EIA and will address the requirements of Schedule 4 of the EIA Regulations.

13.2 The ES is anticipated to include 2 volumes:

- Volume 1: Environmental Statement Main Text: sets out the findings to each of the environmental disciplines, including accompanying Figures (i.e. plans/drawings).
- Volume 2: Accompanying Technical Appendices: supports the main assessments within Volume 1.

13.3 A Non-Technical Summary (NTS) would also be provided as a separate document.

13.4 The anticipated structure and content of Volume 1 of the ES is likely to be as follows:

- Chapter 1: Introduction
- Chapter 2: Assessment Scope and Methodology
- Chapter 3: Site Description
- Chapter 4: Proposed Development and Alternatives
- Chapter 5: Planning Policy Context
- Chapter 6: Townscape and Visual
- Chapter 7: Transport
- Chapter 8: Air Quality
- Chapter 9: Noise and Vibration
- Chapter 10: Socio-economics
- Chapter 11: Climate Change
- Chapter 12: Residual Effects and Mitigation Summary
- Chapter 13: Glossary

- Chapter 14: References

14 ENVIRONMENTAL STATEMENT SCOPING SUMMARY

- 14.1 This Scoping Report has been prepared to accompany a formal EIA Scoping Opinion request to Bury Council under Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 (as amended) and has set out the proposed scope of the EIA and resultant Environmental Statement (ES) which is anticipated to support a hybrid planning application for the redevelopment of Prestwich Village.
- 14.2 We would welcome feedback on the proposed approach to the EIA and would be grateful if Bury Council would respond by way of a formal Scoping Opinion within the requisite five weeks in accordance with Regulation 13(5) of the EIA Regulations.

APPENDIX 1 – SITE LOCATION PLAN



1:500

Project:
PDPPTHORN
Masterplan
Drawn:
BT
Date:
21/04/2022
Title:
/

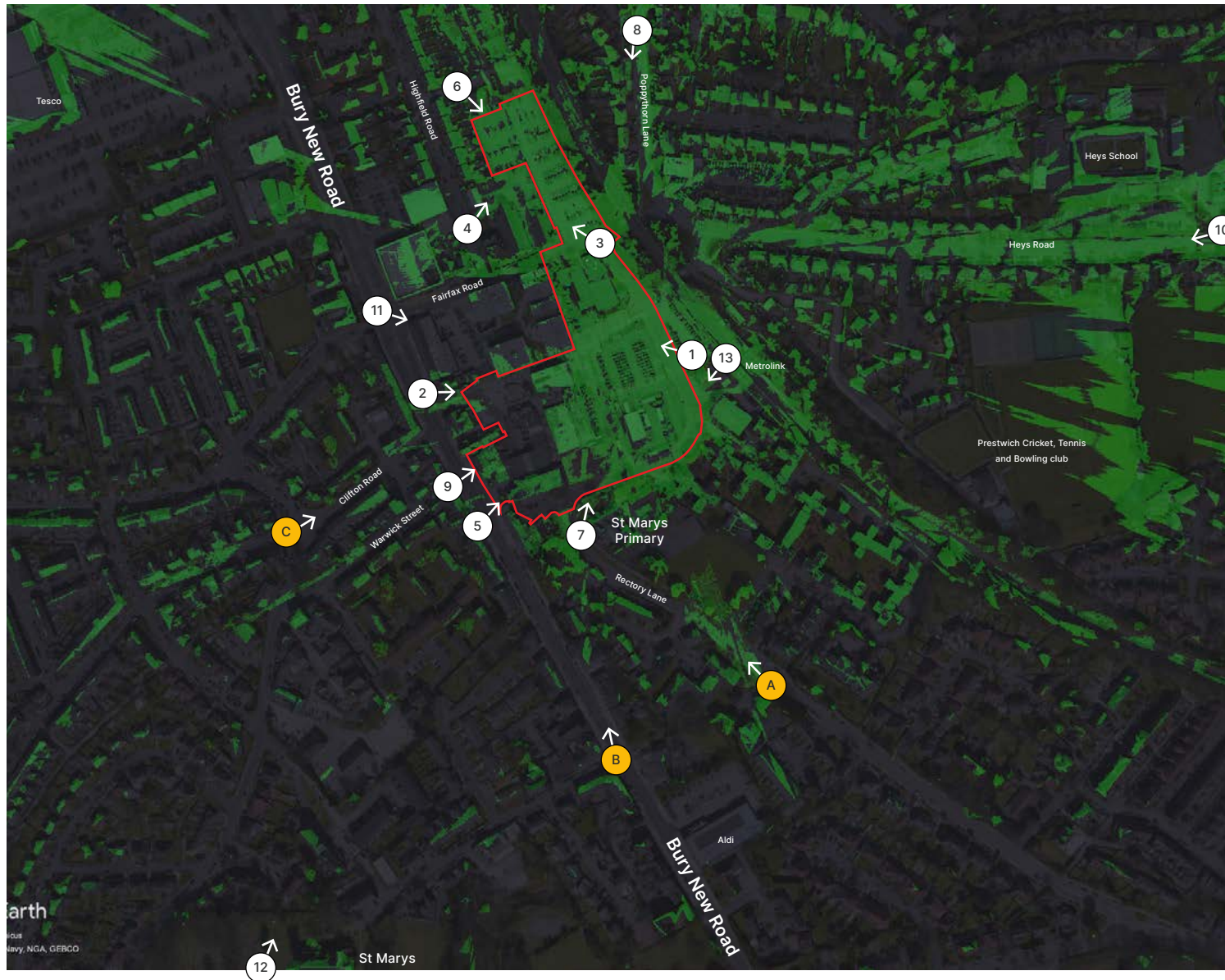
Time:
Existing site plan
Status:
SO Preliminary
Drawing No:
207-JMA-MP-XL-DR-A-000000
Scale:
1:500 @ A1
Date:
21/04/2022

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Appendix 2 – TVIA Views Locations

PRESTWICH TOWN CENTRE TVIA

Google Viewshed Plan



Viewpoints

1. Exit from railway station on Rectory Lane. (PROPOSED RENDERED VIEW)
2. From pedestrian crossing point in Bury New Road. (PROPOSED RENDERED VIEW)
3. From junction of Fairfax Road/ Rectory Lane – looking towards the Lady of Our Grace RC Church. (PROPOSED RENDERED VIEW)
4. From Highfield Road looking north towards rear of Church. (PROPOSED RENDERED VIEW)
5. From pedestrian crossing and Bus Station on Bury New Road. (PROPOSED RENDERED VIEW)
6. View from Highfield Place looking south east towards development site. (PROPOSED RENDERED VIEW)
7. From Rectory Lane adjacent to St Mary's Primary School. (PROPOSED WIRELINE VIEW)
8. From junction of Poppythorn Lane and Pennant Drive (within Poppythorn Conservation Area) looking south towards development. (PROPOSED WIRELINE VIEW)
9. Junction of Warwick St and Bury New Road looking towards the development. (PROPOSED WIRELINE VIEW)
10. From Heys Road (adjacent to Heys School) looking west towards development. (PROPOSED WIRELINE VIEW)
11. Bury New Road in front of the Liberal House looking towards the development. (PROPOSED WIRELINE VIEW)
12. Looking from the site of Grade I listed St. Mary's church towards the development. (PROPOSED WIRELINE VIEW)
13. From Metrolink access ramp/ platform looking south towards St Marys Church (PROPOSED WIRELINE VIEW).

Wider views considered but discounted due to lack of intervisibility

- A. From Rectory Lane/ Clarks Hill junction (within St Marys Conservation Area) looking north west towards the development.
- B. Junction of Church Lane and Bury New Road looking north-west towards the development.
- C. Junction of Gardner Road and Clifton Road looking north-east towards the development.

Indicates a 24m tall structure located centrally to the site
Green shading indicates potential visibility in the surrounding context.

Viewpoint Plan



Key

- St. Mary's Conservation Area
- Poppythorn Conservation Area
- Locally significant buildings
- Grade I Listed
- Grade II Listed

Viewpoints

1. Exit from railway station on Rectory Lane. (PROPOSED RENDERED VIEW)
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3. From junction of Fairfax Road/ Rectory Lane – looking towards the Lady of Our Grace RC Church. (PROPOSED RENDERED VIEW)
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Wider views considered but discounted due to lack of intervisibility

- A.** From Rectory Lane/ Clarks Hill junction (within St Marys Conservation Area) looking north west towards the development.
- B.** Junction of Church Lane and Bury New Road looking north-west towards the development.
- C.** Junction of Gardner Road and Clifton Road looking north-east towards the development.

Viewpoint Plan - Wider Views Discounted



- Wider views considered but discounted due to lack of intervisibility**
- A. From Rectory Lane/ Clarks Hill junction (within St Marys Conservation Area) looking north west towards the development.
 - B. Junction of Church Lane and Bury New Road looking north-west towards the development.
 - C. Junction of Gardner Road and Clifton Road looking north-east towards the development.
 - D. Pedestrian pathway in Prestwich Clough, to the south of St Marys Church looking north towards development.
 - E. Seating space on Gardner Mount looking north east towards development.
 - F. Pedestrian pathway to the top of Prestwich Clough adjacent to rear gardens of houses looking north east towards development.
 - G. View from minor roadway Clifton Road looking east across fields towards development.

View 1: Baseline photograph | Exit from tram stop on Rectory Lane



View 2: Baseline photograph I From pedestrian crossing point in Bury New Road – looking east



**View 3: Baseline photograph I From junction of Fairfax Road/ Rectory Lane
– looking towards the Lady of Our Grace RC Church**



View 4: Baseline photograph I From Highfield Road looking north towards rear of Church



View 5: Baseline photograph I From pedestrian crossing and Bus Station on Bury New Road - looking into new entrance and retail/ market buildings



View 6: Baseline photograph | View from Highfield Place looking south east towards development site.



View 7: Baseline photograph I From Rectory Lane adjacent to St Mary's Primary School



View 8: Baseline photograph I From junction of Poppythorn Lane and Pennant Drive (within Poppythorn Conservation Area) looking south towards development



View 9: Baseline photograph | Junction of Warwick St and Bury New Road looking towards the development



View 10: Baseline photograph I From Heys Road (adjacent to Heys School) looking west towards development



View 11: Baseline photograph | Bury New Road in front of the Liberal House looking towards the development



View 12: Baseline photograph | Looking from the site of Grade I listed St. Mary's church towards the development



View 13: Baseline photograph I Metrolink Station Platform looking towards the development



DISCOUNTED VIEW

View A: Baseline photograph I From Rectory Lane/ Clarks Hill junction (within St Marys Conservation Area) looking north west towards the development.

approximate extent of development



Development area heavily screened by existing built form, rising ground levels and mature tree canopies.

DISCOUNTED VIEW

View B: Baseline photograph | Junction of Church Lane and Bury New Road looking north-west towards the development

approximate extent of development



Development area completely screened by existing built form, rising ground levels and mature tree canopies.

DISCOUNTED VIEW

View C: Baseline photograph | Junction of Gardner Road and Clifton Road looking north-east towards the development

approximate extent of development



Development area heavily/ completely screened by existing built form, rising ground levels and mature tree canopies.

DISCOUNTED VIEW

View C: Baseline photograph I Junction of Gardner Road and Clifton Road looking north-east towards the development

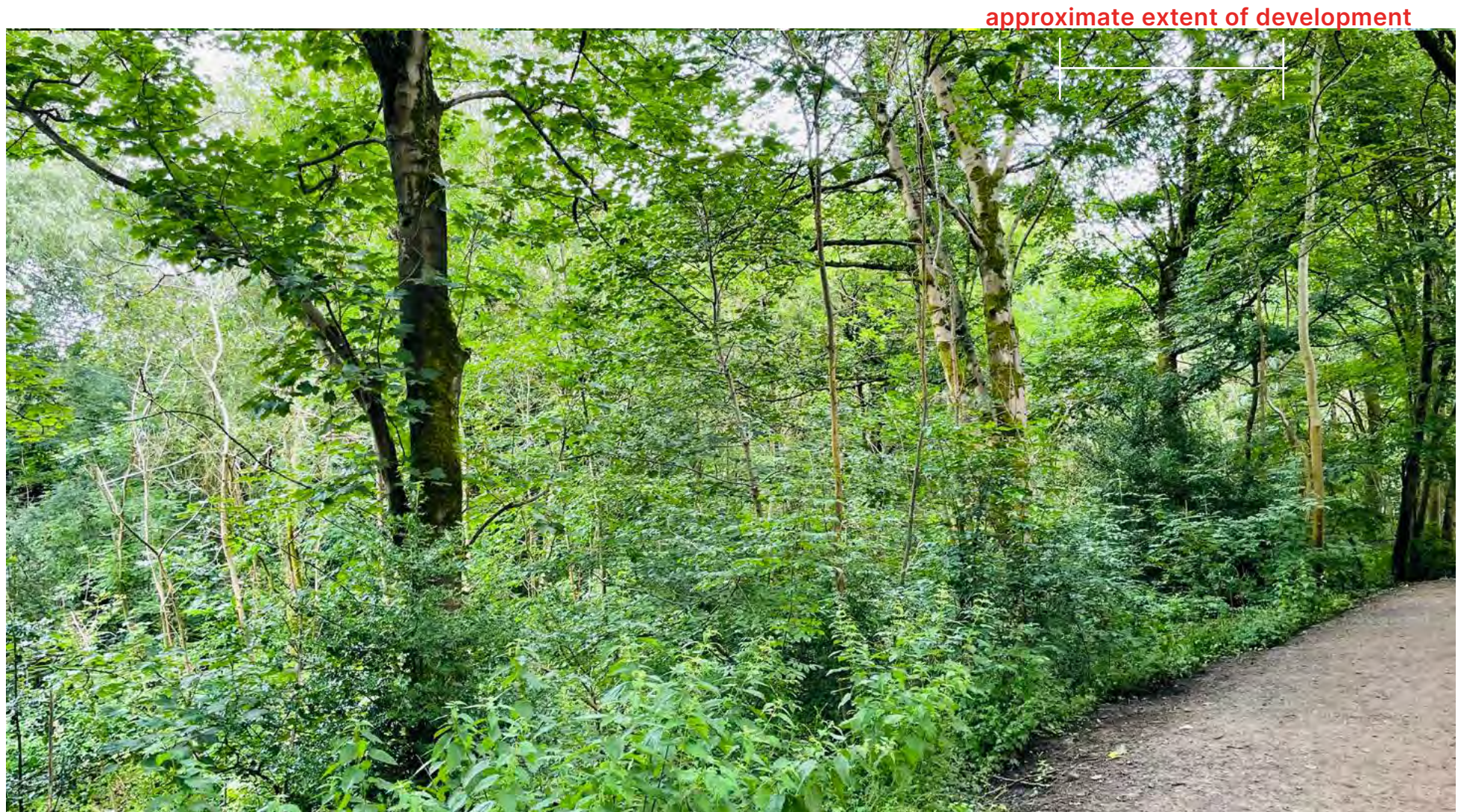
approximate extent of development



Development area completely screened by rising ground levels and dense mature woodland.

DISCOUNTED VIEW

View C: Baseline photograph I Junction of Gardner Road and Clifton Road looking north-east towards the development



Development area completely screened by dense mature woodland.

DISCOUNTED VIEW

View C: Baseline photograph I Junction of Gardner Road and Clifton Road looking north-east towards the development



Development area completely screened by dense mature woodland.

DISCOUNTED VIEW

View C: Baseline photograph I Junction of Gardner Road and Clifton Road looking north-east towards the development

approximate extent of development



Development area completely screened by rising ground levels and mature tree canopies.

APPENDIX 3 – EIA LEGISLATIVE REQUIREMENTS

SCHEDULE 4

INFORMATION FOR INCLUSION IN ENVIRONMENTAL STATEMENTS

1. A description of the development, including in particular:

- (a) a description of the location of the development;
- (b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
- (c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
- (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.

2. 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.

3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.

4. 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.

5. A description of the likely significant effects of the development on the environment resulting from, inter alia:

- (a) the construction and existence of the development, including, where relevant, demolition works;
- (b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;
- (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;
- (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);
- (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;
- (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;
- (g) the technologies and the substances used.

The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.

7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant

adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.

8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(3) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.

9. A non-technical summary of the information provided under paragraphs 1 to 8.

10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.