



Prestwich Village

Planning and Regeneration Statement
Hybrid Planning Application

On behalf of The Prestwich Regeneration LLP
January 2024

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Prepared By: George Baines (Planner) and Jon Power (Associate Partner)

Reviewed By: Alice Routledge (Partner).

Approved By: Jon Suckley (Managing Partner)

Asteer Planning LLP, Mynshulls House, 14 Cateaton Street, Manchester, M3 1SQ

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1 INTRODUCTION

- 1.1 This Planning and Regeneration Statement has been prepared by Asteer Planning LLP ('Asteer') on behalf of The Prestwich Regeneration LLP hereafter referred to as 'the Applicant'. The application is submitted as a hybrid (see paragraph 1.3 below) and is seeking to deliver the comprehensive redevelopment of Prestwich Village which will result in transformational change for the existing and future community.
- 1.2 The application site has two key areas; land north of Fairfax Road which includes the existing Fairfax Road surface car park and land south of Fairfax Road which includes the existing Fairfax Group Practice Medical Centre, a surface car park, Rectory Lane and the Longfield Centre, Longfield Suite and Prestwich Library. The Site Location Plan is enclosed at **Appendix 1**.
- 1.3 The hybrid planning application comprises the following elements:
- **Full component**, proposing the demolition of existing buildings and structures, and the erection of a mixed-use development comprising community, retail and commercial uses and a travel hub. The full element also includes a new village square.
 - **Outline component**, proposing the erection of a residential led development with ground floor retail and community commercial uses.
- 1.4 Both components of the hybrid application will include new public realm, landscaping, car and cycle parking and other associated works. A detailed description of development is enclosed in Section 5 of this document.

The Prestwich Opportunity & Vision

The Vision

- 1.5 At the outset, the proposals for Prestwich have been developed around a central vision which has provided a framework for the design evolution of the new Prestwich Village. The key principles of the vision include:
- **Pride in place** - cultivating an inclusive place we can all be proud of.
 - **Green first** - high-quality streets and spaces that link to surrounding green spaces in the village.
 - **Community led** - creating a community hub at the heart of Prestwich.

- **Belong here** - championing Prestwich's diverse spirit and its heritage to create a welcoming place for all.
- **Together for good** - promoting health and wellbeing through vibrant community spaces.
- **Collectively independent** - creating new spaces to nurture and enhance Prestwich's strong business community.
- **Future environments** - enhancing the environment for future generations with a low-carbon neighbourhood to support a sustainable future.
- **Walk, run, jump** - a people-first approach that promotes more active and outdoor lifestyles, through new public spaces with walking and cycling routes.
- **Positively connected** - strengthening Prestwich's green transport infrastructure to be safe, accessible and well connected.
- **Local benefits** - delivering benefits for local people through investment and jobs.

A Generational Opportunity

- 1.6 Prestwich is one of the four principal centres in the Borough of Bury and it has been a longstanding aspiration of the Council and key stakeholders to deliver the regeneration of Prestwich Village and, in particular, to undertake a wholesale redevelopment of the Longfield Centre. The scale of opportunity for the village should not be underestimated. It is a generational opportunity to transform the heart of Prestwich Village, and to secure its sustainable long term future for existing and future businesses, residents and the local community.
- 1.7 The redevelopment of the village centre has been proposed since the early 1990's and has included various schemes and proposals, including the 'Love Prestwich Village' Masterplan and Development Strategy (2009), and proposals by Hollins Murray Group to redevelop the Longfield Centre in 2009 which were approved but never implemented.
- 1.8 Bury Council have now entered into a joint venture partnership with Muse Places ("Muse"), who provide the experience, skills and track record in urban regeneration and renewal to undertake the holistic redevelopment of the village centre and to deliver the right blend of uses that will underpin a vibrant centre that brings living, working and leisure together. A placemaking-led approach to the redevelopment of the village will revitalise the centre of

Prestwich, delivering on the high expectations of residents and providing a major catalyst to boost wider economic growth in the borough.

- 1.9 The proposals presented by this planning application will deliver a mixed use development that is transformational for Prestwich. It is a development that will generate substantial public benefits for the wider community, that combine to deliver a truly sustainable, connected and accessible new village centre for Prestwich.
- 1.10 The proposals will provide the quality, mix and type of uses that will support a vibrant village centre and which have been shaped through an inclusive design process by the local community and key stakeholders.
- 1.11 The key building blocks of the new Prestwich Village include:
 - **A Modern Community Hub** – a new Community Hub will include a new library alongside flexible community space that can be used for events, clubs and arts and culture. The upper floors will comprise flexible space which can be occupied for office or medical use, which will enable the relocation of NHS / GP to occupy the building, subject to commercial discussions. Retail floor space is also proposed. The Community Hub will become a focal point of the village and be a significant community asset and useable space for local people.
 - **A New Market Hall** - a new Market Hall will provide intimate spaces for independent retailers to thrive and grow. The Market Hall will include a high quality food hall and bar with communal seating, spilling out on to a new Village Square, and providing the quality of offer from independent operators that will significantly elevate the food and beverage and night time economy offer in Prestwich.
 - **Flexible Retail and Commercial Space** – a significant element of flexible retail and commercial space will be provided that can cater for the requirements of local and independent traders, including both existing and new businesses. This flexible and independent retail offer will reflect the established history of independent trading in Prestwich and complement the high street offer, contributing to Prestwich's diverse and successful business community. These spaces will be prevalent at ground floor level, providing active frontages and supporting a diverse and improved retail offer across the village.
 - **The Village Square** – a new Village Square and new public realm will create family-friendly social places to meet and relax for the entire community. The Village Square has been flexibly designed so it provides space for pop-up events such as markets,

food festivals, art exhibitions and live performances – creating a beating heart of the village that is a focus of activity and interaction.

- **Enhanced Landscaping and Biodiversity** – the proposals provide significant landscaping, tree planting, green roofs and publicly accessible spaces to walk, relax and sit. Extensive planting and new green infrastructure will support a significant increase in biodiversity when compared to the current village centre, providing a “green feel” where people and nature can co-exist and interact. New wayfinding, signage and public art will also improve accessibility and enhance the overall landscape and legibility of the centre.
- **An Active Travel Hub** – the relocation of car parking from the centre of the site to a new Travel Hub will improve the permeability of the village centre, give the village back to pedestrians and encourage active travel. The Travel Hub will contain a total of 275 spaces (including 20 accessible spaces (including 2 EV), 26 EV charging spaces and car club provision) along with parcel lockers; supporting wider active travel across Prestwich with connections to local walking and cycling routes, and easy access to frequent tram and bus services.
- **High Quality Market and Affordable Homes** – the plans propose up to 210 new homes across three plots, which will encompass affordable homes and homes for first-time buyers, growing families and downsizers. The details of the new housing will be agreed at reserved matters stage but could include town houses and apartments with active ground floor uses, providing village centre living in one of the most sustainable and accessible locations in the Borough.
- **Low and Net Zero Carbon by design** – sustainability and carbon reduction is fundamental to the proposals. Proposed measures include new energy and water efficient buildings to minimise carbon in operation, the use of sustainable building materials to reduce upfront embodied carbon, photovoltaic panels and air source heat pumps. The new buildings will also be designed to complement local architecture and celebrate Prestwich’s heritage and character.

Environmental Impact Statement (“EIA”)

- 1.12 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 are likely to give rise to significant environmental effects (whether beneficial or adverse).

- 1.13 The proposed development is not Schedule 1 development, for which EIA would be mandatory. However, it falls within 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'.
- 1.14 The EIA Regulations identify a series of thresholds for Schedule 2 projects to assist with establishing whether an EIA is 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".
- 1.15 The EIA Regulations require that any development project falling within the description of a 'Schedule 2 Development', must 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.
- 1.16 As noted above, the proposed development is a Schedule 2 development, being an 'Urban development project'. Given the nature and scale of the proposed development, the Applicant has submitted a voluntary Environmental Statement ("ES") in support of the planning application.
- 1.17 A Scoping Report was prepared to accompany a formal EIA Scoping Opinion request under Regulation 15 of the EIA Regulations 2017. The purpose of the Scoping Opinion request was to seek a formal view from Bury Council (and other consultees where relevant) on the information to be contained within the ES. It ensures 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. The Scoping Report was submitted to Bury Council on 27th September 2023 and the Scoping Opinion was issued on 28th November 2023. The agreed scope with the council to be assessed within the ES is as follows:
- Townscape and Visual Effects;
 - Transport;
 - Air Quality;

- Noise and Vibration;
- Socio-economics; and
- Climate Change.

Submission Documents

- 1.18 The application is accompanied by a suite of supporting documents, the scope of which has been agreed with Bury Council Officers through pre-application discussions. A list of supporting plans and documents is detailed within **Appendix 2** of this Supporting Planning Statement.

Summary

- 1.19 This application is a hybrid application for a mixed use development at Prestwich Village.
- 1.20 As one of the four principal centres in Bury, it has been a longstanding aspiration of the Council and key stakeholders to deliver the regeneration of Prestwich Village. The proposals for Prestwich have been developed around a central vision which has provided a framework for the design evolution of the new Prestwich masterplan.

2 THE APPLICANT

- 2.1 In October 2019, a paper titled “Prestwich Way Forward Options¹” was discussed at Bury Council’s Cabinet. The report proposed that the Council directly intervenes to ensure the delivery of a comprehensive regeneration scheme for Central Prestwich. Cabinet endorsed the proposals.
- 2.2 In March 2021, a further paper titled “Prestwich Town Centre Regeneration: Progress Update on Acquisition and pathways to Development”² was discussed at Cabinet. Approval was given to acquire the Longfield Centre, prepare a vacant possession strategy, proceed to form a joint venture partnership with Muse; and appoint an experienced property centre manager to manage the Longfield Centre on an interim basis.
- 2.3 In May 2021, a confidential report³ was presented to Cabinet regarding the acquisition of the Longfield Centre and in October 2021⁴, Cabinet approved the Heads of Terms to allow the formation of a joint venture partnership with Muse. By entering into a JV with Muse the Council is able to harness the commercial expertise of an experienced partner who can deliver at pace and work alongside the Council to bring forward a cohesive programme of regeneration in Prestwich, developing a new village centre which is inclusive, sustainable and reflects the needs and aspirations of local residents and delivers an attractive urban environment alongside a thriving local economy.
- 2.4 In a report to Cabinet in July 2023⁵, four key areas for regeneration, economic growth and environmental improvement in Prestwich were identified:
1. *“The redevelopment of the Longfield Shopping Centre (LSC) will replace outdated, inefficient buildings (that are beyond their design life) with modern, flexible, and energy-efficient commercial and community spaces that will create a vibrant and resilient Village Centre and diversify the evening economy.*
 2. *The consolidation of public sector occupiers (library, community spaces and potentially health facilities) into a modern hub building will enhance community service provision in Prestwich. The community hub and in particular the new library and community space*

¹ <https://councildecisions.bury.gov.uk/ieListDocuments.aspx?CId=126&MId=2388&Ver=4>

²

<https://councildecisions.bury.gov.uk/ieListMeetings.aspx?XXR=0&Year=2021&CId=126&MD=ielistmeetings>

³ <https://councildecisions.bury.gov.uk/ieListDocuments.aspx?CId=126&MId=2867&Ver=4>

⁴ <https://councildecisions.bury.gov.uk/ieListDocuments.aspx?CId=126&MId=2881&Ver=4>

⁵ <https://councildecisions.bury.gov.uk/ieListDocuments.aspx?CId=126&MId=3412&Ver=4>

will provide spaces for local community groups/organisations to curate and utilise for events in line with the Council's new Cultural Strategy.

- 3. The consolidation of the Village car parking into a mobility hub will unlock the existing surface level car parks for circa 200 energy-efficient homes in a sustainable location, which will help to retain and attract residents to Prestwich and deliver increased local spend.*
- 4. Significant public realm improvement works will create flexible public spaces that can be used for a variety of events, with new tree planting and sustainable urban drainage systems”.*

About Muse Places

- 2.5 Muse is a nationwide place maker with almost 40 years of experience creating mixed-use communities across the UK. Muse has a track record of leading complex, mixed-use regeneration and provides the experience to deliver successful places, with the emphasis on sustainability, community and quality. Muse works with partners in 36 places across the UK from Bradford to Brentford, from Salford to Lewisham, with close to 2,500 new homes and 968,400 sq ft of workspace currently on site and a gross development value of over £1.34bn.
- 2.6 Muse combines local insight with the resources and capabilities of a nationwide organisation. Muse has a long track record of delivering a positive legacy, creating opportunities for communities to prosper economically, physically, socially and sustainably. It is a key pillar of Muse's combined social impact, sustainability and placemaking strategy, known as 'Better by Muse'.
- 2.7 The proposals will invest £100m+ over the course of the 10 year joint venture agreement, which will deliver regeneration, economic growth, social value and environmental benefits for Prestwich and help to cement the village as one of the best places to live in the North West.

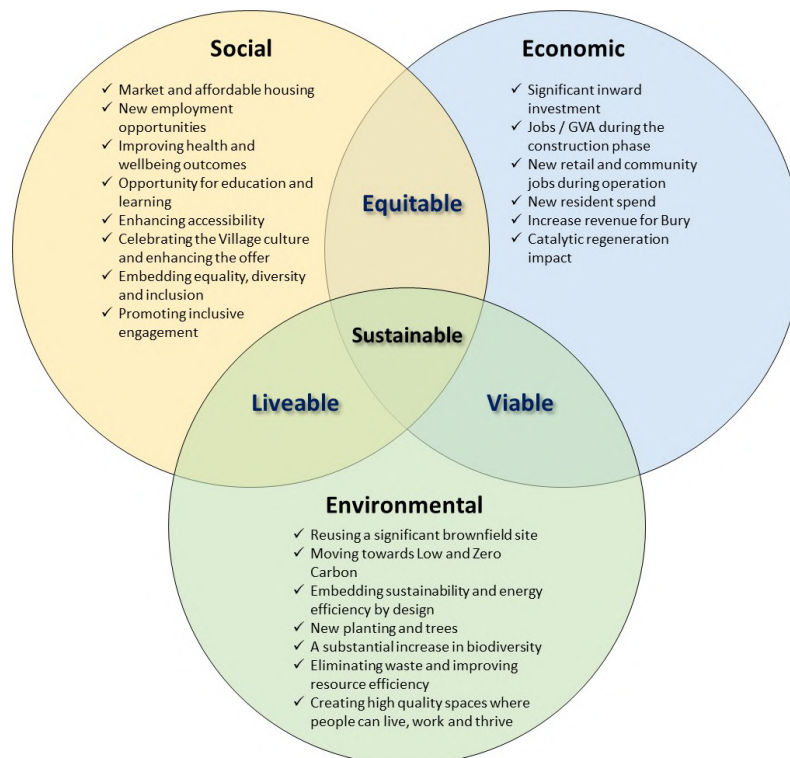
Summary

- 2.8 Bury Council have entered into a joint venture partnership with Muse Places to deliver a transformational mixed use development that will generate substantial public benefits for the wider community, that combine to deliver a truly sustainable, connected and accessible new village centre for Prestwich.

3 BENEFITS OF THE SCHEME

- 3.1 This Chapter of the SPS, sets out the economic, social and environmental benefits of the scheme proposals.
- 3.2 The redevelopment and regeneration of Prestwich Village will be transformational for Prestwich and will have a significant catalytic impact on investment in the south of the Borough. It is a development that will generate substantial public benefits for the wider community, that combine to deliver a sustainable and accessible new village centre for Prestwich.
- 3.3 It is important to understand the implications of these impacts and how they will deliver the level of public benefits that will transform Prestwich. Not only will the regeneration of Prestwich provide considerable economic, environmental and social benefits, but it will be an exemplar in sustainability, energy efficiency and accessibility for all.
- 3.4 Muse has commissioned a series of studies to understand the quantitative and qualitative benefits that will arise from the regeneration of Prestwich Village, which are explored throughout this section. A summary of the public benefits (economic, social and environmental) that will be realised through the Prestwich Village Masterplan is illustrated in Figure 1 below.

Figure 1: Headline Public Benefits



- 3.5 The benefits of the Prestwich Village Masterplan can also be considered in the context of the United Nations Sustainable Development Goals ('UN SDGs'), which provide an internationally recognised set of objectives to 2030 that seek to achieve a better and more sustainable future; by addressing global challenges related to poverty, inequality, climate change, environmental degradation, peace and justice. The UN SDGs were adopted by all United Nations Member States in 2015.
- 3.6 The SDGs provide a useful measure of how a regeneration project of this scale can contribute to achieving internationally adopted objectives for sustainable development. The 17 UN SDGs, which are intrinsically interconnected, are illustrated in Figure 2 and the outputs of the Prestwich Village Masterplan are considered against these goals as part of the conclusions to this section.

Figure 2: The UN Sustainable Development Goals⁶



- 3.7 At a national level, the Framework places sustainable development is at its heart and recognises that there are three dimensions of sustainable development: economic, social and environmental (Framework, Paragraph 8). These include:

- **An economic objective** – to help build a strong, responsive and competitive economy;
- **A social objective** – to support strong, vibrant and healthy communities; and

⁶ UN Development Goals, see <https://sdgs.un.org/goals>

- **An environmental objective** – to contribute to protecting and enhancing the natural, built and historic environment.

3.8 These objectives are interdependent and need to be pursued in a manner which is mutually supportive. The public benefits of the regeneration of Prestwich explored in this section are fundamentally rooted in the three pillars of the Framework and support the overarching principles of sustainable development, from national through to local level.

3.9 At a local level, the regeneration of Prestwich Village will also help deliver Bury Council's 'Let's do it!' strategy, which is a ten year plan to improve local services, deliver sustainable communities, drive economic growth and reduce deprivation. The development plans for Prestwich have been measured against seven core strands of the in the Let's do it! Strategy:

1. Improved quality of life.
2. Improved early years development.
3. Improved educational attainment.
4. Increased adult skill levels and employability.
5. Inclusive economic growth.
6. Carbon neutrality by 2038.
7. Improved digital connectivity.

3.10 The remainder of this section provides a summary of the significant social, economic and environmental benefits that will be realised by the regeneration of Prestwich, demonstrating how its redevelopment will deliver a highly sustainable and accessible new village centre for the Borough.

Economic Benefits

3.11 The proposals will not only generate significant inward investment into the village, creating jobs and adding value; regeneration ambition on this scale will also have a significant catalytic effect on the Borough, demonstrating the Council's pro-active

approach to investment and high quality sustainable development. The key quantitative benefits that will be generated by the proposals include⁷:

During the Construction Phase

- Generating investment during the construction phase of development through construction cost, FTE construction jobs and an increase in GVA. Over an assumed 38 month construction delivery period, the scheme will **support 128 Full Time Equivalent (“FTE”) construction jobs (gross)**.

Once Operational

- Creating **335 direct jobs (gross) associated with new retail, office and community uses**.
- Generating an average Gross Value Added (“GVA”) per FTE worker of between £42,132 and £64, 189. Once complete, the proposed development is expected to **generate between £5.2 and £14.4 million (2023 prices, undiscounted) of net additional annual GVA**.
- Providing long term occupation benefits including new resident expenditure, attracting new and high earning residents Prestwich, generating flow on and supported jobs and, overall, generating increased economic output in the Borough. The new residents will support a total **net additional household expenditure per annum of £3.6 million, supporting 44 net additional jobs**.
- Generating significant **revenue for the Local Authority of £400,000 per year in Business Rates and £460,000 in Council Tax Revenue**.
- Providing a mix of commercial uses that will **strengthen and diversify the economic base** by providing accommodation for a mix of new activities that will stimulate business activity.

3.12 The project will not only deliver significant measurable additionality in terms of jobs and investment but will be a catalyst to the growth of Prestwich, the surrounding area permeating along Bury New Road, and across the Borough; providing investor confidence and certainty in the Borough and a location for new inward investment.

⁷ See ES Chapter 6 (Socio-Economics) for full details, including net additionality.

Social Benefits

3.13 Delivering the Prestwich Village Masterplan will generate significant social value for existing and future residents in Prestwich, through its mix of uses, design, accessibility and inclusivity. These social benefits will increase as the development is progressed and are intended to lay the foundation for an improvement in social outcomes, as a result of the proposals, for future generations. The key social benefits are discussed in more detail as follows:

Positive contribution of market and affordable homes to assist in meeting housing need in area with a significant shortfall

3.14 In accordance with the Council's evidence base⁸, the Council is currently unable to demonstrate a five year supply of housing land and has not met the requirements of the housing delivery test. The proposals will deliver up to 210 new homes, in a highly sustainable and accessible location, including 25% affordable housing, to be secured at reserved matters stage and subject to viability. Prestwich has an established apartment market and the regeneration of the village provides the opportunity to build on this offer.

Improving Health and Wellbeing

3.15 The masterplan for Prestwich places health and wellbeing at the heart of its proposals. Promoting activity and providing the spaces, services and the infrastructure to support improved health outcomes is woven into the fabric of design for the village. Key health and wellbeing benefits that the scheme will deliver include:

- Promoting active modes of travel and championing a design that promotes cycling, walking and activity. The scheme will deliver 76 cycle spaces in the new Travel Hub with a further 36 spaces proposed as part of the full element and up to 216 spaces delivered as part of the outline element to promote sustainable travel. The scheme has built in permeability, walkability and new public spaces to promote increased activity where people can exercise, walk and relax.
- Increasing accessibility to healthcare services for the local community and providing a hub for health and wellbeing advice. The Applicant is in discussions with both the NHS and GP providers to include new healthcare facilities within the new Community Hub to support these objectives.

⁸ [Five year supply statement 2022 \(bury.gov.uk\)](https://www.bury.gov.uk/2022/05/12/five-year-supply-statement-2022/)

- Supporting health and wellbeing through environmental quality in design, including indoor air quality, optimised daylight provision, and thermal and acoustic comfort.
- Providing new health and fitness uses to promote physical activity and improved wellbeing.

New Employment Opportunities

- 3.16 An increase in retail space and community uses will create new employment opportunities in the Village. As set out earlier, it is estimated that 128 jobs (FTE) (gross) will be created during the construction phase and 335 direct jobs (gross) during the operational phases of the development.

Supporting Education and Learning

- 3.17 The proposals will support education and learning. The new library, as part of the Community and Retail Hub, will be fully accessible and create a brand new space where people can learn, study and interact. Flexible community space also offers the opportunity to support education and learning, with the ability to host groups, clubs and events that foster innovation and creativity.
- 3.18 Educational outreach is also an important part of the sustainability of the project, and efforts will be taken to develop links with local education facilities, especially during the construction phase when opportunities for apprenticeships and work experience will be explored for local people.

Inclusive Accessibility

- 3.19 The proposals have sought to design spaces to ensure that the village is a highly accessible new destination in the heart of Prestwich. All of the proposed new buildings, facilities and public realm will be delivered to be fully accessible and adhere with building regulations, the Equality Act and industry guidance on accessibility, alongside specific engagement that has been undertaken with the Bury Hearing Hub and Bury Society For Blind & Partially Sighted People, who has undertaken a design review ahead of the planning submission.
- 3.20 The proposals include 20 accessible car parking spaces (including 2 EV charging) in the Travel Hub and, in response to feedback from the first conversation, additional accessible car parking on Rectory Lane is proposed next to the Community Hub, for people with mobility issues. The proposals will also seek to significantly improve wayfinding and legibility throughout the centre.

Celebrating Village Culture and Independence

- 3.21 The design and evolution of the proposals have carefully studied the character, materials and architecture of surrounding buildings and local heritage to draw inspiration for the design of the emerging masterplan. The design responds to the site's setting and the unique character of the village and seek to embed a pride of place into the proposals.
- 3.22 The new Market Hall and retail units will seek to celebrate the independent character of Prestwich, supporting new independent and start-up businesses that build on Prestwich's history of innovation and creativity.
- 3.23 The proposals will also seek to celebrate Prestwich's strong arts, culture and creative history, and will seek to incorporate new public art installations throughout the development and opportunities exist within the village square to host art shows.

Inclusive Engagement and Long Term Stewardship

- 3.24 Embarking on a comprehensive, transparent and inclusive process of engagement with the local community has been integral to the development of the proposals for Prestwich Village. As set out earlier, an extensive programme of consultation has been undertaken and feedback in relation to earlier scheme proposals has been taken on board and has shaped the final planning application.
- 3.25 The JV has an established track record in the delivery of high quality development, and are committed to ensuring that a long term plan for stewardship and management of Prestwich Village is implemented in partnership with key stakeholders and the local community. Plans for the long term management and stewardship of assets, such as community facilities and open space, will form an important part of the engagement and consultation process as the development is progressed.

Embedding Equality, Diversity and Inclusivity

- 3.26 The proposal has set out to embed equality and diversity at the heart of the scheme, undertaking a comprehensive and inclusive multi staged engagement process with the local community and maximising its outreach to all members of society.
- 3.27 Furthermore, the proposals provide a range of amenities, homes and commercial space for people of all ages, and create significant levels of new tree planting, open spaces and public spaces where people and nature can thrive, all of which has been designed for inclusive use for all members of society.

Environmental Benefits

3.28 Environmental improvement and aspirations for energy efficiency and new zero carbon have been integral to the vision and design for Prestwich. The proposals for Prestwich Village will deliver significant environmental benefits when compared to the existing village, and when measured against international, national and local aspirations for sustainable development. The key environmental benefits of the proposal include:

Facilitating the Reuse and Regeneration of Previously Developed Land

3.29 The reuse, renewal and regeneration of a significant and underutilised previously developed site, that has exceptional connectivity and accessibility, is a significant benefit of the scheme. It promotes new housing and retail, commercial and community uses in a location that does not require the release of greenfield land, and where active modes of travel (tram, walking, cycling) can be fully utilised.

A Significant Increase in Biodiversity and Greenspace

3.30 The proposals for Prestwich Village will secure a significant increase in biodiversity when compared with what is on the site at the moment. The proposals will uplift biodiversity by more than 40%. This will be supported by significant levels of new tree planting, open spaces and public spaces where people and nature can thrive.

Delivering a New Public Realm and Landscape Framework

3.31 The proposals will deliver significant high quality public realm and landscaping across the masterplan. Central to the masterplan is the village square, which is proposed as flexible space for community events and activity and incorporates high quality landscaping through pocket green spaces and natural elements. The wider masterplan looks to deliver shared surfaces and a focus on reducing vehicular traffic, and includes amendments to Rectory Lane. Green infrastructure is promoted throughout the masterplan promoting a rich and biodiverse street environment.

Readiness for Low / Net Zero Carbon & Energy Efficiency

3.32 The plans for Prestwich have been developed with the aim to help Bury Council achieve its ambition of becoming carbon neutral by 2038. The proposed measures, set out by Hoare Lee in the submitted Energy and Sustainability Statement, seek to reduce the carbon footprint of the development and support a low carbon future for the development; and include:

- **Targeting BREEAM “Excellent”** with aspirations to achieve BREEAM “Outstanding”.

- **Targeting achieving EPC Rating A** across all plots.
- **Passive Design Measures**, including optimised building orientation, enhanced building fabric, reduced air permeability and maximising daylighting.
- **Active Design Measures**, including:
 - Energy efficient lighting - 100% low energy LED lighting installed throughout.
 - Regenerative drive lifts - incorporated to vertical transport systems.
 - Heat recovery systems - incorporated to all mechanical supply & extract ventilation systems.
 - Reduced operational water consumption - low flow sanitaryware to be specified to reduce water usage, solenoid valves installed on cold water supplies.
 - Building energy management system - automatic controls systems to be installed to monitor performance and operation of mechanical & electrical systems.
- **Low and Zero Carbon Technology**, including:
 - All electric scheme – delivered across a range of low carbon measures.
 - Air Source Heat Pumps - proposed to be integrated into the heating & cooling systems design.
 - Photovoltaic Array - dedicated zones identified on the roof of Plots A and B for potential installation.

Promoting Active Travel

3.33 As set out previously, active travel is at the heart of the masterplan for Prestwich. Removing parking from the village centre and developing a new active Travel Hub will give the village centre back to pedestrians and encourage active travel options by providing easy pedestrian and cycle access, connections to local cycling and walking routes, as well as convenient links to Prestwich's Metrolink and bus and services.

3.34 The proposed Travel Hub will also include 28 electric vehicle chargers, car club provision, 76 cycle parking spaces, parcel lockers and other facilities designed to promote sustainable and active travel.

Summary

3.35 The regeneration of Prestwich Village will have significant public benefits for both the immediate communities within which the project sits and for the wider Borough. The project is a generational opportunity for Prestwich to transform its village heart and deliver a truly sustainable centre of the community. The following diagram provides a summary of the key benefits of the Prestwich Village Masterplan in the context of the three key pillars of sustainable development which are embedded in the Framework and the UN SDG's.

Figure 3: Pillars of Sustainable Development.

Pillars of Sustainable Development

Economic	Social	Environmental
Significant quantitative benefits in jobs and investment during the construction phase of the development	A mix of uses that elevate the offer in Prestwich, providing new homes, employment and education opportunities	Supporting the regeneration and renewal of a significant brownfield site
Additional jobs and spend through increased retail and community uses	New public spaces and infrastructure that supports health and wellbeing, active travel and enhanced accessibility	Supporting low and zero carbon by embedding sustainability and energy efficiency in design
Catalytic regeneration impacts for the Borough	A development that celebrates the independence of Prestwich and promotes equality and inclusion	Providing green infrastructure and a significant increase in biodiversity



- Employment opportunities
- Increased social value
- Supporting regeneration and renewal
- Employment opportunities
- Increased social value
- Supporting regeneration and renewal
- New healthcare facilities
- Supporting activity and active travel
- New open spaces to rest and relax
- Supporting jobs and apprentices
- New library and community hub
- New flexible community spaces
- Supporting jobs and apprentices
- New library and community hub
- New flexible community spaces
- Water efficiency and reducing operational usage



- Water efficiency and reducing operational usage
- PV and Heat Source Pumps
- Low / Net Zero Carbon
- Employment opportunities
- Increased social value
- Supporting inward investment
- Employment opportunities
- Supporting independent business
- Flexible and usable commercial
- New affordable housing
- Accessible community facilities
- Accessible employment opportunities
- Reusing brownfield land
- Maximising a highly sustainable site
- Enhancing accessibility
- Water efficiency
- Circular approach to waste
- Responsible procurement



- Towards Net Zero by design
- Embedded sustainability
- Developing in highly sustainable locations
- N/A
- Reusing brownfield land
- New tree planting and green links
- Enhanced biodiversity
- Secured by design
- Long term stewardship and management
- Comprehensive, transparent and meaningful engagement
- Long term ownership

4 SITE DESCRIPTION AND CONTEXT

- 4.1 This Chapter provides a detailed description of the application site (“the Site”), its surrounding area, and planning history. Further details of the Site’s context including images of the existing village centre are enclosed with the submitted Design and Access Statement.

The Site’s Description

- 4.2 The Site comprises approximately 2.48 hectares and can be described as follows (Site Location Plan enclosed at **Appendix 1**):

- Land south of Fairfax Road – comprises surface level car parking, the Longfield Centre, Prestwich Library and the Longfield Suite, the Fairfax Group Practice Medical Centre, Rectory Lane and areas of public realm. This part of the Site is broadly bound by Prestwich Metrolink station to the east, St Marys C of E Primary School and residential properties to the south, Bury New Road to the west and The Radius and Fairfax Road to the north.
- Land north of Fairfax Road – an “L” shaped area of existing surface parking bound by Fairfax Road to the south, the Metrolink line to the east, existing properties on Highfield Place and an area of scrubland to the north and existing properties on Highfield Road and Our Lady of Grace RC Church to the west.

The Site’s Statutory Designations

- 4.3 This section comprises a desk based assessment of the statutory designations and environmental considerations at the Site. The application is supported by a suite of technical reports which assess each of these matters in greater detail:

- **Ecology** - 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.
- **Flood Risk** - 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.
- **Trees** - There are no Tree Preservation Orders designated on or adjacent to the Site.

- **Heritage** - 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. There are no designated heritage assets within the Site. 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 (Wilton Arms Hotel (Istanbul Grill), The Railway and Naturalists public house, Barclays Bank & Our Lady of Grace (OLOG) Presbytery Church.
- **Air Quality and Noise** - The Site's western boundary is located adjacent to an Air Quality Management Area ("AQMA") associated with Bury New Road. There is a Noise Important Area (NIA) (ID: 1743) situated immediately adjacent to the west of the Site on Bury New Road.

Surrounding Area and Accessibility

- 4.4 The surrounding area is typical of an urban town or village centre providing a mix of retail and other commercial uses and residential neighbourhoods. Just outside of the Site is The Radius development which provides high rise apartment living of up to 10 storeys with ground floor retail uses including Superdrug and Costa Coffee. There are also some standalone retail buildings such as M&S Food and Farmfoods.
- 4.5 South of Rectory Lane is the St Mary's C of E Primary School beyond which is an established residential neighbourhood with existing amenities such as Aldi, Prestwich Church Institute and Men's Club and the Red Lion public house.
- 4.6 West of the Site is Bury New Road, which is a key arterial route into Manchester. Bury New Road accommodates a range of independent retailers and further north is Tesco and Junction 17 of the M60 motorway.
- 4.7 North of Fairfax Road is Our Lady of Grace RC Church and beyond that is Highfield Road, Highfield Place and some allotments.
- 4.8 Prestwich village centre is approximately 6km from Manchester city centre and approximately 7.5km from Bury Town Centre. The Site occupies an accessible location, in close proximity to an extensive range of services, facilities and public transport infrastructure provided within the village centre.
- 4.9 The Prestwich Metrolink sits immediately adjacent to the east of the Site and is accessible via Rectory Lane. The Metrolink services which operate from the stop comprise the Green Line (Bury – Altrincham) and Yellow Line (Bury – Piccadilly), and provide direct access to

Manchester stations, including Manchester Piccadilly and Manchester Victoria. The tram service operates on a 12-minute frequency throughout the day, with journey times of 15 minutes to Bury and 20 minutes to Manchester Victoria station.

- 4.10 The Site is also well serviced by bus stops with the Longfield Centre (Stop B) immediately adjacent. The 66 bus runs from the Longfield Centre to Eccles Interchange. The Longfield Centre (Stop B) is located to the west of the Site along Bury New Road and serves the X43, 97, 94, 98, 95, 90, X43, 66, 97, X41, X43, 98, 66 bus services. These run to various routes around Greater Manchester including Bury, Eccles, Pendleton, Shudehill, Manchester City Centre, Salford, Simister and Higher Crumpsall.
- 4.11 In addition to the existing surrounding facilities, commercial and community uses are proposed to be brought forward as part of the Prestwich Village retail Masterplan.

Planning History

- 4.12 The majority of the Planning History associated with the Site has consisted of minor applications for advertisement consent, change of use and minor alterations as part of the Longfield Centre. A summary of these applications is enclosed at **Appendix 3**.
- 4.13 However, the redevelopment and regeneration of Prestwich Village Centre has been proposed since the early 1990s in various formats. Two significant regeneration schemes have been approved by the Council.

Hollins Murray Group Applications (2009 – Applications references 51465 & 54978)

- 4.14 Application reference 51465 proposed the following:

“Demolition of existing buildings and construction of a town centre mixed use development comprising uses with floor areas of up to: Food retail (6040sqm), non food retail (2218sqm), restaurant (385sqm), library (1287sqm), offices (3360sqm), residential (3 units), hotel (70 bed), new Longfield Suite entrance (540sqm), plant areas (421sqm), parking spaces (384) and highway infrastructure works and extension of Rectory Lane.”

- 4.15 The Outline Application, which reserved all matters, set out parameters for a mix of uses across the site, comprising retail, restaurants, a hotel, library, apartments, offices and car parking.
- 4.16 Application ref 51465 was approved in September 2009, with the permission extended in 2012, under reference 54978 in 2012 for another 5 years.

4.17 From a desk based review, it is understood that the proposals were never implemented and the planning permission has now lapsed.

1990s Applications

4.18 Capital Holdings Ltd proposed the refurbishment of the Longfield Centre in 1991 and 1992. In May 1991 the following planning permission was granted (reference 25292):

"Refurbishment of the Longfield Centre including new shops, re-roofing and servicing arrangements".

4.19 A revised application was approved in December 1991 (reference 26636), with a further revision refused in August 1992 (reference 27452). From a desk based review, it is understood that the proposals have not been implemented and the planning permission has lapsed.

Summary

4.20 The Site extends to approximately 2.48 hectares and comprises land to the south and north of Fairfax Road including The Longfield Centre, Prestwich Library and The Longfield Suite, The Fairfax Group Practice Medical Centre, areas of surface car parking and Rectory Lane. As well as being in close proximity to the M60 motorway, the Site is well served by sustainable travel infrastructure including the Metrolink and existing bus Infrastructure which provides connections to Bury, Manchester City Centre and across the North West. It has been a longstanding ambition to bring forward the comprehensive redevelopment of the village centre since at least the early 1990's evidenced by the Site's planning history.

5 THE PROPOSED DEVELOPMENT

- 5.1 The application is submitted as a hybrid comprising full and outline components. The development proposals are described in detail within the submitted DAS prepared by Jon Matthews Architects. A Development Specification report prepared by Asteer Planning relating to this hybrid application is also submitted (enclosed at **Appendix 4**), providing a detailed description of the type of uses and quantum of development proposed by this hybrid planning application. This SPS should be read in conjunction with these documents.

The Prestwich Village Masterplan

- 5.2 The Masterplan provides a detailed configuration for Plots A, B, C and G which comprise the full component of the hybrid application; and an illustrative configuration for Plots D, E and F, which comprise the outline component of the hybrid application. The illustrative part of the masterplan demonstrates how the outline and full proposals align with one another to create a cohesive, technical robust overarching development.



Figure 4: Site Wide Illustrative Masterplan

- 5.3 With regards to the full component, approval will be sought for a full set of drawings (enclosed at **Appendix 2**) and the Demolition Plan. With regard to the outline component, approval will be sought for the Site Location Plan, Existing Site Plans, and the suite of Parameter Plans enclosed within the submitted Development Specification. An overall

Illustrative Masterplan (ref 207-JMA-MP-XX-DR-A-001450 P00). is also submitted, however this is not for approval and is for illustrative purposes only.

Description of Development

5.4 The description of development is as follows:

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

Hybrid Application Composition and Phasing

5.5 The hybrid application is formed of 7 development plots which will be delivered across two principal phases. This is described in the following table:

Hybrid Planning Application	
Full Component (Phase 1)	Outline Component (Phase 2)
Plot A – Community Hub (Use Classes F1 (a-f), F2(a-b), E(a), E(b), E(c), E(e), E(g) and Sui Generis).	Plot D – Residential led with ground floor commercial (Use Classes C3, E, F and Sui Generis).
Plot B – Retail and Commercial Building (Use Classes E(a), E(b), E(c), E(d), E(g) and F2(a)).	Plot E – Residential led with ground floor commercial (Use Classes C3, E, F and Sui Generis).
Plot C – Market Hall (Use Classes E(a), E(b) and Sui Generis).	Plot F – Residential led with ground floor commercial (Use Classes C3, E, F and Sui Generis).
Plot G – Travel Hub (Sui Generis).	Demolition, public realm, engineering works to Rectory Lane, car parking provision, cycle storage and other associated works.
Demolition, new village square, temporary and permanent public realm works, car parking provision, cycle storage and other associated works.	

Table 1: Composition of Hybrid Application

Full Component of the Hybrid Application

Use and Amount of Development

5.6 Full planning permission is sought for the following development:

Demolition and Site Preparation Works

5.7 The initial phase of works will include the demolition of the Longfield Centre, Prestwich Library and the Longfield Suite and associated structures (please see drawing ref. 207-JMA-MP-XX-DR-A-001500 P00). Following demolition, site preparation works will begin for example, the installation of temporary fencing to secure the site, siting of temporary cabins and storage areas and general site clearance.

Plot A – Community Hub

5.8 Plot A comprises a four storey Community Hub providing ground floor library space and flexible community space. Floors 1 - 3 of the building will comprise flexible office and medical and health service uses with the potential to be occupied by a range of occupiers, including the NHS, subject to ongoing commercial discussions.

5.9 The ground floor of the building also includes retail space, which is likely to be subdivided into 2no units with associated plant and refuse space. The table below summarises the amount of development proposed in Plot A:

Uses	Floor Area (sqm) (GIA)
Library and Community Uses (Use Class F1 (a-f), F2(b))	475
Office / Medical and Health Services (Flexible Use Class E (c, e, g(i)))	1,914
Retail (Use Class E (a, b) F2(a), Sui Generis)	340
TOTAL:	2,729

Table 2: Plot A Accommodation Schedule

Plot B – Retail and Commercial Hub

5.10 The Retail and Commercial Building is a two storey building proposing retail floorspace at ground floor, comprising up to 8no units. The first floor proposes flexible office and/or gymnasium floorspace. The table below summarises the amount of development proposed in Plot B:

Uses	Floor Area (sqm) (GIA)
Retail Uses (Use Class E (a, b) F2(a))	1,110
Flexible Office / Gymnasium Uses (Use Classes E, (c), (g)(i), E(d))	940
TOTAL:	2,050

Table 3: Plot B Accommodation Schedule

Plot C – Market Hall

- 5.11 A single storey, double height Market Hall is proposed which will provide a ground floor seating area and bar, 6no hot food takeaway units, 6no retail units, as well as customer amenities and back of house facilities including a wash room, barrel store, bin store and staff facilities. A mezzanine level is proposed for staff welfare facilities including a staff room, store rooms and toilets. The table below summarises the amount of development proposed in Plot C:

Uses	Floor Area (sqm) (Plot C)
Sui Generis Uses	380 (6no hot food takeaway and bar)
Retail (Use Class E(a, b))	210
Ancillary Uses	15
TOTAL:	605

Table 4: Plot C Accommodation Schedule

Plot G – Travel Hub

- 5.12 A Travel Hub is proposed which will provide vehicle and cycle parking for the development as well as parcel lockers and information boards for the Metrolink and bus services in Prestwich to encourage sustainable travel. The Travel Hub will comprise the following:

Use	Number of Spaces
Car	227
Accessible	20 (including 2 EV)

EV Charging	26
Car Club	Minimum of 2
Secure Cycle	76
TOTAL CAR PARKING SPACES:	275
TOTAL CYCLE SPACES:	76

Table 5: Travel Hub Spaces Schedule

Additional Car and Cycle Parking Provision

5.13 In addition to the Travel Hub, additional vehicle and cycle spaces are proposed within the full component of the application including:

- 8 surface level car parking spaces
- 28 cycle spaces.

Hard and Soft Landscaping

5.14 Full planning permission is sought for associated hard and soft landscaping, drainage infrastructure and engineering works including the new public square. Further detail on the public realm works is set out at paragraphs 5.36 – 5.46.

Scale and Layout

Plot A -Community Hub

5.15 Plot A comprises a four storey community building with a part single storey element containing retail space. The proposed scale of the Community Hub reflects its Civic use and also responds to the maximum heights proposed for Plots D, E and F. The single storey retail element, responds to the wider town centre and through route onto Bury New Road, and is reflective of the lower scale 1 – 2 storey massing suitable for shopfront design.

5.16 The Community Hub fronts onto the proposed village square and its scale and layout is reflective of its civic nature and positioning right at the heart of the masterplan. The Community and Retail Hub is situated within the centre of masterplan, with Plots A and C located the east and north and proposed residential led plots (D, E and F), to the west. The positioning of the Community and Retail Hub is therefore reflective of its position at the

centre of the community, and also provides accessibility from all elements and uses of Prestwich Village.

Plot B – Retail and Commercial Hub

- 5.17 Plot B is predominantly two storey aside from a small part of the building which is single storey to accommodate a potential roof garden and plant area to the rear.
- 5.18 Plot B's scale reflects the buildings predominant use as a retail led building, and reduces the massing around the village square, allowing daylight and sunlight to pass through. The two storey facades and frontage create a welcoming retail led aspect onto the village square, and step down to single storey at the corner, to respond to the single storey element of Plot A.
- 5.19 The layout and siting of Plot B sits centrally within the Prestwich Masterplan, situated between Bury New Road and the other development plots. It is located within an accessible location and further extends the retail provision located on Bury New Road and whilst providing an active retail frontage, enhancing the public realm of the proposed Village Square.

Plot C – Market Hall

- 5.20 The proposed Market Hall is a single storey double height building with a large floating roof canopy that overhangs the proposed Village Square, ensuring itself as an anchor and central space for the proposed masterplan. The height of the Market Hall is proposed to be lower than the existing Longfield Centre element currently in this location, allowing natural light to come into the new village square and improving the relationship between the masterplan and the existing Radius building.
- 5.21 The layout and positioning of the Market Hall is reflective of its central location and importance within the Masterplan. The Market Hall faces onto and sits north of the proposed village square and will activate the public realm and create a bustling environment. The proposed retail units within Plot C are located to activate Poppythorn Lane and new pedestrian routes which will allow for multiple directions of travel to and from Plot C towards Bury New Road, Plot G and Fairfax Road and onto Rectory Lane and the Prestwich Metrolink Stop.

Plot G – Travel Hub

- 5.22 The scale and massing of the proposed Travel Hub has been developed in response to the character of the surrounding area and comments received through the community conversation events. The Travel Hub is proposed as ground plus two storeys and also

comprises surface level provision car parking that will accommodate spaces for EV charging. This has been deliberately sited adjacent to the rear gardens of properties on Highfield Road to reduce noise and air quality impacts.

- 5.23 The Travel Hub is proposed as a central sustainable travel hub for Prestwich Village and the wider town centre. Whilst located north of the central area of the Masterplan, it is situated in a location that will allow for ease of access into Prestwich Village through accessible and enhanced pedestrian routes across Fairfax Road and direct access to the village square. The Travel Hub collates the majority of car parking provision into one central location. This allows the wider masterplan to be pedestrian focused.

Appearance

Plot A – Community Hub

- 5.24 The community building references the surrounding context for Prestwich in materiality and detailing. The ground floor colonnades with precast polished and textured columns face onto the village square, whilst the community and library element are recessed behind, with large openable sections of curtain walling to engage with the square.
- 5.25 The upper floors are proposed to create a rhythm of brick piers with recessed windows and dogtooth spandrel panels between floors and brick corbelling to the top floor taking direct reference from the surrounding vernacular.
- 5.26 The single storey retail element of Plot A, maximises the use of glazing to provide an inviting retail frontage, drawing pedestrians in from the village square. The proposed roof overhang allows for a continuous datum which follows on from the larger Hub element, whilst providing a direct architectural feature for the pedestrian link to Bury New Road.
- 5.27 Both elements of Plot A (Community Hub & retail elements) are linked by a glazed pedestrian link creating a pedestrian route from Rectory Lane through to the Village Square.

Plot B – Retail and Commercial Hub

- 5.28 The appearance of Plot B has been designed to reflect existing neighbourhood buildings between Bury New Road and Poppythorn Lane. The façade and pitched roofs reflect the existing heritage context of Prestwich. The building is designed to appear as a backdrop to the Village Square and acting as a modern interpretation of the traditional two storey terraced pitched roof formation common across the wider context of Prestwich.

- 5.29 The split in the elevations which divides the ground and first floor clearly defines the two different uses (retail and gymnasium/office) across floors.

Plot C – Market Hall

- 5.30 Plot C has been proposed as a bright and airy food and beverage location, with large expanses of glass across the facades and minimal sight lines. The use of glazing ensures the frontage will be as active as possible to ensure pedestrian interaction with the Village Square and the wider masterplan.

- 5.31 A large canopy wraps around the building providing solar shading to the south elevation. To the rear of the building and partially on the sides, a terracotta skin sits within the regular and controlled grid of the Market. The terracotta 'skin' breaks in the corners for glazing shop-front units for the retail units.

Plot G – Travel Hub

- 5.32 The elevational treatment and appearance of the Travel Hub has taken direct influence from the surrounding built form and context.

- 5.33 The design of the Fairfax elevation has drawn direct influence from the surrounding built form and rich context Prestwich. The Travel Hub features a north elevation clad in brick 'fins' with both stack bond and header coursing. The stair cores will be rendered blockwork coloured to replicate the surrounding tones of Prestwich townscape. The south elevation facing Fairfax Road will be clad at upper level in a perforated metal panel. The elevation is made up from a repeating series of scalloped triangles that will catch light and create shade across the façade. The colour of the panels incorporates red and brown tones of the existing built context along Fairfax Road.

- 5.34 The western elevation, which will sit alongside Highfield Road, will incorporate a mixture of brick fins and angled walls, which will respond to the materiality of the existing residential surroundings on Highfield Road and Highfield Place.

- 5.35 The north and eastern elevations will repeat this materiality, with the stair cores detailed to reflect the red brickwork that sits as existing across the wider context of Prestwich.

Public Realm and Landscaping

Village Square

- 5.36 The proposed village square is 52 metres long and 28.9 metres wide and the DAS sets out how various events could be accommodated such as an outdoor stage, outdoor cinema, 3v3 football, outdoor art exhibitions.

5.37 The village square is central to the masterplan and will be a flexible space for community events and activity, with a central event space and areas of pocket green spaces. At each end of the square, two pocket gardens are proposed to enclose the space. These gardens seamlessly blend with the square's layout, inviting visitors to explore and experience playful interactions with nature. Natural elements such as winding pathways, informal boulders are all nestled within the planting scheme. The space has been designed to be flexible and to accommodate a range of activities from market stalls, outdoor cinema and other events.

Rectory Lane

5.38 Rectory Lane is proposed to be amended to allow for the incorporation of high quality public realm and a shared space (see Hierarchy of Streets below). Rectory Lane will include servicing and drop off bays, visitor parking with dedicated DDA bays for accessibility, enhanced crossing points with a focus on traffic calming, reinstatement of pedestrian friendly links to Bury New Road and tree and rain garden planting to create a greener street scene.

General Public Realm

5.39 General public realm proposed across the scheme focuses on reducing vehicular traffic, encouraging active travel and integrating green infrastructure in a new hierarchy of streets and spaces.

5.40 As detailed within the Access and Movement section (below), a network of new green streets will interconnect Prestwich Village, with the village square at the core.

5.41 The pedestrian and cycle led routes surrounding the square will promote opportunities for direct and efficient access but also allow for leisurely walking and exercise. Streets are proposed to be maximised with trees and planting and green infrastructure, promoting a rich and biodiverse street environment.

5.42 In addition, green roofs are proposed on Plots A and C, maximising opportunities for high quality landscaping and biodiversity.

Planting

5.43 With regard to planting across the masterplan, trees are strategically positioned along the streets to establish a comprehensive network of green infrastructure throughout the masterplan. These trees have been carefully selected based on their shape, seasonal variation, colour, and their significant contribution to enhancing the site's biodiversity and include species such as June Berry, Field Maple, Upright Birch and Cherry Blossom

- 5.44 The planting mixes proposed for the scheme have been tailored to suit its diverse micro-climate, encompassing a range of spaces that experience varying degrees of sunlight and shade. Overall, a total of 120 trees will be planted across the masterplan. Further planting is also incorporated through the use of rain gardens as part of the SUDS strategy.

Hardworks

- 5.45 The streetscape character is proposed to create a harmonious array of paving materials. Where possible, the existing granite paving on the Site is proposed to be reused and recycled.
- 5.46 The proposed pedestrian led streets will utilise natural stone with areas of intricate detailing creating interest across the hard surface. Natural stone is proposed as a durable, low maintenance material with a long design life.

Hierarchy of Streets

- 5.47 At heart of the proposals is the creation of a new hierarchy of streets, which will focus on reducing vehicular traffic and encouraging active travel. Walking and cycling in addition to connections to public transport are prioritised through the masterplan, in both its layout, and in the detail of the design.
- 5.48 The creation of five streets are proposed, comprising:
- **Clayton Street** – The primary pedestrian connection between Bury New Road transport links and the Metrolink stop.
 - **Poppythorn Lane** – Key west-east route through the Site and is considered secondary to Clayton Street.
 - **Barrow Street** – A key north-south route through the Site with a quick direct pedestrian connection to the MSCP linking through to Rectory Lane.
 - **Rectory Lane** – A traffic calming route, linking the site boundaries from north to south and to the rear of the Village Square.
 - **Village Square** – This is at the heart of the masterplan with all roads leading to the Village Square, which will become a new nodal point allowing people to orientate and have easy access to other areas of Prestwich.

Plot Access and Servicing

- 5.49 The internal routes within Prestwich Village will only be accessible to authorised servicing vehicles during designated time frames.
- 5.50 Rectory Lane will remain as a main vehicle route, providing access to local businesses, bus routes and existing residential homes, whilst also providing access to Plot A car parking and servicing.
- 5.51 Access to all buildings has been designed to be inclusive, easy and safe, in addition to practical where feasible for servicing requirements. Access and servicing routes for each plot is described in the next section.

Access to Plot A (Community Hub)

- 5.52 The main pedestrian entrance to Plot A will be via the village square. The retail units within Plot A will have an additional main level access off Clayton Street providing access to the pedestrian link between Bury New Road and the Village Square and a secondary access to Rectory Lane.
- 5.53 Servicing to back of house areas are provided via Rectory Lane, where a designated servicing layby is provided.

Access to Plot B (Retail and Commercial Hub)

- 5.54 Pedestrian access to the individual retail units within Plot B will be accessed via the village square. Pedestrian access to the upper floor of Plot B will be via a main entrance which links to a staircase.
- 5.55 Servicing is provided to the rear, which follows onto Bury New Road via a secured gate. Existing retail units, which are not located within the site boundary will also retain access to this servicing access.

Access to Plot C (Market Hall)

- 5.56 Pedestrian access to the food hall element of the Market Hall is accessed from the Village Square via circular sliding doors, with a secondary access facing Plot B. Access to the smaller retail units within Plot C will be from Barrow Street.
- 5.57 Servicing and access to back of house areas for Plot C will be from Poppythorn Lane.

Access to Plot G (Travel Hub)

- 5.58 Pedestrian access to the Travel Hub will be provided off Fairfax Road, which will provide direct access to all facilities within the building. A separate cyclist's entrance will be provided, also on Fairfax Road, which will lead directly onto the secure cycle storage. Vehicle entrance and exit to the car parking element, will also be provided off Fairfax Road.
- 5.59 An emergency only access/egress point is also provided to the rear of the Travel Hub.

Cycle and Car Parking

Car Parking

- 5.60 The majority of car parking across full application element is proposed with the Travel Hub (Plot G), which total 275 spaces including:
- 20 accessible spaces (including 2 EV spaces);
 - 26 EV charging spaces; and
 - Minimum of 2 car club spaces.
- 5.61 A further 8 car parking spaces are provided at street level within the full element of the application.

Cycle Parking

- 5.62 Within the Travel Hub, 76 secure cycle spaces are provided for use by the public.
- 5.63 Across Plots A, B and C, a further 28 are provided to support the operation of each plot.

Demolition

- 5.64 Approval for demolition is sought for all buildings and structures within the Site. The application is supported by a Demolition Plan (ref. 207-JMA-MP-XX-DR-A-001500 P00) which illustrates the buildings and structures proposed for demolition.

Waste Management

- 5.65 Full details of the Waste Strategy are contained in Appendix 2 of the Design and Access Statement prepared by Jon Matthews Architects in support of this application.

Outline Element of the Hybrid Application

- 5.66 Outline planning permission is sought a residential-led development across Plots D, E and F.
- 5.67 Approval is sought for the Location Plan (ref 207-JMA-MP-XX-DR-A-000400 P00), Existing Site Plan (ref. 207-JMA-MP-XX-DR-A-001300 P00), Demolition Plan (ref. 207-JMA-MP-XX-DR-A-001500 P00) and the suite of submitted Outline Parameter Plans (listed below). It is these plans which have been utilised in preparing the supporting technical assessments and EIA. It is envisaged that the Parameter Plans will be conditioned should planning permission be granted. All future reserved matters applications will be required to be in accordance with the approved Parameter Plans (enclosed within the Development Specification).
- 5.68 The suite of Parameter Plans comprises:
- Parameter Plan P1 – Uses (ref: 207-JMA-MP-XX-DR-A-001601 P00);
 - Parameter Plan P2 – Heights (ref: 207-JMA-MP-XX-DR-A-001602 P00);
 - Parameter Plan P3 – Access and Movement (ref: 207-JMA-MP-XX-DR-A-001603 P00);
 - Parameter Plan P4 – Public Realm (ref: 207-JMA-MP-XX-DR-A-001604 P00); and
 - Parameter Plan P5 – Site Levels (207-JMA-MP-XX-DR-A-001605 P00).
- 5.69 An overall Illustrative Layout (ref. 207-JMA-MP-XX-DR-A-001450 P00) is also submitted with the outline planning application which shows a potential configuration of the Plots D, E and F. The Illustrative Layout for the outline element of the hybrid planning application is not for approval.
- 5.70 The outline element of the hybrid application seeks approval for up to 210 homes and up to 900sqm of flexible ground floor space (Use Class E / F / Sui Generis) to be delivered across 3 plots. Accordingly, the application seeks to reserve the following matters of detail for future approval with a sufficient level of detail provided as part of this planning application in accordance with Planning Practice Guidance (PPG) and EIA regulations:
- Layout – an illustrative layout showing a potential future configuration for the Site.
 - Scale – maximum parameters for height, within each development plot across the outline component for which approval is sought.

- Appearance – illustrative CGI’s and illustrative design principles are provided within the DAS.
- Landscaping – an indication of the potential landscaping scheme within an Illustrative Landscape Masterplan
- Access – an indication of access into the Site for cycles, cars and pedestrians within the site and where circulation will occur.

Development Plots

- 5.71 The Uses Parameter Plan, P1 and Public Realm Parameter Plan, P4 show the locations of each of the development plots, D, E and F.
- 5.72 The public realm between the plots will be a minimum of + or -15 metres in width and have a tolerance of + or - 5metres. All of the development plot boundaries have a tolerance of + or -3 metres aside from the boundary between Plot F and the existing Radius building which achieves a fixed 12 metre offset.

Use and Amount

- 5.73 The use and amount of proposed development is defined by the submitted Parameter Plan – Uses (ref: 07-JMA-MP-XX-DR-A-001601 P00), comprising the following:
- Residential development (Use Class C3) (Up to 210 homes); and
 - Ground floor mixed development (Use Class C3/ E / F / Sui Generis) up to 900sqm.

Indicative Housing Mix

- 5.74 An indicative residential mix is submitted (not for approval) alongside the residential uses of the outline element of the application, as detailed below.

1 bedroom	2 bedroom	3 bedroom
72	129	9
Up to 210		

Table 6: *Indicative Housing Mix*

Scale and Massing

- 5.75 The Heights Parameter Plan, P2, submitted in support of the application seeks approval for the scale parameters which vary across the outline application area:
- Plots D and E – Up to 6 storeys (plus plant).
 - Plot F – Up to 7 storeys (plus plant).
- 5.76 Illustrative drawings and CGIs have been submitted with the Hybrid application (not for approval), which demonstrate potential scale and massing of the residential led elements.

Public Realm and Landscaping

- 5.77 Detailed proposals for public realm and landscaping will come forward as part of future reserved matters applications and in accordance with Parameter Plan P4 – Public Realm (ref: 207-JMA-MP-XX-DR-A-001604 P00). The Public Realm Parameter Plan, P4 defines the key areas of public realm and the maximum plot extents.

Access and Movement

- 5.78 Parameter Plan P3, details the primary and secondary service routes, alongside pedestrian and emergency vehicle routes across Plots D, E and F. The Plan demonstrates that all plots can be safely accessed by emergency and servicing vehicles. The Plan also shows that the masterplan will be easy to navigate for pedestrians and cyclists, which will encourage more sustainable modes of transport and reduce reliance on the private car.

Cycle and Car Parking

- 5.79 The exact number of car and cycle parking quantum will be determined at reserved matters stage, however a maximum number is proposed for the outline element, comprised of the following:
- Up to 37 car parking spaces to be allocated within the Travel Hub for use of residents within Plots D, E and F.
 - Up to 33 car parking spaces proposed within Plots D, E and F vehicular access to these plots will be applied for at the reserved matters stage.
 - Up to 210 cycle parking spaces are proposed to come forward as part of Plots D, E and F.

Appearance

- 5.80 The appearance of the proposed development is a reserved matters and will be agreed at reserved matters stage on a plot by plot basis. The vision for the masterplan is provided in the DAS.

Management and Adoption Strategies

- 5.81 With regards to the adoption and management strategies required for managing the public realm, Travel Hub, retail/leisure hub, market hall and community hub buildings, meeting have commenced and are ongoing between the JV and council officers from across the relevant disciplines and various stakeholders/consultants involved in the Prestwich Village redevelopment scheme. This is with the intention of working through various options and reaching conclusions and seeking approvals for how to best manage the assets long-term. The potential to bring in third party operators is part of these discussions.

Summary

- 5.82 The proposed development comprises a hybrid application for the comprehensive regeneration of Prestwich Village to deliver retail, commercial, community, residential and car parking and a new village square. The scheme is proposed over two principal phases, comprising Phase 1 (Plots A, B, C and G), and Phase 2 (Plots D, E and F). The Prestwich Village Masterplan proposes a detailed configuration for Plots A, B, C and G and an illustrative configuration for Plots D, E and F. The illustrative part of the masterplan demonstrates how the outline and full proposals align with one another to create a cohesive, technical robust overarching development.
- 5.83 In addition, proposals also incorporate the demolition of existing building, and proposed public realm and landscaping, and car and cycle parking provision.

6 PRE APPLICATION CONSULTATION

- 6.1 This Chapter of the SPS summaries the pre application and consultation undertaken prior to the submission of the application. A Statement of Community Involvement, prepared by Font Communications has been submitted as part of this application which should be read in detail.

Bury Statement of Community Involvement (2023)

- 6.2 Bury Council's Statement of Community Involvement (2023), provides guidance on and methodology on how the Council involves the local community in the preparation or updating of local planning documents and the decision of planning applications.
- 6.3 The Statement provides guidance on how the Council will inform the local community of planning applications relevant within a local area but does not provide guidance to applicants on pre application consultation. Therefore, its relevance to this document is considered limited.

Consultation Strategy

- 6.4 The Applicant has undertaken a comprehensive and inclusive approach to consultation including a multi stage programme, comprising:
- Consultation with Key Stakeholders, including Councillors, community groups and local schools;
 - Consultation with the Local Community and residents of Prestwich;
 - Pre Application Discussions with Bury Council.

Consultation Methods

- 6.5 A number of consultation methods were utilised to engage the above strategy, which include:
- **Stakeholder engagement meetings** – The applicant wrote and offered meetings to all identified stakeholders and meetings have been had with a number of local community and business stakeholders.
 - **Newsletter** – In line with the Conversation stages, (March 2022, January 2023, and September 2023), newsletters were distributed to all three Prestwich Wards (St Mary's, Holyrood, and Sedgley), notifying residents and stakeholders of the stage of the proposals, the consultation process and associated events.

- **Website and social media** – A dedicated website has been live since the beginning of the consultation period with regular updates on the proposals and consultation proceedings. Dedicated social media pages were also set up providing access to information on the proposals,
- **Questionnaire** – Questionnaires were distributed alongside newsletters (see above) and were made available at drop in events (see below). These could be returned via Freepost.
- **Drop in Events** – Public drop in events were hosted on the 29th of January, 16th September and 20th September where information regarding proposals were displayed and members of the Design Team on hand to answer queries and inform interested parties.
- **Workshops** – The Applicant has hosted a number of workshops across the consultations stage with local community groups and schools.
- **Online Q&A** – Webinars have been held across all stages of the consultation for the general public, with the chance to ask questions to members of the Design Team and Bury Council.
- **Consultation Liaison Group** – The applicant set up a Consultation Liaison Group which included a variety of local community and interest groups and ward councillors from Bury Council. This group was designed to build a two-way dialogue between the applicant and representatives of the local community and the group was invited to give feedback on the plans during each stage of consultation.
- Further methods have been utilised across the consultation period, and these are detailed within the Statement of Community Involvement prepared by Font Communications.

Pre Application with Bury Council Planning and Highways

- 6.6 The Applicant has undertaken extensive pre application consultation with Planning and Highways Officers at Bury Council prior to the submission of this planning application.
- 6.7 Regular Pre Application meetings have been held with Bury Council's planning department and a series of design workbooks presented covering a range of topics:

- **May 2023:** Emerging design principles and masterplan; scope of community conversation, planning application strategy, highways and parking, validation requirements.
- **June 2023:** Design principles and masterplan update, technical work updates, landscaping proposals, sustainability principles.
- **August 2023:** phasing and application components, outline parameters, proposed 3D massing, elevation studies, TVIA.
- **October 2023:** Updated Masterplan, character study, affordable housing and planning obligations, daylight and sunlight, EIA Scoping.
- **November 2023:** travel hub elevations.

6.8 During the pre-application consultation period, responses were received from the following technical disciplines; Conservation; Environmental Protection; Greater Manchester Archaeological Advisory Services; Local Highway Authority (Bury Highways); Transport for Greater Manchester; Planning Policy; United Utilities; Climate Action; Environment Agency; Lead Local Flood Authority.

6.9 Detailed discussions have also been undertaken with Bury Highways and TfGM. The scope of these discussions is set out in the Transport Assessment prepared by Civic Engineers.

6.10 A written pre application response was received from Bury Council on 24th October 2023. The key matters discussed within the response consider the following:

- EIA Screening;
- Design and layout;
- Affordable Housing;
- Demolition of existing buildings;
- Ecological impacts;
- Arboricultural impacts;
- Heritage impacts; and
- Highway matters.

6.11 The advice received from Officers at Bury Council has been considered by the Applicant's professional team and incorporated where appropriate into the proposals, see Table 7 of this SPS.

Pre-application Engagement with Places Matter

6.12 In addition to the above pre application discussions, the Applicant undertook engagement with Places Matter on the 7th of June 2023 and 12th October 2023.

6.13 The first meeting on the 7th of June 2023, took place via Microsoft Teams where the panel were introduced to the proposals and guided through the masterplan.

6.14 The second meeting on the 12th of October 2023 took place in person, within Prestwich and included a walking tour and visual presentation of the updated Masterplan.

6.15 As a result of the Places Matter feedback, the following amendments and assessments were made:

- Increased offset distance between the Market Hall and The Radius.
- Repositioning of Plot F in reference to the Radius and further assessment of Daylight and Sunlight position.
- Production of an in depth Character Study regarding the narrative of Prestwich Village.
- Development of Travel Hub elevations.

6.16 Further detail of the meetings and associated responses is noted within the submitted Design and Access Statement prepared by Jon Matthews Architects.

Community Conversation and Stakeholder Engagement

6.17 A staged approach was taken towards the engagement strategy with a focus on inclusivity and a community led approach. This comprised:

- Awareness raising (March 2022).
- First Conversation (January – March 2023).
- Interim Period (April – August 2023).
- Second Conversation (September – October 2023).

Public Consultation Feedback and Applicant Response

- 6.18 A detailed analysis of comments can be found within the submitted Statement of Community Involvement, prepared by Font Communications.
- 6.19 A summary of the comments raised throughout the consultation period is outlined below, and the Applicant's response, including key design changes.

Theme	Response
Masterplan	<p>Following the first conversation the masterplan was amended to reflect comments that too much space had been allocated for housing. The amount of retail space has been increased and one of the residential buildings has been removed, which has provided space for a larger market building, and a better connection to the planned village square. Since then, a number of other changes have been made following further conversations with the community and Bury Council's planning and highways officers, including:</p> <ul style="list-style-type: none"> • Increasing the footprint of the Retail and Commercial Hub (Plot B) to extend closer towards The Radius building and create a retail frontage on three sides. • The retail element of the Community Hub (Plot A) has been pulled back from Bury New Road to improve visual connection and permeability to Rectory Lane. This is supported with a new landscape scheme that extends into Rectory Lane • Designing the ground floor of the Community Hub to be a flexible space that can cater for a range of different activities and will include a new library. • Repositioning the Market Hall (Plot C) closer to the Radius building to allow more sunlight into the proposed village square. • A new front door into the Community Hub has been added providing improved accessibility and activation to Rectory Lane. • A wider range of retail unit sizes, including smaller spaces that would be suitable for independent operators are proposed. • Adjusting the position of Plot F (residential) to provide a fixed 12 metre offset distance between its westerly edge and The Radius building. • Creating a more direct link through from the Metrolink to Bury New Road via the updated village square. • Including additional parking on Rectory Lane adjacent to the Community Hub for people with mobility issues • Planning even more green spaces with more new planting and trees added to the masterplan.
Scale and massing	<p>The scale and massing of the proposed development is important in ensuring the proposals sit well within the existing context of Prestwich. The following amendments have been made to the scheme through the pre-application process:</p> <ul style="list-style-type: none"> • Reducing the height of the proposed Community Hub building from five to four storeys. • Ensuring all of the proposed buildings are lower than the existing Radius apartment building (10 storeys) next to the Longfield Centre.

	<ul style="list-style-type: none"> • The height of the Travel Hub (Plot G) has been lowered through the removal of one full floor. The building is now consistently ground floor + two storeys. In addition, the most northerly elevation of the travel hub has been moved by circa two metres further away from the boundary. Trees have been added to the surface parking area in the northern most part of the Travel Hub to provide visual amenity and soften the Travel Hub elevations for the residents of Highfield Road and Highfield Place. • The buildings have been sensitively designed to be in keeping with the local area and maximise daylight and sunlight into the proposed public spaces.
Design	<p>The design for each of the buildings has been informed by extensive analysis and understanding of place to ensure that the masterplan feels truly contextual whilst the technical constraints and drivers as described throughout this response have also shaped the architecture of the buildings.</p> <p>The proposals bring together a composition of buildings with a predominantly brick and masonry vernacular but have designed each in such a way that they are unique and varied to one another – like the unique character of Prestwich with a rich tapestry of architectural styles materials and heritage detail. Whilst different and uniquely identifiable there is a common use of material, craft and detail that unifies the masterplan.</p> <p>The detail of this can be identified in the CGIs that support the application.</p> <p>The design, materials and style of the residential buildings will come later as part of a future reserved matters application(s), drawing inspiration from Prestwich’s unique character and architecture.</p>
Character and heritage	<p>The Applicant has carefully studied the character, materials and architecture of surrounding buildings and local heritage to draw inspiration for the design of the masterplan. A study of Prestwich’s character is enclosed within the Design and Access Statement.</p> <p>The design responds to the site’s setting and the unique character of the village. An area within the ground floor of the community hub has been identified where the heritage museum from within the Longfield could be re-homed and made available for public viewing upon entry into the building.</p>
Community space	<p>A new library will be located in the Community Hub (Plot A) building, alongside a flexible community space that can be used for events, clubs and art and culture. The Applicant is also having positive discussions with the NHS and local GP practices about relocating health and GP services within the building. The Applicant has developed the layout and size of the building with input from the NHS to ensure it meets the needs of the potential health services that may be located within the building.</p>
Housing mix and Affordable Housing	<p>The exact mix of housing will be determined as part of future reserved matters application(s) but the proposals include up to 210 new homes, likely to be a mix of apartments and town houses. An indicative mix to show how the housing mix could come forward is included within the Supporting Planning Statement.</p> <p>At the time that reserved matters application(s) for residential development are submitted, the housing mix will be informed by the relevant planning policies and housing need. The Applicant is targeting 25% affordable housing across Plots D, E and F, subject to viability.</p>

Outdoor spaces	<p>The masterplan includes plenty of green spaces, trees and places to wander, relax and sit. The integration of street trees and rain gardens for sustainable drainage is a recurring theme throughout the streets, complementing the green roofs planned for various plots. The outcome is a cohesive network of green infrastructure spanning the entire site. The existing fountain will be removed with plans to incorporate new public art throughout the development. Following feedback from the first public consultation the plans have been amended to accommodate a 25% increase in planting and 30% in trees across the masterplan.</p> <p>The Village Square is designed to be flexible and accommodate a range of activities from market stalls to an outdoor cinema. It will be a place where Prestwich gets together. The pocket gardens that book end the square create spaces to sit and create a more intimate environment away from the larger square. This space has increased by 20% in size following feedback from the first consultation to make sure a choice of spaces to spend time and hold events in are created. The thoughtful design of the streets and spaces includes dedicated areas for al fresco dining experiences, creating an active and dynamic streetscape.</p>
Transport and Access	<p>The proposed changes to Rectory Lane will provide wider footways for pedestrians, and a more pleasant environment for cycling. A proactive Framework Travel Plan will be implemented to encourage and enable people living and working at the development to choose to travel by sustainable modes. A Transport Assessment has been produced in consultation with Bury Council and Transport for Greater Manchester. It includes a review of the impact of the development on the local highway network, concluding that the proposed development will not have a significant impact when compared to the extant development already permitted on site.</p> <p>The proposals seeks to actively encourage the use of sustainable transport modes including the Prestwich Metrolink, located immediately adjacent to the site, existing bus services and walking and cycling connections. The Travel Hub includes 124 cycle spaces with a further 20 spaces within the landscaping areas of the full component.</p> <p>1 cycle space per new home will also be provided. The final quantum of which will be determined at reserved matters stage. There is also space within the landscaping areas of the outline component for up to 6 more cycle spaces.</p> <p>The Travel Hub also includes car club provision and 28 EV charging spaces.</p>
Parking	<p>The proposed Travel Hub (Plot G) on Fairfax Road will be a two minute walk to the Community Hub through new landscaped pedestrianised streets with places to stop and sit on the way. Following community feedback the masterplan now includes additional parking on Rectory Lane adjacent to the Community Hub (Plot A) for people with mobility issues.</p> <p>Extensive data on the use of the existing car parks on site has been gathered and used to form the basis of the parking strategy and to ensure that the proposed parking can accommodate future demand, while also encouraging travel to and from the village by sustainable modes. Through the planning application, monitoring of the car parking will continue to be undertaken.</p>

	<p>The parking situation on surrounding streets will be monitored and mitigation, through Traffic Regulation Orders, put in place as required. The Traffic Regulation Orders will be secured through a Section 106 legal agreement.</p>
Sustainability	<p>The development will include energy and water efficient buildings to minimise carbon in operation and seek to use sustainable building materials to reduce upfront embodied carbon. The proposals are targeting BREEAM “Excellent” with an aspiration to achieve BREEAM “Outstanding”.</p> <p>The applicant is planning to include a significant amount of new trees, planting and nest boxes to make the site more biodiverse and wildlife friendly, alongside green infrastructure including rain gardens, which will act as sustainable urban drainage systems, and electric vehicle charging points.</p> <p>Active travel will be promoted with connections to local walking and cycling routes, cycle storage, and easy access to Prestwich’s frequent tram and bus services.</p> <p>A thoughtful balance has been achieved by incorporating both photovoltaic panels and green roofs, strategically harnessing their unique advantages where appropriate. Photovoltaic panels will be installed on Plots A and B and Air Source Heat Pumps are located within the dedicated external plant enclosures.</p> <p>Biodiversity features are proposed across the masterplan including street trees and rain gardens and green roofs included for the Market Hall (Plot C) and the single storey element of the Community and Retail Hub (Plot A). A 40% biodiversity net gain is achieved which is a significant benefit of the scheme.</p>
Maintenance, crime and anti-social behaviour	<p>The proposals have been reviewed by Greater Manchester Police (GMP) as part of a Secure By Design assessment of the proposals, which is required for planning. GMP have set out a series of measures that the designs will need to accommodate and provide in the delivery of the masterplan. Details of this are available in the Crime Impact Statement.</p>
Commercial space	<p>The amount of retail space was increased following the first conversation. The masterplan includes a range of retail unit sizes, including smaller spaces that would be suitable for independent operators, including a new Market Hall. Whilst it is too early in the process to provide information on rents the applicant is delivering the scheme with the aim of providing a number of retail and leisure spaces that have accessible price points for independent businesses.</p>
Engagement with existing tenants	<p>The applicant has been actively engaging with existing tenants of the Longfield Centre for a number of years about their plans for the future and interest in being part of the scheme. During the consultation process this included a tenant drop-in session at Prestwich library and various one-to-one meetings.</p>
Phasing strategy and meanwhile use	<p>As part of planning the delivery of the project, the applicant will prepare construction management and phasing plans, which will prioritise minimising disruption for local residents and businesses. This will include putting in place a variety of measures such as considerate work hours, and noise and dust mitigation measures.</p>

	<p>The construction works will be undertaken by a reputable construction company. The contractor will be required to meet the requirements of a Construction Environmental Management Plan (CEMP), which details the phasing, logistics and impact on the environment. The CEMP will be reviewed and approved by the Council’s Planning Department before works commence on site. The CEMP will cover all aspects of construction, including but not limited to noise, air quality, dust, vehicle movements, site welfare, etc.</p> <p>The applicant is also looking at the potential to provide temporary space for existing retailers during the construction of the scheme to help retailers transition from their existing premises to the new scheme.</p>
Air quality	<p>The potential air quality impacts of the development during construction and operation have been assessed as part of an Air Quality Assessment.</p> <p>A construction dust impact assessment was undertaken in accordance with Institute of Air Quality Management (IAQM) guidance. It was concluded that with appropriate mitigation measures implemented, it is anticipated that dust generation and emissions from construction site activities will not be significant. An Air Quality and Dust Management Plan (AQDMP) will form part of a Construction Environmental Management Plan (CEMP) which conforms to the requirements of Bury Council and will be provided prior to the start of any on-site works.</p> <p>The Air Quality Assessment concluded that the impact of the development on existing and future occupants of the site is likely to be negligible and therefore no mitigation measures are required. Further information can be found in the Air Quality Assessment which forms part of the planning application.</p> <p>Overall, it was concluded that with the provision of appropriate mitigation measures, construction activities and operation impacts will have no significant effects on local air quality. It can therefore be concluded that there are no air quality constraints to the construction and operation of the development.</p>

Table 7: Consultation Theme and Responses

Summary

- 6.20 The applicant has undertaken significant pre application consultation with Bury Planning and Highways Officers and Place Matter alongside the local community and stakeholders.
- 6.21 The approach taken has been multi staged, with a number of meetings spanning the development of the proposals, and various consultation methods have been used to allow for a wide spreading and diverse approach to speaking to members of the local community. Methods utilised have included in person drop in meetings, consultation liaison groups and the use of websites and social media.

6.22 The Applicant has provided a response to the comments raised throughout the pre application process, many of which have been incorporated into the proposals.

7 PLANNING POLICY FRAMEWORK

- 7.1 This section of the SPS sets out the key planning policies at the national and local level, and other material considerations, which are relevant to the determination of the planning application.

The Development Plan

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with policies contained within the Statutory Development Plan unless material planning considerations indicate otherwise. The relevant adopted Development Plan Document ('DPD') is the Bury Unitary Development Plan (adopted 29th August 1997).

Bury Unitary Development Plan

- 7.3 The Bury Unitary Development Plan ("UDP") was adopted by the Council on the 29 August 1997. The UDP acts as a guide for the future development or protection of land in the Borough and its policies and proposals currently form the basis for the Council's decisions on planning applications. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue to be used to make planning decisions.

Secretary of State Letter – Saved Policies

- 7.4 The Council had to decide which UDP policies they wanted to keep until the new Local Plan was adopted. The Secretary of State then had to decide which policies could be kept. All policies were kept apart from Policy OL7/1 East Lancashire Paper Mill Water Catchment Area which expired on 27 September 2007. In a letter dated 18 September 2007, the Secretary of State confirmed that all other policies were saved as of 27 September 2007 but also states:

"Following 27 September 2007, the extended policies should be read in context. Where policies were adopted some time ago, it is likely that material considerations, in particular the emergence of new national and regional policy and also new evidence, will be afforded considerable weight in decisions..."

Consistency of the UDP Policies with the National Planning Policy Framework

- 7.5 In March 2013, the Council issued a document⁹ which undertook a comprehensive assessment of all UDP Policies to determine their consistency with the National Planning Policy Framework 2012 (“the Framework”). In broad terms, the document concluded that the UDP was consistent with the Framework but also highlighted a number of areas where policies may be partially at variance with the Framework and where policies in the Framework would supersede all or part of a UDP Policy.
- 7.6 Since March 2013, the Framework has been updated in July 2018, June 2019, July 2021 and September 2023 and again in December 2023. It is not believed that the Council has undertaken a further review of the UDP against the updated Framework policies. However, it is noted that the majority of the UDP policies relevant to the principle of development are consistent or partially consistent with the Framework.

Site Allocation

- 7.7 In policy terms, the Site has two key areas:

1) Land to the North of Fairfax Road

- 7.8 This part of the Site is not designed for a specific use (i.e., “white land”).

2) The Village Centre (Land south of Fairfax Road)

- 7.9 Rectory Lane, which runs around the eastern and southern boundaries of the Site is not allocated for a specific use (i.e. “white land”). Beyond this 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)

⁹ [Unitary-Development-Plan-Consistency-of-policies-with-National-Planning-Policy-Framework \(bury.gov.uk\)](https://www.bury.gov.uk/unitary-development-plan-consistency-of-policies-with-national-planning-policy-framework)

- **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 – marked as yellow hatch on Figure 2 by Asteer for clarity).

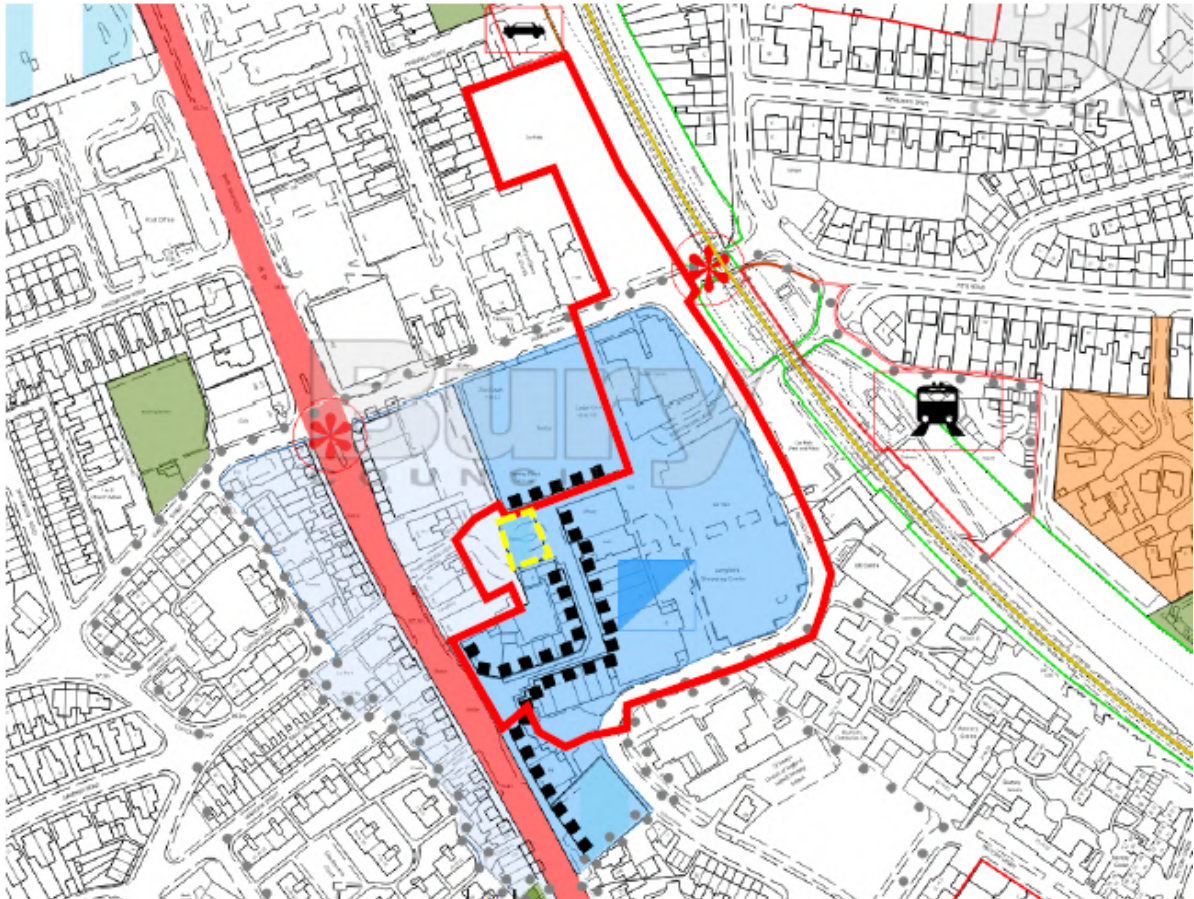


Figure 5: UDP Policies Map (approximate site red line added by Asteer)

Key Policies Relating to the Principle of Development

- 7.10 The following section identifies the key local planning policies relevant to the Site and the principle of the proposed land uses / type of development proposed by the hybrid planning application. All other policies relevant to the determination of the application are summarised in the Policy Schedule enclosed at **Appendix 5**.

Town Centre and Community Policies

- 7.11 **Policy S1 Existing Shopping Centres** states that the Council will seek to protect, maintain and enhance the role and function of the existing hierarchy of shopping centres within the

Borough. The policy identifies that the concentration of shopping within town centres, in association with other services such as administration, entertainment and cultural facilities, confers a number of very important benefits, in particular:

- the provision of jobs, shops and other facilities within established centres is likely to offer one of the best prospects for reducing journeys by road and assisting in the pursuit of sustainable development;
- it helps consumers by providing competition, choice and the opportunity to make a variety of purchases and use non-retail services in a single trip;
- it can assist accessibility for shoppers using either private or public transport; it helps to provide a focus of community identity;
- it helps public transport by focusing demand at a limited number of locations where it can be served efficiently;
- it supports substantial levels of infrastructure investment which has taken place in the centres, which should be used to maximise and realise further urban regeneration;
- it can help to support the main buildings/areas of historical and architectural interest in centres which, if these are to be conserved, rely on commercial viability being maintained;
- it can help to enhance the image, character and well-being of a centre which, in turn, can influence visitor's perceptions of the wider area as a whole and help to attract further investment.

7.12 **Policy S1/2 Shopping in Other Town Centres** states that the Council will seek to maintain and strengthen the retail roles of Ramsbottom, Radcliffe and Prestwich Town Centres. The Council will support modest increases in shopping floorspace; however, the main emphasis will be on consolidation and enhancement.

7.13 **Policy S2 Control of New Retail and Non Retail Development:** notes that the Council will seek to protect and enhance the vitality and viability of the Borough's shopping centres by encouraging and controlling the type and location of retail and non-retail development to benefit the retailing activities of the centres.

7.14 **S2/1 – All New Retail Proposals Assessment Criteria** states that the Council will support new retail development proposals which accord satisfactorily with the following factors:

- are within or immediately adjoining the main shopping area of existing centres;
- sustain or enhance the vitality and viability of a centre;
- are accessible by and would encourage greater use of public transport;
- are in conformity with other policies and proposals of the Plan.

7.15 Having successfully established the principle of development, all retail proposals will be considered with regard to their environmental impact and must take account of the following factors:

- they should have regard to their surroundings in terms of design, scale, height, bulk, use and colour of materials and landscaping;
- the effects on the environment of the area as a result of increased traffic generation and servicing;
- the design of the proposal with regard to safety and security for shoppers, workers, visitors and surrounding occupiers;
- the effects on the amenity of nearby residents or businesses by reason of noise, smell, litter or opening hours;
- access and, where appropriate through negotiation, facilities for the mobility impaired;
- the provision of associated facilities. Where applicable, proposals should attempt to provide an appropriate level of additional community benefit and/or offset the loss of or impact on any amenity or resource present on the site. The following facilities serve as examples; creche/children's play, baby changing and feeding, public conveniences (including provision for the disabled) and recycling facilities;
- the provision of adequate car parking and servicing.

7.16 **Policy S2/2 - Prime Shopping Areas and Frontages** states that within prime shopping areas identified in the Borough's town centres, the Council will seek to maintain retailing (Class A1) as the predominant land use at ground floor level. Proposals for change of use or redevelopment within these areas will be assessed on their merits and by taking into account the following factors:

- a) the design and appearance of the proposed frontage;

- b) the maintenance or provision of a display window at ground floor level, where appropriate;
- c) access for the mobility impaired, where appropriate and through negotiation with the developer;
- d) whether the proposal will give rise to disturbance or nuisance;

7.17 In addition, where a proposal would lead to more than 10% of any identified prime shopping frontage being in non-retail (Class A1) use, the Council will also take into account the following factors:

- e) the location and prominence of the proposal within the prime shopping frontage;
- f) the number, distribution and proximity of other premises in non-retail (Class A1) use or with planning permission for such uses;
- g) the particular nature and character of the use proposed, including the level of activity associated with it.

7.18 **Policy S2/3 Secondary Shopping Areas and Frontages** notes that within secondary shopping areas identified in the Borough's town centres, and in the main shopping areas of district centres, the Council will seek to maintain retailing (Class A1) as the predominant land use at ground floor level. Proposals for change of use or redevelopment within these areas will be assessed on their merits and by taking into account the following factors:

- the design and appearance of the proposed frontage;
- the maintenance or provision of a display window at ground floor level, where appropriate;
- access for the mobility impaired, where appropriate and through negotiation with the developer;
- whether the proposals will give rise to disturbance or nuisance;

7.19 In addition, where a proposal would lead to more than 40% of any identified secondary shopping frontage being in non-retail (Class A1) use, the Council will also take into account the following factors:

- the location and prominence of the proposal within the secondary shopping frontage;

- the number, distribution, and proximity of other premises in non-retail (Class A1) use or with planning permission for such uses;
- the particular nature and character of the use proposed, including the level of activity associated with it.

7.20 **Policy S3/1/29 'The Longfield Centre, Prestwich'** notes in developing this Site, proposals will be required to demonstrate that sufficient and/or alternative open space can be provided within the Centre as a whole. This could be achieved through refurbishment and/or wider environmental improvements, including more efficient use of public space. Such an approach was incorporated into a scheme to refurbish the whole shopping centre, including the construction of four new retail units on this Site, granted full planning permission in May 1991.

7.21 **Policy TC1 Town Centres** states that the Council will seek to protect, maintain and improve the town centres of Bury, Ramsbottom, Radcliffe and Prestwich. These four main centres have been identified as areas which need special attention to:

- affirm their roles as important commercial, retail and social activity centres;
- to encourage the provision of appropriate new facilities; and
- to improve the quality of the local environment.

7.22 **Policy TC2 Town Centre Enhancement and Development** states that the Borough's town centres will be encouraged to develop as the principal focal points for cultural, leisure, business, professional services, commercial and retailing activities.

7.23 **Policy TC2/2 Mixed Use Development:** The Council will encourage and support compatible mixed use development within the town centres.

7.24 **Policy CF1 Proposals for New and Improved Community Facilities** states that proposals for new and improved community facilities will generally be looked on favourably by the Council. It is to everyone's benefit that there are community facilities, such as hospitals, clinics, places of worship, nurseries, schools, meeting places and care facilities of a high standard, in sufficient numbers and in the right locations. The Council will, therefore, generally look favourably on proposals for additional or improved community facilities, where these do not conflict with amenity or the local environment.

Employment Policies

- 7.25 **Policy EC5 'Offices'** states that the Council is concerned to attract new office development and will support proposals for such developments in appropriate locations, including town centres.
- 7.26 **Policy EC4 Small and Growing Business** states that the Council will ensure that the needs of small and growing businesses are met by looking favourably on proposals for such developments, where these do not conflict with other policies and proposals of the Plan.

Residential Policies

- 7.27 **Policy H1 Housing Land Provision** states that the Council will ensure that sufficient land is identified to allow for the development of 7,200 new dwellings within the period mid-1986 to mid-2001.
- the need to direct development towards the urban area;
 - the availability of infrastructure;
 - the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
 - the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
 - other policies and proposals of the Plan.

- 7.28 **Policy H4 Housing Need** notes the Council will encourage the provision of a range of housing types and tenures as appropriate to the housing needs of the Borough.

- 7.29 **Policy H4/1 Affordable Housing** states that the Council will encourage the provision of affordable housing through negotiation, partnership agreements and the identification of land suitable for such purposes.

Other Material Planning Considerations

- 7.30 There are a series of other planning policy guidance documents at a local and national level that are relevant to the determination of this application.

Emerging Bury Local Plan

- 7.31 The Council is currently in the process of preparing a new Local Plan that will guide future development in the Borough. Together with the Places for Everyone (PfE) joint

development plan (which will form the statutory strategic development plan for the majority of Greater Manchester), the Local Plan will form a key part of Bury's development plan and, once adopted, these documents will both be used as the basis for determining future proposals for the next 20 years or so.

7.32 Whereas the PfE will deal with strategic planning matters that are of significance across the Joint Plan area (such as identifying future levels of housing and employment growth), Bury's Local Plan will contain a range of locally-specific planning policies and identify local sites where development should be built as well as areas where development should be restricted or controlled.

7.33 The Council consulted on the policy directions for the emerging Bury Local Plan in 2018. Given the very early stage of the Plan and that it is likely that significant changes will be made following the adoption of the PfE, no weight is attached this document.

National Planning Policy Framework

7.34 The revised National Planning Policy Framework ("the Framework") was published in July 2018, with a subsequent iteration published on February 2019, July 2021, September 2023. The NPPF was most recently updated in December 2023. The Framework sets out the Government's planning policies and guidance and how this is to be applied. The Framework is a material consideration in the determination of planning applications.

7.35 The following paragraphs of the Framework are relevant to the determination of this planning application:

- **Paragraph 8 (sustainable development)**
- **Paragraph 11 (the presumption in favour of sustainable development)**
- **Paragraph 38 (pre-application engagement)**
- **Paragraph 40 (pre-application engagement and front loading)**
- **Paragraph 48 (decision making)**
- **Paragraph 60 (delivery of homes)**
- **Paragraph 85 (expanding businesses)**
- **Paragraph 90 (town centres)**
- **Paragraph 91 (sequential test)**

- Paragraph 94 (town centre impact assessment)
- Paragraph 96 (healthy and safe communities)
- Paragraph 97 (social, recreational and cultural facilities)
- Paragraph 108 (transport issues)
- Paragraph 114 (sustainable transport)
- Paragraph 115 (highways)
- Paragraph 116 (transport and accessibility)
- Paragraph 117 (travel plan)
- Paragraph 123 (effective use of land)
- Paragraph 131 (good design)
- Paragraph 135 (quality and architecture)
- Paragraph 136 (trees)
- Paragraph 160 (renewable and low carbon energy)
- Paragraph 180 (natural environment)
- Paragraph 195 (heritage assets)
- Paragraph 200 (determination of heritage assets)
- Paragraph 208 (less than substantial harm to heritage assets)
- Paragraph 209 (non-designated heritage asset)

Planning Practice Guidance

7.36 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is regularly updated and is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the NPPF. It is therefore a significant material consideration in the determination of the application.

The Emerging Places for Everyone Joint Development Plan Document

- 7.37 Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. When adopted, it will form part of the statutory development plan for Bury, and will contain strategic planning policies with which the emerging Bury Local Plan must be consistent.
- 7.38 The Plan was considered at the Places for Everyone Joint Committee on 20 July 2021 and was subsequently approved by each of the nine districts for publication under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 7.39 The Plan is the result of a process that began as the Greater Manchester Spatial Framework ('GMSF') in 2014 and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the GMSF during 2021.
- 7.40 Consultation on the Publication Stage Plan took place between 9th August and 3rd October 2021. GMCA submitted the Places for Everyone Joint Development Plan Document for examination under section 20(1) of the 2004 Act on 14 February 2022. Examination hearings were held between 1 November 2022 and 5 July 2023.
- 7.41 On the 11th of October 2023 the plan moved to the Main Modifications stage which is open until the 6th December 2023. It is understood that at present, Inspectors consider the Plan sound and that no objections currently stand to the policies listed below. On that basis we consider significant weight can be applied to the relevant PfE policies.
- 7.42 Relevant policies from PfE are detailed below.
- 7.43 **Policy JP-Strat 5 Inner Areas** notes that the continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of new development will be accommodated in these highly accessible and sustainable locations.
- 7.44 **Policy JP-Strat 6 Northern Areas** states that there will be a strong focus on making as much use as possible of suitable previously developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer.

- 7.45 **Policy JP-Strat 12 Main Town Centres** states that 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. 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.
- 7.46 **Policy JP-H 1 Scale, Distribution and Phasing of New Housing Development** supports the brownfield first approach in PfE.
- 7.47 **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.
- 7.48 **Policy JP-J3 Office Development** notes that 2,019,000 sqm of accessible new office floorspace will be provided over the Plan period with a focus on the City Centre, The Quays, Manchester Airport and Town Centres. With regard to Town Centres, the policy will focus on Centres offering a strong local profile and lower cost options with excellent public transport connections and access to services. Opportunities will be sought to significantly increase the supply of new office floorspace beyond that currently identified in the northern parts of the Region.
- 7.49 **Policy JP-P1 Sustainable Places** seeks to make Greater Manchester one of the most liveable city regions in the world. All development, where appropriate should be:
- Distinctive;
 - Visually stimulating;
 - Socially inclusive;
 - Resilient;
 - Adaptable;
 - Durable;
 - Resource-efficient;
 - Safe;
 - Accessible; and

- Well connected.

7.50 **Policy JP–P3 Cultural Facilities** states that the Greater Manchester Combined Authority will proactively develop and support cultural businesses and attractions in cities and towns.

7.51 **Policy JP-P6 Health** states that to help tackle health inequality, new development will be required as far as practicable to maximise positive contribution to health and wellbeing and support healthy lifestyles through the use of active design principles. Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents.

Emerging Prestwich Village Neighbourhood Plan

7.52 Bury Council Cabinet approved the application for the designation of a Neighbourhood Area and Neighbourhood Forum for Prestwich Village on the 7th of June 2023.

7.53 It is understood that the newly formed Prestwich Village Neighbourhood Forum are now in the process, with assistance from Bury Local Council, of developing a Draft Neighbourhood Plan.

7.54 If adopted, the Neighbourhood Plan will become part of the development plan with regard to development within Prestwich Village. At present, there are no published timescales for the adoption of the Plan. It can therefore be considered that the Emerging Plan is likely to have very limited weight in the determination of the application.

Love Prestwich Village (2009)

7.55 The 'Love Prestwich Village' Strategy is a 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.

7.56 The key features of the Love Prestwich Strategy are as follows:

- To strengthen Bury New Road's function as a traditional high street.
- To promote Prestwich as the gateway to areas of parkland – by promoting and improving linkages to Heaton Park and the Croal Irwell Valley Regional Park.
- To promote the concept of a Community Hub - by supporting the introduction of a range of uses into the town centre that provide for the needs of its surrounding

neighbourhoods and local communities in terms of providing a place where people can meet, socialise, access services and shop.

- To regenerate the town centre - by prioritising the redevelopment of the Longfield Centre anchored by a new food supermarket and including provision for smaller units to accommodate retail and other supporting town centre uses and community facilities.
- To improve access and provide additional parking – by supporting schemes to improve access into the Longfield Centre, to create a more permeable street network and to provide additional parking in order to encourage greater use of the town.
- To improve the public realm within Prestwich – by supporting an integrated programme of environmental works that change the appearance of the town and which live it a ‘village’ feel.
- To improve community infrastructure - by consolidating and improving existing community facilities to form a cluster of community infrastructure at the heart of the town.
- To diversify Prestwich - by promoting opportunities for living and working by encouraging the introduction of higher density residential uses and office space in the more central areas.
- To promote the concept of Prestwich becoming a ‘low carbon village’.

Bury Retail Study (2012)

7.57 In 2012, Drivers Jonas Deloitte produced an updated draft Retail Study for Bury. The study forms part of the Local Plan evidence base and has been prepared to assess the need and capacity for additional retail floorspace within the borough up to 2028. The study assesses the retail capacity for each of the catchment zones of the borough’s main town centres:

- Zone 1 – Bury;
- Zone 2 – Ramsbottom;
- Zone 3 – Prestwich; and
- Zone 4 – Radcliffe.

7.58 A summary of the relevant parts of the Study is provided below. It should be noted that the document is more than 10 years old and it is therefore not reflective of the current retail position in Prestwich.

Type and Size of Existing Accommodation

7.59 The Study outlines that Prestwich contains a mix of ages of accommodation with older properties along Bury New Road, the units within the Longfield Centre and more modern units within the Radius scheme and the nearby Marks and Spencer store. The centre is described as fairly elongated although its core is around the Longfield Centre and Radius scheme adjacent to the centre's main car parking and the Metrolink stop. The Study makes it clear that the size and variety of accommodation would be improved following the redevelopment of the Longfield Centre which would provide more modern retail units that are better suited to national multiple retailers.

7.60 The centre's proportion of units and floorspace of service units is around the national average although the proportion of comparison goods units and floorspace is below the national average and indeed, the lowest of the four town centres within the Borough. This is also reflected in the low comparison goods market share of Prestwich of 16%. This suggests a qualitative need for additional comparison goods floorspace in contrast to the lack of identified quantitative comparison goods need within the centre.

In-Centre Survey Results

7.61 As part of the retail study, surveys were undertaken in Prestwich Town Centre on Friday 9 September and Monday 12 September 2011. The most common suggestions of improvements to Prestwich from the in-centre surveys were the provision of more shops and the improvement of the environment of the centre. The availability and cost of parking was also identified as an issue. A number of respondents also specified a need to 'knock it down and start again' which in conjunction with the factors above and Prestwich's currently low comparison goods market share demonstrate the importance of bringing forward the regeneration and redevelopment of the centre, currently proposed in the form of a foodstore-led redevelopment of the Longfield Centre, to rectify the issues identified by users of the centre.

Overall Qualitative Needs

7.62 There is a clear need in Prestwich for additional retail development. This is currently proposed in the form of the foodstore-led redevelopment of the Longfield Centre. As this has Planning Permission it is treated as a commitment within the quantitative retail assessment and as a result takes up almost all identified capacity within the town centre

at current market share over the study period (with the exception of a small amount of convenience goods expenditure capacity from 2023 onwards).

- 7.63 This development should it occur would also address the majority of the qualitative needs identified above through providing new shops and a more modern environment. The degree to which the proposals address the centre's current deficiencies will be dependent upon the eventual occupiers of the retail units and overall quality of design of the development. Bury Council should keep this under review to assess if there is a further qualitative need that would justify additional floorspace over and above that proposed within the Longfield Centre redevelopment.

Convenience Goods

- 7.64 The Study identifies that there is insufficient capacity to justify a notable amount of additional convenience goods floorspace within the Prestwich zone throughout the study period following the development of the Longfield Centre. Given the zone's currently high level of market share, it is not considered that there is scope to increase this significantly following the implementation of the Longfield Centre proposals.

Conclusion

- 7.65 There is no quantitative capacity for additional convenience goods floorspace within Zone 3 over the short to medium term in addition to the Committed Longfield Centre redevelopment proposals. The redevelopment of the Longfield Centre, if built out, will contribute substantially to the vitality and viability of the town centre.
- 7.66 The Longfield Centre planning permission granted to Hollins Murray Group in 2009, as referenced in the Retail Study Update, was never built out. The planning permission included 8,643 sqm of retail floorspace, further 1,287sqm for a new library and 3,360sqm of new office space. The proposals which form this planning application include 2,940 sqm of retail floorspace across Plots A, B, C, D, E and F which is significantly lower than the Hollins Murray proposal.

Five Year Supply Statement (April 2022)

- 7.67 In April 2022, the Council published a five year housing land supply statement. The statement acknowledges that the housing target for Bury will be established through the PfE plan and that the document does not take into account PfE allocations because the plan has not been through independent examination.

7.68 The report concludes that the Council can demonstrate between a 2.3 and 2.6 year supply, dependant on the buffer applied.

Housing Delivery Test

7.69 In February 2019, the Government released the 'Housing Delivery Test' figures for all local authorities in England for the first time. The test is an assessment of whether Council's and other planning authorities are overseeing development of enough homes for their areas.

7.70 Housing Delivery Test figures from 2021 show that Bury requires an annual delivery of 1547 homes with 52% delivered and therefore the Council must now prepare and follow an Action Plan.

Supplementary Planning Guidance

7.71 There are also a number of other non-statutory supplementary planning guidance documents that have informed the development of the masterplan, these include:

- SPD 1 - Open space, sport and recreation provision in new housing development (2015).
- SPG 2 - Wildlife links and corridors (2001).
- SPG 3 - Planning out crime in new development (2001).
- SPG 4 - Percent for public art (2003).
- SPG 5 - Affordable housing provision in new residential developments (2004).
- First Homes Policy Position Statement (2022).
- SPD 7 - Managing the supply of housing land in Bury (2009).
- SPD 11 - Parking standards in Bury (2007).
- SPD 12 - Travel plans in Bury (2007).
- SPD 14 - Employment land and premises (2011).
- SPD 16 - Design and layout of new development (2008).
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Summary

7.72 The Site is subject to a range of UDP town centre policies, alongside a site allocation for the redevelopment of the Longfield Centre, which comprise:

- Prestwich Town Centre Area (Area AR1 – Longfield Centre / Bury New Road)
- Shopping in Other Town Centres (Policy S1/2)
- Prime Shopping Area and Frontages (Policy S2/2)
- Secondary Shopping Areas and Frontages (Policy S2/3)
- S3/1/29 - The Longfield Centre, Prestwich

7.73 These policies support the diversification of uses and regeneration of Prestwich Town Centre.

8 KEY PLANNING CONSIDERATIONS

- 8.1 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, is the saved policies from the Bury Unitary Development Plan (“UDP”), which was adopted in 1997 (policies saved in 2007).
- 8.2 This section assesses the proposals against the relevant adopted policies of the statutory Development Plan and other material considerations, including the Framework and emerging PfE Plan.
- 8.3 An assessment of the following is set out in this section:
- Principle of Development;
 - A Sustainable and Accessible Location
 - Highways Impact and Car Parking;
 - Public Realm and Landscaping;
 - High Quality Design;
 - Residential Amenity;
 - Sustainability and Energy; and
 - Heritage.

Principle of Development

- 8.4 The regeneration of Prestwich Village has been a longstanding aspiration of Bury Council, key stakeholders and the local community, with a particular focus on the wholesale redevelopment and regeneration of the Longfield Centre. The principle of the regeneration of the Longfield Centre for a mix of uses is supported in adopted and emerging planning policy and other material considerations, including:
- **The Bury UDP** – which seeks to improve protect, maintain and improve the main centres of Bury, Ramsbottom, Radcliffe and Prestwich through Policy S1.

- **The Love Prestwich Masterplan** – which is a material planning consideration that fully supports the wholesale redevelopment and regeneration of the village for a mix of uses.
- **Bury's Lets Do It! Strategy** – which seeks to secure and deliver investment in the Borough's Centre's, including Prestwich, to 'stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation' by supporting high quality and sustainable housing; community space; a public service hub; a new library; and flexible spaces for local entrepreneurs.
- **The Emerging Places for Everyone Plan** – which supports the regeneration of brownfield sites and town centres for a mix of town centre uses through Strategic Objective 2 and Policy JP-Strat6: Northern Areas.

8.5 Whilst the UDP is now 26 years old, the policies still form the statutory Development Plan and starting point for decision making purposes. As set out in Section 7, the Council undertook an assessment of the UDP policies against the Framework in 2013. Whilst the Framework has since been revised, the general thrust of its policy direction remains and it is the Council's position that the saved policies from the UDP are consistent with the Framework.

8.6 However, given the age of the UDP, the Framework is a key material consideration in the determination of this planning application. Furthermore, the PfE Plan is now at Main Modifications stage and also carries weight for decision making purposes. No objections have been raised to the relevant PfE policies referenced within this SPS, and therefore significant weight should be attached to the Framework and the relevant PfE policies which support and encourage the redevelopment and regeneration of previously developed land and buildings within town centres and seek to maximise development densities in sustainable and accessible locations.

Assessment of Proposed Land Uses

8.7 The redevelopment of Prestwich Village will facilitate the regeneration of an accessible and sustainably located previously developed site. The proposals will support a more efficient use of this town centre previously developed site, supporting a wholly appropriate mix of town centre uses, including retail, leisure, commercial, community and residential. Set out below is an assessment of the proposed land uses against the relevant local and national planning policy.

Retail and Leisure Development

- 8.8 At a local level, the role of the town centre is recognised by UDP Policies S1/2 and S2 which seek to maintain and strengthen the retail role of Prestwich town centre to ensure that it remains as attractive as possible, and its vitality and viability is maintained. The entire Site is located within the town centre boundary and all of the land south of Fairfax Road, save for Rectory Lane itself, is allocated for town centre / shopping uses by the UDP (Policies PR1, S1/2, S2/2, S2/3 and S/3/1/29).
- 8.9 In addition, the Love Prestwich Masterplan (2009) seeks to create a place where the local community shop, meet and socialise with a particular need to regenerate the retail, leisure and evening economy offer by attracting new customers and retaining a balance between large and independent businesses.
- 8.10 The Council's retail evidence base is from 2009 and therefore it does not accurately reflect the existing situation within the village centre. However, the Study does recognise the importance of the redevelopment of the Longfield centre and the substantial contribution it would make to the vitality and viability of the town centre and its attractiveness. At the time of the study, surveys were undertaken and one of the main suggestions was that the environment of the centre needed to be improved.
- 8.11 Of particular importance, all of the proposed retail and leisure floorspace is within the defined town centre boundary and therefore the principle of retail, leisure and other main town centre development is fully supported by local and national planning policy.
- 8.12 It is acknowledged that Prestwich has an existing retail offer which includes a mix of national and independent retailers and is a well-used village centre. There is currently approximately 3,500 sqm of retail floorspace within the application site, with an occupancy rate of approximately 65%. However, the dilapidated built environment, specifically the Longfield Centre which was developed in the 1970's, is a barrier to the village centre's potential and economic growth which is recognised in the Love Prestwich Masterplan document and this planning application seeks to address these barriers.
- 8.13 The proposals include up to 2,940 sqm of modern, flexible retail floorspace within the defined town centre which will be delivered across Plots A, B, C, D, E and F and proposes a range of unit sizes, with an emphasis on providing space for independent and local retailers through the delivery of a new Market Hall (Plot C), commercial and retail uses (Plot B) and integrated retail offer within the Community Hub (Plot A). The proposals seek to deliver as much ground floor retailing as possible to create active streets, units which are accessible to all and retain primary shopping frontages wherever possible. The

proposed design, layout and public realm would be a significant improvement to the existing environment and would create a place where people can enjoy shopping in a safe and visually pleasing environment.

- 8.14 Emerging PFE Policy JP-Strat6: Northern Areas seeks to significantly increase the competitiveness of the northern areas by focusing on making as much use as possible of suitable previously developed land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer.
- 8.15 Whilst the PFE focuses on the main centres (JP-Strat12) which in this context is Bury, the document stresses the importance of the main town centres needing to adapt and respond to changing circumstances if they are to continue to flourish and successfully meet the needs of surrounding communities and that the investment in the town centres of the northern districts will be vital (JP-Strat5). These principles can also be applied to Prestwich and the proposals seek to deliver a new village centre which meets the needs of the existing and future community by regenerating previously developed land and building which will enhance Prestwich's role as a town centre within the Borough.
- 8.16 The Framework recognises the important role that town centres play as the focal point for retail and leisure provision. Paragraph 90 of the Framework requires planning policies and decisions to support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- 8.17 In addition, Paragraph 90 of the Framework seeks to retain and enhance existing markets and where appropriate, reintroduce or create new ones. The proposals offer opportunities for regular markets to take place within the village centre and the DAS prepared by JMA and Planit sets out how the markets could work within the village centre. The market proposals accord with Paragraph 90 of the Framework and also support the Love Prestwich Masterplan's aspiration to regenerate the retail, leisure and evening economy.
- 8.18 Paragraph 91 of the Framework requires Local Planning Authorities to apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan. Main town centres uses should be located in own centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. As mentioned above, all of the proposed retail, leisure and main town centre uses are located within the town centre boundary and therefore a sequential assessment is not required. For the same reasons, an Impact Assessment is not required (Paragraph 94 of the Framework).

8.19 In view of the above, the principle of retail and leisure development is entirely acceptable in accordance with UDP Policies PR1, S1/2, S2/2, S2/3 and S/3/1/29; emerging P/E Policies JPA-Strat6, JP-Strat5 and JP-Strat12 and Paragraphs 90, 91 and 94 of the Framework and the Love Prestwich Masterplan. Whilst there is a marginal reduction in the amount of retail floorspace within the village centre, the proposed modernisation and diversification of the retail offer through the provision of floorspace for a range of retailers including independents and the regeneration of the built environment to create a village centre that existing and future residents enjoy and can be proud of will ensure the viability and vitality of the village centre grows and this is a significant benefit of the proposed development.

Community and Civic Development

8.20 UDP Policy S1 recognises that existing town centres should provide not only shopping facilities but other services for the community. Prestwich village centre includes the existing Prestwich Library and Longfield Suite which has historically provided meeting space for the local community and is an importance facility for local people.

8.21 UDP Policy CF/1 relates to the location of new community facilities and sets out criteria for which proposals should be assessed against including matters such as; residential amenity and the local environment, traffic generation and car parking provision, scale and size, access to other services, accessibility by public transport and the needs and requirements of the disabled. An assessment of the proposals against these criteria is set out below.

8.22 It is a key aim of the masterplan to deliver community space and civic services to serve the village centre in accordance with UDP Policy CF/1 and S1. The Community and Retail Hub (Plot A) includes a new library and community meeting spaces at ground floor which will be able to be used by local community groups. The upper floors of the Community and Retail Hub have also been designed flexibly so that the existing health centre can be relocated to serve the community, subject to commercial discussions.

8.23 In accordance with UDP Policy CF/1, the proposed community uses will have no impact on the residential amenity of existing residents because the Community and Retail Hub faces into the square and events and meetings would take place inside the building. An assessment of traffic generation attributed to the proposed development has been undertaken by Civic Engineers and the provision of community facilities does not result in an unacceptable highway impact. With regards to car parking users of the community uses can park close by to the building, utilising the 10no spaces located to the rear of the

Community and Retail Hub on Rectory Lane or in the new Travel Hub which is a short walk from the building.

- 8.24 The scale and size of the development is appropriate and dedicates the entire ground floor to library / community uses. The building's location within the masterplan means it is close by to other shops and services and public transport such as the Prestwich Metrolink stop to the east of the Site (approximately 100 metres away) and bus services, making it a very sustainable location. The ground floor of the building has level access and the building includes a lift to ensure access for people with accessibility needs.
- 8.25 Emerging PfE Policy JP-P1 Sustainable Places recognises that all development should be socially inclusive and should promote a sense of community. Policy JP-P3 seeks to protect existing cultural and community venues and supports the development new cultural facilities. JP-P6 supports improvements in health facilities and facilitating greater integration of health and social care and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.
- 8.26 The proposed Community and Retail Hub has the ability to bring together community, cultural and healthcare facilities in one high quality, sustainable building so that they are easily accessible for all and encourage social inclusion, in accordance with emerging PfE policies.
- 8.27 Paragraph 97 of the Framework requires planning policies and decisions to plan positively for the use of shared spaces and community facilities. Paragraph 97 also requires established facilities and services, such as The Longfield Suite, to be able to develop and modernised so that they can be retained for the benefit of the community.
- 8.28 The proposals recognise that community meeting space is an essential part of the village centre and is well used by local residents. However, it is acknowledged that the existing Longfield Suite is dilapidated and no longer meets the needs of the range of community groups in Prestwich. The proposed Community Hub will provide a modern facility that can be adapted to suit the needs of particular groups in the community and will ensure that the provision of community floorspace can be retained in Prestwich for existing and future residents. This is a significant benefit of the proposals and the community uses such as a new library, community meeting space and a health centre are entirely acceptable in principle in accordance with UDP Policy CF/1; emerging PfE Policies JP-P1, JP-P3 and JP-P6 ; and Paragraph 97 of the Framework and will deliver significant social benefits for Prestwich.

Commercial Development

- 8.29 UDP Policy PR1 also recognises that in order to develop a balanced town centre, proposals which provide additional community facilities and/or enhance the centre's overall vitality and viability will be supported. UDP Policy EC5/2 relates to offices and supports proposals for office development in appropriate locations such as the town centres and other areas well related to public transport.
- 8.30 The Community and Retail Hub (Plot A) will deliver a new building for Bury Council which includes flexible floorspace at floors 1 – 3 which could accommodate 1,890 sqm of either offices or medical centre floorspace, or a combination of the two, subject to the outcome of commercial discussions.
- 8.31 Similarly, the upper floor of the Retail Building (Plot B) has been designed flexibly so that it can accommodate 948 sqm of either office floorspace, health and fitness floorspace, or a combination of the two.
- 8.32 The emerging PfE places strong emphasis on supporting long term economic growth in Greater Manchester. At least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022 – 2039. Emerging Policy JP-J3 focuses new office development in the City Centre, The Quays, Manchester and in town centres, which can offer a strong local profile and lower cost options with excellent public transport connections and access to services. The proposals seek to deliver new office floorspace within a town centre location and in close proximity to the Prestwich Metrolink stop, local bus services and existing services and amenities.
- 8.33 Paragraph 90 of the Framework recognises that importance of allocating suitable sites to meet the needs of a range of town centre uses including offices and other main town centre uses such as health and fitness centres. Paragraph 85 requires planning policies to help create conditions where businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth. The proposals could include up to 2,838 sqm of office floorspace which will support economic growth and create a balanced and sustainable village centre.
- 8.34 Paragraph 91 of the Framework, requires Local Planning Authorities to apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan. Offices and other uses such as health and fitness are main town centre uses. Given that these uses are proposed within the town centre boundary no sequential assessment is required. For the same reasons, no Impact Assessment is required (Paragraph 94).

8.35 In view of the above, the principle of office and commercial development is acceptable in accordance with UDP Policies PR1, EC5, emerging PfE Policy JP-J3 and Paragraphs 85, 90, 91 and 94 of the Framework and will deliver new jobs and economic investment in Prestwich.

Residential Development

8.36 The housing targets set out in the UDP cover the period to 2001. However, the emerging PfE Plan recognises that there is a housing crisis and places a strong objective on directing new housing towards previously developed sites within the existing urban area, such as the application site. The PfE sets out that collectively Bury will need to deliver on average 452 dwellings per annum through the period 2022 – 2039, or 7,678 in total. This is a significant number of dwellings (Policy JP-H1).

8.37 UDP Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the Site, with regard to amenity, the nature of the local environment and the surrounding land uses. UDP Policy PR1 encourages and supports other appropriate ancillary town centres within The Longfield Centre and Bury New Road Area of the town centre. The Site comprises previously developed land, in a sustainable location in close proximity to existing infrastructure including the Prestwich Metrolink stop and existing bus services, residential amenity is considered further at paragraphs 8.56-8.58- of this SPS but it has been demonstrated that the proposals for residential development will not result in an unacceptable impact on residential amenity, and therefore in accordance with UDP Policy H1/2 and PR1, the application is a suitable location for residential development. This is further supported by the development of the Radius apartment building which introduced high density living into the village centre.

8.38 An overarching objective of the Framework is to significantly boost the supply of homes (paragraph 60). Paragraph 90 of the Framework recognise that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

8.39 Further, the Council is currently unable to demonstrate a five year supply of housing land and has not met the requirements of the housing delivery test which means that the presumption in favour of sustainable development (Paragraph 11 of the Framework) is engaged. The proposals include up to 210 new homes including open market and affordable properties and would make a significant contribution to the Council's current undersupply of housing.

8.40 Therefore, in summary the proposals are in accordance with UDP Policies H1/2 and PR1, the emerging PfE Policy JP-H1 and paragraphs 60 and 90 of the Framework.

Affordable Housing

8.41 Supplementary Planning Guidance 5: 'Affordable housing provision in new residential developments' states that proposals for residential development should provide at least 25% (59 units) of the total number of units to be provided as affordable housing.

8.42 The Applicant is committed to the delivery of affordable housing and is targeting 25% of homes across Plots D, E and F to be affordable, subject to viability. The affordable housing will be secured via Section 106 agreement.

8.43 The type and tenure of affordable housing will be agreed at reserved matters stage.

Indicative Housing Mix

8.44 An indicative residential mix is submitted (not for approval) for the residential development proposed by the outline component of the hybrid. The actual housing mix will be determined at reserved matters stage, but the indicative mix provides an indication of the types of dwellings that can be provided as part of the proposals.

1 bedroom	2 bedroom	3 bedroom
72	129	9
Up to 210		

Table 8 Indicative Housing Mix

8.45 The above housing mix evidences that an appropriate range of housing tenures can be accommodated within the proposals and provide suitable homes for a range of occupiers in a sustainable and accessible location.

Travel Hub

8.46 UDP Policy S2/1 requires all retail proposals to provide adequate car parking and servicing. UDP Policies HT2/4 and HT2/5 also support car parking within the town centre.

8.47 The Framework seeks to ensure that opportunities to promote walking, cycling and public transport use are identified and pursued and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places (Paragraph 108).

- 8.48 Paragraph 116 requires applications for development to address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive and respond to local character and design standards and be designed to enable charging of plug in and other ultra-low emission vehicles in safe and accessible and convenient locations.
- 8.49 Prestwich village has two existing surface car parks which are both within the Site; Fairfax Road car park and The Longfield car park. Together they provide 359 car parking spaces for the village. The importance of retaining car parking to ensure the vitality and viability of the village centre remains is a requirement which needs to be balanced against the promotion of sustainable transport modes given the Site's accessible location and direction from local and national government to encourage and promote sustainable travel.
- 8.50 The proposed Travel Hub will 275 spaces including EV charging, accessible spaces, car club spaces. There will also be secure cycle storage, postal lockers and information boards promoting and providing information regarding sustainable transport modes such as the Metrolink and bus infrastructure.
- 8.51 The principle of the Travel Hub is supported by UDP Policies S2/1, HT2/4 and HT2/5 and paragraphs 108 and 116 of the Framework. Further detailed consideration of the quantum of car parking is set out at paragraphs 8.71 – 8.76 this SPS.

Summary of the Principle of Development

- 8.52 Set out below is a table summarising the acceptability of the proposed land uses in planning policy terms which concludes that the overarching principle of development is acceptable in accordance with adopted and emerging local and national planning policies.

Proposed Land Use	Accordance with Planning Policy Framework
Retail and Leisure	Accords with UDP Policies PR1, S1/2, S2/2, S2/3 and S/3/1/29; Emerging PfE Policy JP-Srat6, JP-Strat5 JP-Strat-12; and Paragraphs 90, 91 and 94 of the Framework.
Community and Civic	Accords with UDP Policy CF/1, emerging PfE Policies JP-P1, JP-P3 and JP-P6; and Paragraph 96 of the Framework.
Commercial	Accords with UDP Policies PR1, EC5, emerging PfE Policy JP-J3 and Paragraphs 85, 90 and 91 of the Framework.

Residential	Accords UDP Policies H1/2, PR1 the emerging PfE Policy JP-H1 and Paragraphs 60 and 90 of the Framework,
Travel Hub	Accords with UDP Policies S2/1, HT2/4 and HT2/5 and Paragraphs 108 and 116 of the Framework.

Table 9: Summary Assessment of Proposed Land Uses

A Sustainable and Accessible Location

- 8.53 UDP Policy HT3 relates to public transport and encourages land use measures aimed at maintaining and increasing the use of public transport. The justification text for the policy recognises the adverse effects car ownership and usage has in environmental, economic and transportation terms.
- 8.54 The emerging PfE provides a more up to date analysis of the situation and advises that the strength and future success of Greater Manchester as a whole and the strategically important locations identified in the Plan will partly depend on the quality of public transport connections. Around 76% of all public transport trips in Greater Manchester are by bus across a very broad network of services. Currently around half of the trips made by residents are less than 2k in length and over 40% of these trips are made by car. There is therefore great potential for increasing cycling and walking across the Plan area. Policy JP-Strat14 emphasises that higher densities will typically be appropriate in locations with good access to rapid transit connections such as the Metrolink and bus network. New development will have a significant role in delivery the future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.
- 8.55 Paragraph 114 of the Framework requires that appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location. Paragraph 117 requires that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposals can be assessed.
- 8.56 The Site is accessible by a range of sustainable transport modes and is in easy walking and cycling distance of a number of significant shops, services and facilities in Prestwich.
- 8.57 On the A56 Bury New Road, the bus stops serve routes 90, 94, 95, 97, 98, X41 and X43. The southbound bus stop additionally serves route 66. These bus stops each serve 11-13

buses per hour providing regular connections to Manchester city centre and other local centres. In the vicinity of the Site the stops have shelters and seating. There are two bus stops in Fairfax Road that serve routes 90 and 94, with 1 service each per hour. There is a bus stop on Rectory Lane (making use of the layby) next to the Park and Ride that serves route 66, which is served by 1 bus per hour.

- 8.58 The Green and Yellow Metrolink lines stop at Prestwich and provide connections to Bury, Manchester Piccadilly and Altrincham. It is an accessible station and has car and cycle parking provided for free. Tram services arrive every 12 minutes so there are 8 trams per hour.
- 8.59 Cyclists can access the Site from Fairfax Road, Bury New Road, and Rectory Lane. There is cycle infrastructure in the vicinity comprising a southbound painted cycle lane 1m wide on A56 Bury New Road between Kingswood Road and Fairfax Road. In the wider area, to the north and south there is a 20mph speed limit which will encourage people to cycle. New cycle parking facilities are to be brought forward as part of the Travel Hub proposals.
- 8.60 Pedestrians can access the Site from all sides. The pedestrian footway on Bury New Road adjacent to the site is circa 3.8m wide and the surface is in good condition, with streetlights and bins. Bury New Road has four signal-controlled crossings close to the Site, including on the two A56 approach arms to the A56/Fairfax Road junction. These crossings have dropped kerbs and tactile paving to assist people with limited mobility or sight and people with pushchairs or wheelchairs in crossing the road and are shown on Figure 2. The footway on Fairfax Road, which is partly located within the Site, is circa 1.8m wide and the surface is in good condition. In some areas the effective width of the footway is constrained by guard railing around crossings. There are streetlights on the north side of the road. There is a signal controlled crossing with tactile paving and dropped kerbs between the junctions with Highfield Road and Rectory Lane. At the junction with the A56, the Fairfax Road arm does not have a green light for pedestrians, although there is a refuge, dropped kerbs and tactile paving.
- 8.61 The footway on Rectory Lane within the Site is a minimum of circa 2m wide and the surface is in reasonably good condition. There is a raised zebra crossing (pedestrian and cyclist) linking the Metrolink stop to the town centre via the Longfield car park. It has tactile paving and guard railing. The section of the Site south of Fairfax Road currently has a pedestrianised area that connects through the site to Bury New Road, and Rectory Lane. The narrowest sections are 3m wide. Pedestrian access to the east is via Fairfax Road and the Metrolink underpass from Heys Road, where there are modal filters so that motor vehicles are prohibited.

8.62 In summary, the proposed development is positioned in a highly sustainable and accessible location with a significant range of facilities accessible by public transport, foot and cycle and therefore should be maximising opportunities for sustainable travel. The submitted Travel Plan includes a range of strategies to encourage sustainable transport usage and accords with UDP Policy HT3, emerging PfE Policy JP-Strat14 and paragraphs 110 and 113 of the Framework.

Highways Impact and Car Parking

8.63 A Transport Assessment and Travel Plan has been submitted as part of the Environmental Statement. Chapter 8 of the submitted Environmental Statement assesses the proposed development with regard to transport.

Highway Impact

8.64 The submitted Transport Assessment has assessed the impact of the proposed development on the local highway network at relevant junctions, through proposed modelling data.

8.65 Traffic counts and assessments were undertaken at the following junctions:

- Longfield and Fairfax Car Park Access/Egress points;
- Fairfax Road / Poppythorn Lane / Hays Road;
- Fairfax Road / Highfield Road;
- A56 Bury New Road / Fairfax Road / Chester Street; and
- A56 Bury New Road / Kingswood Road / M&S Car Park.

8.66 Network peak hours to inform the assessment were defined as:

- Weekday AM peak: 0730 – 0830;
- Weekday PM peak: 1730 – 1830; and
- Saturday peak 1415 – 1515.

8.67 The assessment notes that all junctions (apart from those listed below) operate within capacity and that there is no significant impact on the operation of the local highway network.

- 8.68 The Fairfax Road arm of the A56/Fairfax Road/Chester Road junction does not comply in one scenario of the modelling test, within the category of "Future Year with Proposed Development". However, will be mitigated with adjustments to signal timings.
- 8.69 The minor roads joining onto Fairfax Road, (Highfield Road, the existing Car Park and Rectory Lane) show an increase in queuing as a result of the proposals however this is set to be mitigated with adjustments to signal timings.
- 8.70 In summary, the modelling carried out indicates that there is no significant impact on the operation of the local highway network when considering the scenarios with and without the proposed development and so no off-site highway mitigation is required.

Car Parking

- 8.71 The full component of the application includes a total of 283no parking spaces. The Travel Hub proposes 275no car parking spaces, including 20no accessible (including 2no EV Spaces), a minimum of 2no car club spaces, and 26no spaces for electric vehicle charging. 8no parking spaces, including 6no accessible, will be located within the wider landscaping associated with Plots A, B and C.
- 8.72 The outline component of the development includes up to 33no spaces has been within plot D, E, F and in the landscape, including 14no accessible spaces.
- 8.73 An Outline Parking Management Strategy is submitted as part of the Transport Assessment which demonstrates that the masterplan can accommodate peak demand from the development proposals with regard to car parking need.
- 8.74 The Outline Parking Management Strategy sets out a set of measures which can employed to ensure that the proposed parking provision is appropriate, and includes:
- Allocated residential car parking through permit only use.
 - Travel Planning, encouraging residents to utilise the development with low car ownership figures and the encouragement of sustainable transport uses.
 - Short stay car parking limiting usage time.
 - Discouragement of long stay car parking.
 - Ongoing monitoring of capacity.

8.75 Precedent examples from other schemes across Greater Manchester have been assessed in comparison to the proposals and demonstrate low car provision sustainable development within an accessible location is a viable proposal.

8.76 It is therefore considered that the parking provision proposed is appropriate to balance the needs of development with the site's existing sustainable location and the measures from the Travel Plan. Through the planning application, monitoring of the car parking will continue to be undertaken.

Sustainable Travel

8.77 The submitted Travel Plan prepared by Civic Engineers aims to encourage the reduction in the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use.

8.78 The Travel Plan will operate as a formal process for 5 years once the proposal is operational and the applicant will appoint a Framework Travel Plan Coordinator.

8.79 The Travel Plan sets the following targets over the 5 year period:

- The maximum percentage of employees to travel to work by single occupancy car journeys on an average day will be 68% or less, based on the 2011 Census.
- The maximum percentage of residents to travel to work by single occupancy car journeys on an average day will be 30% (reflective of the development's residential car parking provision).

8.80 The progress of targets will be monitored through annual travel surveys distributed to users of the development and annual monitoring reports will be produced based on the data received.

8.81 The Travel Plan highlights the sustainable location of the site, and sets out measures which utilise these assets to ensure its success.

8.82 A summary of the proposed Travel Plan Actions proposed are set out below, organised by responsibility:

Travel Plan Coordinator

- Promotion of the use of sustainable transport methods for users of the development.
- Engage with business operators to promote sustainable transport methods for all staff.

- Monitor and report progress through annual surveys.

Transport Methods

- High quality development and surrounding amenity to meet needs of users on site and discouraging the need to travel further.
- Secure cycle parking is to be provided throughout the masterplan.
- Accommodation of Beryl Bike docking stations and e-scooter hire within 12 months of occupation of the development. Funds will be provided to offer free membership of these facilities.
- Integration of existing bus and tram stops into the development.
- Provision of a minimum of 2 car club spaces on site.
- Funds for discounted or free use of public transport for users of the development.

8.83 Considering the above, the proposals are therefore considered compliant with Policies HT1, HT2 and HT6 of the Bury UDP, and Paragraphs 104, 110 and 112 of the Framework.

Public Realm and Landscaping

8.84 Planit have designed a comprehensive and cohesive public realm design and strategy for the village centre. Section 9 of the DAS sets this out in detail.

8.85 The Framework identifies the importance of planning decisions in achieving healthy, inclusive and safe places; which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and enable and support healthy lifestyles especially where this would address identified local health and well-being needs for example through the provision of safe and accessible green infrastructure (Paragraph 92).

8.86 The village centre has an existing network of public realm albeit it is dilapidated, visually unappealing and often the public walkways are at the rear of buildings. In 2006 a scheme of improvements were delivered around the Longfield Suite including resurfacing, improvements to the car park, tree planting and the creation of a new public square with a central piece of public art, "The Retreat". These improvements enhanced this part of the

village but did not catalyse the regeneration of the wider centre with many parts of the public realm, for example the underpass through the Longfield Suite, feeling unsafe.

- 8.87 It is a fundamental aspiration of the JV to deliver public realm which Prestwich can be proud of and give the existing and future community spaces to socialise, dwell, improve health and wellbeing and importantly to feel safe and secure. One of the primary objectives of the masterplan is to “mend the grain” which means re-establishing a hierarchy of streets which reflects historic street patterns, giving priority to pedestrians and cyclists and delivering areas of usable public realm. Five new streets will be created including; Clayton Street, Poppythorn Lane, Barrow Street, Rectory Lane and the Village Square.
- 8.88 The new village square will provide a flexible space for community events and activity, with a central event space and areas of pocket green spaces. The new village square is 52m long by 28.9m wide and has been designed to be flexible and accommodate a range of activities from market stalls to outdoor cinemas, 3x3 football and art exhibitions. It will be where Prestwich comes together. The square has been carefully crafted to provide a secure, enclosed and easily observable pedestrian space, ensuring the safety and enjoyment for all visitors. An integral part of the design is also its harmonious integration with the neighbouring retail areas. The spill out space from nearby shops establishes a strong connection to the square, enriching the overall visitor experience.
- 8.89 With regards to sunlight, all areas across the masterplan will benefit from more than 2 hours sunlight over more than 50% of their areas which accords with BRE guidance. The 8 key areas of amenity space, including the Village Square, are all compliant with BRE Guidance.
- 8.90 Across the wider masterplan various areas for dwelling and tree planting have also been identified which join together to deliver a cohesive public realm strategy for the village centre.
- 8.91 The landscaping and public realm strategy has also been developed to enhance biodiversity and green roofs are proposed on the Market Hall (Plot C) and the single storey element of the Community and Retail Hub (Plot A). The green roofs will be planted to create wildflower meadows which will enhance biodiversity and also improve the visual amenity of the village centre. Rectory Lane will also see significant public realm enhancements to deliver a pedestrian friendly environment with tree and rain garden planting.

8.92 The proposals accord with Paragraph 92 of the Framework and will deliver the aspirations of the Love Prestwich Village Masterplan by regenerating the public realm and creating a safe environment. The proposals also accord with and the Design and Layout of New Development in Bury SPD (2008).

High Quality Design

8.93 UDP Policy EN1/2 relates to Townscape and Built Design and emphasises that 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 town, villages and other settlements.

8.94 The creation of high quality, beautiful and sustainable 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 (Paragraph 126 of the Framework).

8.95 Developments should function well and add to the overall quality of the area; be visually attractive as a result of good architecture; be sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space); and create places that are safe, inclusive and accessible.

8.96 The submitted DAS provides further detail regarding the design evolution and explains the design rationale for the proposed development. The following design principles have formed the basis for the masterplan:

- **Mending the grain** - Responding to the movement framework that looks beyond the redline, the development plots are informed by a sequence of streets and spaces that flow through the masterplan.
- **A people first place** - Consolidate existing surface parking and reposition car parking outside of the village core into a new car park off Fairfax Road.
- **Give everything back to the street** - Maximise active frontages within and around the masterplan with retail, community and residential addresses.
- **A sequence of streets and space** - Create a sense of community place within the village centre realised through the positioning of a community space / market hall in the heart of the site.

- **Appropriate scale** - The existing scale and massing is relatively low scale but there is an opportunity to position a community focus in the heart of the plan providing an opportunity for strategically placed buildings of scale to draw you into the masterplan.

8.97 Each Plot within the masterplan has been carefully design, a summary of the design rationale behind each building is provided in the table below.

Plot Reference	Design Rationale
A (Community Hub)	<p>The concept of the Community Hub is of a restrained and elegant pavilion sitting within the village square. The building also forms a positive backdrop to the re-purposed Rectory Lane. The building has a civic duty and has been designed to reflect its public use.</p> <p>The elevations have a tripartite separation of bottom, middle and top. The ground floor to Village Square is set back behind exposed load bearing and pigmented circular precast concrete columns.</p> <p>The middle is formed by a brick building with a strong vertical emphasis and vertical fenestration. Window reveals and soffits are brick. The top is formed by an aluminium plant room enclosure set back from the building's edge.</p> <p>The building aims to be as carbon friendly as possible and great care has been spent mitigating solar gain into the interior of the building as part of a fabric-first sustainable approach.</p> <p>The glazed entrance acts as both a link between Rectory Lane and the new Village Square, as well as a physical link between the two main functions of the building, the community hub and the single storey retail pavilion. The retail pavilion is a simple structure with precast concrete columns, decorative perforated metal panels and glazed shop fronts with aluminium spandrel panels. A grass living roof completes the retail building. This low building's roof is treated as a 5th elevation and is designed to form part of the positive sustainable response to the development.</p>
Plot B (Retail and	The commercial building plays deference to the other buildings within the Village Square. The building is designed to act as a

<p>Commercial Hub)</p>	<p>backdrop to the square. It does this by being a modern interpretation of the traditional pitched roof 2 storey terrace buildings common within Prestwich. Pitched slate roofs are aligned with the square but the building form chamfers the roofs at the corners creating a dynamic roof form.</p> <p>Although Plot B is designed with restraint, this does not mean the craft and texture understood within our character study of Prestwich is not present in the building. Fluted brickwork, modern detailing and perforated metal panels add craft and delight to the elevations.</p> <p>The building has a double programme. The ground floor is retailled and the upper floor is office space but designed to accommodate a gym or leisure facility.</p> <p>2 roof gardens are created at first floor. This reduces the scale of the building whilst also allowing a generous outside amenity space for the office occupiers enhancing well-being through access to fresh air.</p>
<p>Plot C (Market Hall)</p>	<p>The Market Hall is designed as the main object building sitting within the Village Square. It is designed as a 4-sided object with high quality materials on each elevation. The programme of the building is simple and this is represented in its simple square form.</p> <p>The main market hall faces the Village Square. This space is fully glazed and the façades are as transparent as possible. The roof in the main space is held up with towering tree-like structure which spring from 3 columns and then rake out to hold the roof. Rooflights above the 3 tree structures bring natural daylight into the space.</p> <p>Behind the main hall there are back of house facilities and plant spaces. External facing retail spaces are located on the north, east and west façades.</p>

	<p>The final part of this building is the striking roof which floats inside to outside in continuous timber soffit cladding. The roof extends past the building especially on the front south elevation. This emphasis the front of the building but also offers protection underneath and from excessive solar gain within.</p>
Plot G (Travel Hub)	<p>The north and west elevations of the building will be clad in feature brick panels in keeping with the local Prestwich character. The south elevation will be clad in a feature perforated metal cladding with the opportunity for incorporating a local Prestwich motif.</p> <p>The Fairfax elevation has taken direct inspiration from the religious star motif within the church hall gable elevation. The elevation is made up from a repeating series of scalloped triangles that will catch light and create shade across the facade - both a different times of day and seasons through the year.</p> <p>The panels are perforate to provide natural ventilation into the car park whilst appearing lightweight and ethereal as a device to break up the mass of the facade.</p> <p>The panels are powder coat finished in a warm red / brown tone that will compliment the Fairfax brickwork context.</p>
Plots D, E, F	<p>The detailed design of these plots will be submitted as part of reserved matters application(s).</p>

Table 10: Summary of Design Rationale

- 8.98 The proposals have full regard to national and local design policies and will deliver a development which makes best of land in a sustainable location whilst still maintaining a high quality design, public realm and which is sympathetic to the local character and history of Prestwich in accordance with the UDP Policies EN1, EN1/1, EN1/2.

Residential Amenity

- 8.99 Paragraph 130 of the Framework seeks to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. The Design and Layout of New Development in Bury SPD (2008) also requires development to promote compatible uses and consider amenity issues such

as noise and visual impact. The Council has also prepared an Alterations and Extensions to Residential Properties SPD (January 2020), albeit the purpose of this document is to provide advice and guidance on domestic extensions and householder applications. However, the SPD does provide that the separation between aspects of dwellings and new dwellings is an important consideration in maintaining adequate privacy distances and avoiding overbearing relationships.

Highfield Road and Highfield Place

8.100 Given the village centre context of the Site, the majority of the Site is adjoined by other commercial uses. However, land to the north of Fairfax Road where the Travel Hub is proposed is adjoined by residential properties on Highfield Road and Highfield Place at the west and north boundary, respectively. Through the design development of the Travel Hub and in consultation with Highfield Road/Place residents the following design principles have been applied to the Travel Hub to ensure that an acceptable level of residential amenity is maintained:

- The rear section of the Travel Hub was originally proposed at 3 storeys and has been reduced to 2 storeys through the preparation of the planning application;
- The proposed surface car parking which adjoins Highfield Road properties to the west, will be used for EV charging and therefore the noise from vehicles using this part of the Travel Hub will be reduced and the predicted concentrations at properties closest to the proposed Travel Hub (including gardens of Highfield Road and Highfield Place) do not exceed the air quality objectives for NO₂, PM₁₀, or PM_{2.5}.
- The minimum distance between the rear properties on Highfield Road/Place and the proposed Travel Hub is 11.4 metres which is considered acceptable for an urban environment.
- A Daylight and Sunlight analysis of the properties along Highfield Road has been undertaken by GIA. The BRE recommended assessment subtends a 25 degree angle from the centre of the lowest site facing window in order to establish whether the proposed development falls above or beneath it. Detailed analysis is only required if the proposed development falls above it. All of the properties on Highfield Road are sufficient distance from the site for the proposed development to fall beneath the 25 degree line and so will not be impacted. 1-2 Highfield Place has not been assessed as they do not directly face the site and so the diffuse skylight is unlikely to be noticeably affected. All of the properties will be BRE compliant.

- Additional planting is proposed to the west and north boundary of the Travel Hub to create visual amenity and screening for existing residents.
- The western elevation of the proposed Travel Hub has been designed using vertical brick panels which mean that users of the Travel Hub cannot look into the rear gardens of Highfield Road / Place and additionally light from cars parking in the Travel Hub will not spill out.

Radius and Plot F

8.101 The Radius apartment building was constructed in 2003 and is a 10 storey building. Through the design development, the siting of Plot F, which has a maximum building height of 7 storeys with the majority of the building which directly faces the Radius proposed at 6 storeys, has been adjusted to allow for a 12 metre offset with the existing Radius building. This is a fixed parameter which future reserved matters applications will be required to accord with.

Radius and Plot C

8.102 The proposed Market Hall (Plot C), is to sit one storey lower than the existing building which currently sits adjacent to the Radius apartment building, reducing overlooking and increasing the outlook for Radius residents. The outlook of Radius residents is to be further improved by the incorporation of a green roof on Plot C.

8.103 Furthermore, the submitted Wind Microclimate Assessment Report, prepared by GIA notes that The Radius provides shelter for the lower heights of the masterplan and will not result in increased wind speeds as a result of the varied heights, and therefore the residential amenity of Radius residents are unlikely to be affected.

8.104 It can therefore be considered that the proposals are compliant with the Bury Alterations and Extensions to Residential Properties SPD (January 2020), Policy H2/1 of the UDP and Paragraph 130 of The Framework.

Energy and Sustainability

8.105 An Energy and Sustainability Report has been prepared by Hoare Lee in support of this application.

8.106 The ambition for the project goes far beyond policy requirements and aims to create an exemplar sustainable development. The proposals target BREEAM "Excellent" with an aspiration to achieve BREEAM "Outstanding". The proposals approach to sustainability

has been developed in accordance with the five capitals framework which introduces the physical, social, economic, human and natural elements to sustainability.

8.107 For Prestwich these comprise:

- Physical – Net Zero Carbon
- Social - Social Value
- Economic – Circular Economy
- Human – Health and Wellbeing
- Natural elements – Biodiversity Net Gain

Physical

8.108 The Proposed Development will aim to have a limited impact on climate change by reducing the CO2 emissions associated with the construction and operation of the development.

8.109 The new buildings will be designed in line with the Building Regulations 2021, the Future Buildings and Homes Standard 2025 and the Heating and Building Strategy 2021, and each plot will achieve an EPC Rating of A.

8.110 In order to minimise embodied carbon, various structural options have been considered through design development with each one appraised to understand its impact. Where feasible, materials with low embodied carbon have been selected, potentially through reclamation or high levels of recycled content. Further, the development will endeavour to source materials locally to reduce embodied carbon by limiting transportation related emissions.

8.111 The Proposed Development is designed to be Net Zero Carbon Ready in operation. Space heating and/ or cooling and hot water will be provided by Air Source Heat Pumps, and Photovoltaic panels (PVs) will generate electrical energy.

Social

8.112 The proposals have been developed to deliver a high level of social value within the heart of Prestwich providing a diverse range of uses. The proposals will provide new retail, food and beverage, community, healthcare and residential uses, alongside improved public realm which all contribute to improved social value.

- 8.113 The Site's central location within Prestwich encourages sustainable travel via alternative uses to the car, and the proposals further encourage the use of public transport, cycling and further sustainable transport measures.
- 8.114 In addition, the proposals will be equipped with high quality electronic communication services, such as access to high speed broadband, to support the enhancement of electronic communications infrastructure within the Borough. This infrastructure is essential to the development of a sustainable local economy.

Economic

- 8.115 A Circular Economy Statement has been produced to outline how circular economy principles have been embedded through design. Opportunities to reduce waste and increase the reused and recycled content of building resources have been explored. The Proposed Development has been designed for longevity, adaptability, and flexibility to ensure the buildings and components within are resilient to future climate conditions and can be replaced, updated and modified as and when required.
- 8.116 A number of existing buildings on the Site are to be demolished to enable construction of the proposals. Prior to demolition, opportunities to identify any materials that could be salvaged for re-use on the Site or elsewhere will be explored. Furthermore, a Resource Management Plan, forming part of the CEMP will be developed early in the project development to identify the most appropriate way to monitor and minimise waste, and encourage recycling through construction.
- 8.117 In addition, the proposals will create a number of jobs during construction and operation, with local businesses and suppliers used where possible, which will support the local economy.

Health and Wellbeing

- 8.118 Health & wellbeing will be supported through environmental quality in design, including high indoor air quality, optimised daylight provision, and thermal and acoustic comfort. Building services plant have been selected based on efficient and ultra-low emissions of NO_x SO_x and CO_x, and will not substantially contribute to local air pollution.
- 8.119 Furthermore, cycle facilities will be provided to encourage active travel and promote healthy lifestyle choices. Alongside this, the community hub will provide space for community events, clubs, arts and culture, providing inclusive, safe spaces which support the local residents.

Natural Elements

- 8.120 The development will re-vitalise the area and improve the quality of both townscape and public realm, making efficient use of land in this location. The design will harness nature for climate resilience; to mitigate overheating and flooding, create biodiversity net gain and provide long term habitats for wildlife, through incorporating green roofs and tree planting.
- 8.121 Existing trees have been retained where possible and 120 trees are proposed to be planted. The overall proposals will achieved a Biodiversity Net Gain of 40.78%.
- 8.122 Furthermore, the proposals will incorporate green roofs on Plot A and C, to enhance biodiversity and operate as a nature based Sustainable Drainage System (SuDS) solution. As well as nature-based SuDS solutions, the Proposed Development will also incorporate multiple below ground attenuation tanks to store excess rainwater and release it in a controlled manner.
- 8.123 The public realm around the buildings has been designed to fit seamlessly into the local character, introducing outdoor seating and public amenity areas, alongside high quality landscaping across the masterplan.
- 8.124 The proposed development therefore accords with Policy EN4, EN6, EN7, EN9, EN10 and OL3 of the UDP (1997) and Paragraph 158 of the Framework (2023).

Heritage

- 8.125 A Heritage Statement has been prepared by Stephen Levrant Architecture in support of the hybrid application.
- 8.126 The area was previously the seat of the ancient parish of Prestwich-cum-Oldham, within 'Salfordshire'. Early 18th-century maps reveal that the proposed development area lay just north-east of the Prestwich medieval village core, bounded by the Manchester to Ribchester Roman Road in the west. The site was most likely agricultural fields in the post-medieval period, with Poppythorn lane running through the centre.
- 8.127 The area remained largely rural until the arrival of the local railway around 1879 which resulted in rapid development around the area of Longfield, as it was known. Rapid expansion of the area ensued, with a local population measured at 31,000 by 1961. The Site was then redeveloped in the 1970s with the construction of the Longfield Centre, largely seen as it is today.

- 8.128 The report notes that the Site does not contain any designated heritage assets. The closest listed buildings are over 300m to the south-west, with the Grade I listed St Mary's Church; Grade II Church Inn, Grade II Rectory and Grade II War Memorial. Due to the lack of intervisibility between the Site and these assets, the report concludes there would be no impact on the significance of the heritage assets noted.
- 8.129 Furthermore, the Site is not located within a Conservation Area, but is located within close proximity to two Conservation Areas. The St Marys Conservation Area is located approximately 200m to the south of the Site, with the Poppythorn Conservation Area located approximately 100m to the east. Due to the existing urban form, it is concluded that the proposed development will not result in any significant impacts on the character or appearance of the Conservation Areas identified.
- 8.130 The report also identifies 7 non designated heritage assets within 500m of the Site, the most relevant of which is the Our Lady of Grace Church, Hall and Presbytery located on Fairfax Road adjacent to the existing car park. The report notes that the proposed development will have negligible adverse impact upon the Our Lady of Grace Church. Whilst the proposals will introduce the Travel Hub adjacent to the church, the proposals will bring with it a new urban form and incorporate the church into the public realm, allowing for its heritage to be appreciated.
- 8.131 The report demonstrates that despite areas immediately surrounding the Site that have a degree of heritage interest, the existing site does not contribute to the settings of the surrounding locally listed buildings.
- 8.132 An assessment of relevant Heritage Assets is contained within the Heritage Assessment identifying contributions of setting significance. The assessment is considered on a high, medium, low, negligible or neutral basis. Further to this assessment, a Townscape and Visual Impact Assessment has been prepared by PlanIt which assesses specific views agreed with Heritage Officers at Bury Council. This is submitted with the planning application and also assessed within the Environmental Statement prepared by Asteer Planning.
- 8.133 In conclusion, the site is not considered to be of any heritage value. The potential of the proposed development to impact the settings of the identified heritage assets, primarily within 250m of the site, has been assessed. The impact assessment has demonstrated that the proposed development would have overall a negligible, yet beneficial, impact upon the settings of the heritage assets identified.

8.134 It is considered that the wider heritage benefits of the scheme, which will enhance the settings of 4 NDHAs surrounding the site, along with the significant public benefits the Proposed Development will deliver, will far outweigh the instances of identified negligible adverse harm.

8.135 It can therefore be considered that the proposals are compliant with Policy EN2 of the UDP and Paragraphs 194, 202 and 203 of the Framework.

Summary of the Key Planning Considerations

8.136 The proposals are a mixed use development comprising the following uses; retail and leisure, commercial, community, residential and a travel hub. All of the uses are appropriate for the urban location of Prestwich Village and will deliver the comprehensive regeneration of the village centre in accordance with UDP Policies CF/1, EC5, EN1, EN1/1, EN1/2, H1/2, HT2/4, HT2/5, PR1, S1/2, S2, S2/2, S2/3, S3/1/29 and Paragraphs 60, 81, 86, 87, 92, 93, 104, 112, 126, 130, 194, 202 and 203 of the Framework.

9 ENVIRONMENTAL AND TECHNICAL CONSIDERATIONS

- 9.1 The compliance of the proposals against environmental and technical-based planning policies is considered within the comprehensive suite of individual technical reports undertaken and submitted in support of the planning application. The purpose of this section is to summarise the findings of assessments accompanying the application.
- 9.2 An assessment of the impacts of the development is included in the ES, which also recommends any mitigation measures that may be required as a result of the development. The ES provides an assessment of the hybrid application and covers the following topics:
- Chapter 6 – Socio Economics;
 - Chapter 7 – Townscape and Visual;
 - Chapter 8 – Transport;
 - Chapter 9 – Climate Change;
 - Chapter 10 – Air Quality; and
 - Chapter 11 – Noise and Vibration.
- 9.3 The findings of the above assessments are covered within the main chapters and technical appendices of the ES. A summary is also provided in the Non-Technical Summary. The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures.

Technical Topics not included within the EIA

- 9.4 The following environmental considerations have been scoped out of the EIA as per the Scoping Opinion issued by Bury Council on 28th November 2023. In addition, a suite of standalone technical assessments have been prepared to support the planning application and are summarised below:

Arboriculture

- 9.5 An Arboricultural Impact Assessment has been prepared by Tyler Grange in support of the application.

- 9.6 The retention of some of the existing trees is viable, and the replacement of those removed allows for the proposed development to be set within a densely tree-populated environment.
- 9.7 A total of 60 trees are proposed for removal across the site comprising 19 Category B trees and 41 Category C trees. None of the trees to be removed identified for removal are Category A, or are subject to a Tree Preservation Order or veteran status. The removals are considered unavoidable and compensatory tree planting is proposed on the Site, comprising 120 new individual trees which will be incorporated into the landscape internally and along the boundaries of the site, offering a net-gain in tree numbers. The removals will result in a temporary reduction in canopy cover. However, it is anticipated that the canopy cover and green infrastructure connectivity will be fully re-established, with improvements in overall tree quality as the replacement planting matures and provides greater multi-functional benefits.
- 9.8 A positive balance of tree replacement planting is proposed within the soft landscaping strategy to sufficiently account for the tree losses. The protection of the retained trees during the construction stage will require a detailed Arboricultural Method Statement (AMS), subject to condition. This report provides recommendations for protection to demonstrate how this can be achieved.
- 9.9 The proposals can therefore be considered compliant with Policies EN4 and EN8 as set out within the Unitary Development Plan (1997), Policy JP-G7 of the PfE and Paragraph 131 of the Framework.

Archaeology

- 9.10 An Archaeological Desk based Assessment has been prepared by Salford Archaeology in support of the application.
- 9.11 The potential for prehistoric, Roman and medieval remains within the Site is considered to be low. There is also low potential for the survival of the post-medieval Poppythorn Lane to remain within the Site and an unknown potential for remains of 18th-century weavers' cottages. The potential for the Site to contain buried archaeological remains associated with the industrial period is considered to be high. Remains may include workers' housing, a police station, Prestwich Railway Station, industrial buildings, a cricket ground and corporation yard. Any such remains that do exist within the Site are likely to be of low (local) significance, and negligible significance.

- 9.12 The exact scope and extent of any further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Bury Council, however, following consultation with GMAAS it may be anticipated that an intrusive archaeological evaluation will be required prior to commencement of development. This requirement would be set out within a Written Scheme of Investigation (WSI) and conditioned with the application.
- 9.13 The proposed development therefore accords with Policy EN2 of the UDP (1997), Policy JP-P2 Heritage, and Paragraph 194 of the Framework (2023).

Ecology

- 9.14 An Ecological Impact Assessment has been prepared by Tyler Grange in support of this application.
- 9.15 The Site is not located within or adjacent to any statutory or non-statutory designated ecological sites. The nearest statutory designated site is Ashclough Site of Special Scientific Interest ("SSSI") located c. 5.1km northwest. The nearest non-statutory designated site is Prestwich Clough, a Site of Biological Importance located c. 370m south of the Site and is therefore not considered as a sensitive area per the EIA regulations. No impacts on these sites are anticipated as a result of the proposals.
- 9.16 With regard to the ecological value of the site, the EclA identifies that the Site comprises habitats of negligible value, with some habitats of low ecological value which included urban trees. All buildings on the site proposed for removal have been assessed for bat potential, with none found to have roosting bats. It can therefore be considered that no direct impacts on bats are anticipated.
- 9.17 Habitats of negligible ecological importance which are to be lost on the Site, largely brownfield land require no mitigation. Habitat enhancement will be provided throughout the Site through additional planting of trees and landscape and the inclusion of bat and bird boxes.
- 9.18 Furthermore, the ECiA identifies a biodiversity net gain of 40.78% in habitat units through the delivery of rain gardens, shrubs, green roofs and tree planting. The net gain of the development is a which is a significant benefit.
- 9.19 In ecological terms the proposals can therefore be considered compliant with UDP Policies EN6, EN8 and EN10, Paragraphs 179 and 180 of the Framework and, in addition to the upcoming Environment Act which is expected to require a mandate for 10% net gain in biodiversity units across major development.

Ground Conditions

- 9.20 A Phase 1 Ground Investigation Report has been undertaken by Geotechnical and Environmental Associates (GEA).
- 9.21 The potential for site-wide ground contamination, based on past and present uses, is considered to be medium to low risk of there being significant contamination linkage on site. However, it is recommended that deeper investigation is completed to confirm the ground conditions and to provide pile design parameters.
- 9.22 Subject to the above recommendations, the proposed development can be considered compliant with Policy EN7 of the UDP and paragraph 183 of the Framework (2023).

Flood Risk and Drainage

- 9.23 A Flood Risk Assessment and Drainage Strategy has been prepared by Civic Engineers to support the hybrid application.
- 9.24 The strategy notes that 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 the Site to an agreed rate which will be agreed with the Lead Local Flood Authority (LLFA).
- 9.25 There are no historic borehole records located within the Site, however it is noted that the GEA Desk Study (summarised above) found the existing geology of the Site is likely to consist of sandstone bedrock overlain by clays, sands, and gravels which in turn are overlain by made ground. Based on the presence of sandstone bedrock and sand and gravels, infiltration could be feasible and further investigations are underway which include infiltration testing to confirm.
- 9.26 There are no watercourses within the immediate vicinity of the Site. The Site is currently served by a combined sewer and as such the intention is to replicate the existing regime discharging to the combined sewer but at a reduced rate.
- 9.27 The Site's impermeable area will be reduced with the addition of soft landscape areas.
- 9.28 A discharge rate of 23l/s has been proposed and approved by United Utilities to discharge the surface water to the UU combined sewer, which also meets the LLFA requirement of a reduced discharged rate. The proposed drainage network has been designed to accommodate run off from the 1 in 100yr + 45% climate change event.

9.29 As such it is considered that the proposals comply with Policy EN5 of the UDP, Policy JP-S5 and Paragraph 159 of the Framework.

Daylight and Sunlight

9.30 A Daylight and Sunlight Assessment has been prepared by GIA in support of this hybrid application.

9.31 The assessment considers residential uses only as they are recognised by the Building Research Establishment (BRE 2022) as having the highest expectation for natural light when compared to other uses, such as commercial. The criteria suggested within the BRE have been used to understand and compare the existing levels of light, and the light achieved subsequent to the development of the proposed scheme.

9.32 It is important to note that when constructing buildings in an urban environment that alterations in daylight and sunlight to surrounding properties can occur and are ultimately inevitable.

9.33 The assessment notes the following dwellings relevant to the assessment, comprising:

- The Radius
- 162 - 185 Rectory Green
- 150 - 161 Rectory Green
- 464 Bury New Road
- 451 Bury New Road
- 440 - 444 Bury New Road
- 477 Bury New Road

9.34 The assessment also undertakes preliminary analysis of the properties along Highfield Road, whose rear elevations face the proposals site.

9.35 The majority of dwellings assessed as a result of the proposals can be considered BRE compliant. This means that the occupants of these properties will not notice a change in their levels of daylight and, where relevant, sunlight amenity.

9.36 Properties where minor changes could occur include:

The Radius

- 9.37 149 out of 150 rooms within The Radius are considered BRE compliant. Where 1 room is not compliant, this is considered to breach by 0.1% to 0.7% and therefore marginal.
- 9.38 All 65 rooms material for consideration in sunlight terms will retain well in excess of the BRE recommended levels of sunlight amenity.

162 – 185 Rectory Green

- 9.39 With regard to daylight amenity 23 out of 24 rooms are considered to be BRE compliant. Where the 1 room breaches BRE guidance, the window will retain a reasonable in context 21% VSC.
- 9.40 All 6 rooms material for consideration in sunlight terms will retain well in excess of the BRE recommended levels of sunlight amenity.
- 9.41 With regard to overshadowing the proposals will result in very small amounts of additional shadow falling upon some areas of amenity space. The changes are all less than 1% of the existing levels and so are, therefore, can be considered fully BRE compliant.
- 9.42 The assessment notes that compared to the existing baseline, the analysis results show that the proposals will result in either BRE compliant or isolated minor changes in daylight and sunlight amenity to the majority of the surrounding residential properties. The proposals are fully BRE compliant with regard to overshadowing. The proposals are therefore considered compliant with Policy H2/1 of the Bury UDP and Policy JP–P1 of the PfE.

Crime Impact

- 9.43 A Crime Impact Assessment, prepared by Greater Manchester Police, Design for Security has been submitted with this application.
- 9.44 This has assessed the development against all principle of the Crime Prevention Through Environmental Design. The overall masterplan is considered by the report to be acceptable.
- 9.45 Further recommendations are made within the report for increased Secure by Design measures, which include:
- Consideration of plants and trees to deter concealment in public spaces.
 - Incorporation of street furniture at specific locations to deter unwanted parking.

- Principal entrances should be located in prominent positions with good sightlines.
- Lighting should provide good visual guidance for cyclists and pedestrians with minimal amount of bollard lighting.
- Waste management should not allow for bins to be left in public spaces for extended periods of time, as this encourages anti social behaviour and the provision of hiding places for crime.
- Cycle parking should be located in areas of greatest activity and overlooked, whilst not obstructing circulation.

9.46 The proposed development has been designed to be safe and secure for prospective users and has incorporated the measures recommended by GMP to contribute to the prevention of and fear of crime. The proposals are therefore considered compliant with Policy EN1/5 of the Bury UDP.

Lighting Statement

9.47 A Lighting Statement has been prepared by Hannan in support of the hybrid application.

9.48 The Lighting strategy aims to deliver the following objectives:

- Create a safe, secure, and accessible environment for all users of the proposed facility.
- Minimise the impact on the existing surroundings through the use of optimised design principles.
- Adopt a holistically sustainable approach to selection and specification of the lighting.
- Provide an overall lighting concept to achieve the aspirations of the client within the available budget.
- Adopt a controls approach that will allow lighting levels to be modified to suit specific use and unused zones to be switched off in the event that they are not being fully utilised.

9.49 The lighting strategy sets out principles to ensure that the lighting solutions are as sustainable as possible, recognising resource constraints, biodiversity, access and inclusion, carbon reduction and health and wellbeing. It promotes low lifetime cost solutions and the recycling and reuse of lighting components when they have reached the end of their life.

Lighting Scheme Design

- 9.50 A combination of column mounted and building mounted lighting will be provided to illuminate the pedestrian passages and footpaths throughout the site.
- 9.51 Luminaires will include the necessary optics, shields and baffles required to control light distribution and minimise light spill and LED energy efficient lamp sources will be used throughout the scheme. Illuminated bollards will be provided running parallel to the building elevations and aligned to the steps where required.
- 9.52 Lighting control strategies will make use of time and zone setting control systems to minimise the energy use and improve lamp life whilst ensuring a safe and secure environment.
- 9.53 The proposals can therefore be considered compliant with Policy EN1/2 of the Bury UDP.

Health Impact Statement

- 9.54 A Health Impact Statement prepared by AMION has been submitted in support of the application.
- 9.55 The aims and objectives of the HIA are to:
- Understand how the Proposed Development could directly or indirectly impact on the key determinants of health;
 - Identify those most likely to be affected with regard to health inequality issues;
 - Identify a set of evidence-based practical recommendations to enhance the positive impacts and mitigate the negative effects of the Proposed Development on the health and wellbeing of the local communities; and
 - Establish responsibility for implementing and monitoring the enhancement or mitigation measures.
- 9.56 The HIA has followed the 'HUDU Rapid Health Impact Assessment Matrix' and has assessed the principal health benefits to the residents at the Proposed Development, and within the local community including:
- Provision of housing including affordable housing choices, providing vital supply to the Bury Council's housing market. This provision will meet the needs of the lower income parts of the community and the specific needs of the elderly;

- Provision of small amounts of employment-generating floorspace to support job creation, in addition to the employment created during the construction period. This will potentially give rise to positive health impacts associated with increased income, the establishment of networks, job satisfaction and a sense of self-worth;
- Improvement in the environment and open space provision in the local area through the creation of a village square spaces and accessible public realm;
- The creation of new traffic-free pedestrian and cycling network which ensures permeability and connectivity through the site for pedestrians and cyclists. This route is connected into the local area's network;
- The creation of community space to encourage social interaction and cohesion; and
- The inclusion of renewable energy and sustainable urban drainage techniques to ensure that the Proposed Development has a beneficial effect on climate change and can respond to changing conditions.

9.57 Potential adverse health impacts have been identified during the construction period, however these are set to be mitigated through various procedures as identified within the ES Air Quality and Noise Assessments.

9.58 Recommendations are detailed within the submitted report which look to ensure that health and wellbeing is prioritised throughout the development.

Equalities Statement

9.59 An Equalities Statement, prepared by Pegasus Group has been submitted in support of the application.

9.60 A proportionate and relevant approach has been applied to the method used for the assessment of the Proposed Development based on the Applicant's understanding of the Equality Act 2010, The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017.

9.61 The assessment considers available information on the Protected Characteristics (inclusive of Age; Disability; Gender Reassignment; Pregnancy & Maternity; Marriage & Civil Partnership; Race; Religion or Belief; Sex; Sexual Orientation; Care Leavers, Looked After Children and Care Leavers; Military Veterans; and Socio-Economically Vulnerable) and applies a qualitative impact assessment using professional judgment.

- 9.62 The assessment considers effects on these characteristics through the engagement process, construction phase and operational phase.

Engagement Process

- 9.63 The assessment notes that the Applicant has made much effort to ensure that consultation was had with groups that represented all protected characteristics through a thorough and multi staged process. A positive effect is therefore identified for all protected characteristics as a result of engagement activities.

Construction Phase

- 9.64 The assessment notes that there is potential for a negative effect resulting from the construction phase to certain groups, relating to noise, vibration and dust. However, mitigation for such effects will be secured within the Construction Environmental Management Plan, details of which will be secured by condition.

Operational Phase

- 9.65 The effect on all Protected Characteristics is identified as positive. The Proposed Development will provide a range of amenities for people of all ages, have a neutral effect on education or healthcare services, create significant levels of new tree planting, open spaces and public spaces where people and nature can thrive, designed for inclusive use, and create employment opportunities that are compliant with the Equality Act 2010.
- 9.66 The proposal is therefore considered suitable and representative of all users, in compliance with the Equality Act 2010.

TV Impact

- 9.67 GTech have prepared A Television and Radio Reception Impact Assessment in support of the hybrid application.
- 9.68 The assessment has been undertaken to determine the potential effects on the local reception of television and radio broadcast services from the Site.
- 9.69 The report notes that due to the existing excellent coverage and lack of receptors in any theoretical signal shadow zone, the proposals are not expected to adversely impact the reception of digital terrestrial television (DTT) services, known as Freeview. Furthermore the report states it is unlikely to cause any interference to the reception of digital satellite television services such as Freesat and Sky.

- 9.70 The proposals are unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.
- 9.71 As no interference is expected, no mitigation measures are required to restore the optimal reception of any broadcast service.

Ventilation

- 9.72 A Ventilation Statement has been prepared by Hannan Associates in support of the hybrid application.
- 9.73 As a general strategy, units throughout the masterplan proposed for flexible retail and commercial uses will be delivered to 'shell specification', with ventilation systems allowing for specific requirements depending on fit out. Units proposed for food and beverage uses are proposed with designated routes within the base build design for extract ventilation ductwork, however future tenants will be responsible for specific fit out.
- 9.74 Uses that do not fit into the above category are described below by individual plot.

Plot A

- 9.75 Open plan elements of Plot A will employ a mixed mode ventilation strategy whereby manually controlled openings shall be incorporated into the building façade to promote natural ventilation.
- 9.76 The building shall be suitably zoned with occupied floors served via dedicated air handling plant. Air handling units (2nr minimum) shall be located at roof level, enclosed within a screened plant enclosure.
- 9.77 Fresh air supply is to be delivered onto each office floor via Variable Air Volume (VAV) control dampers to maintain the desired CO2 levels. Balanced extract air shall be routed to discharge at roof level via dedicated landlord core area risers.

Plot B

- 9.78 The proposed gym area of Plot B shall be mechanically ventilated via central air handling plant. It is currently envisaged that the proposed areas will be provided with separate dedicated air handling plant to the fitness areas. Manually openable ventilation panels are also proposed to be incorporated to first floor level to facilitate natural ventilation.

- 9.79 Air handling units located at ground level are to be enclosed within a dedicated plant zone. Setting out of the plant enclosure and routing of atmosphere ductwork shall maximise separation between intake and discharge to minimise the risk of re-circulation.
- 9.80 Fresh air supply is to be delivered onto each floor served via Variable Air Volume (VAV) control dampers to maintain the desired CO2 levels.

Plot C

- 9.81 Natural ventilation is proposed to be incorporated to the seating area of the goof hall, which shall be achieved via louvred automatic opening ventilators incorporated into the façade, used in conjunction with roof mounted ventilators, taking advantage of the stack effect.
- 9.82 Dedicated extract plant shall be provided to market hall stalls and the bar area. Back of house areas such as the staff room/office and WC's shall be provided with mechanical ventilation incorporating heat recovery via LHRVU's.

Plot G

- 9.83 The architectural design of the car park is intended to be "open-sided," allowing for natural ventilation.

Outline Element

- 9.84 A detailed ventilation strategy has not been developed for the outline element of the proposals, as this will be considered at future reserved matters stage, however general principles have been considered.
- 9.85 Residential ventilation systems shall generally comprise Mechanical Ventilation incorporating Heat Recovery (MVHR) to ensure energy efficiency. Supply air shall be delivered to habitable rooms areas, while extracting stale air from 'wet' rooms (bathrooms, ensuite bathrooms, kitchen, and utility cupboard). Purge ventilation shall generally be achieved to all habitable rooms via opening windows and/or balcony doors.
- 9.86 Commercial elements of the outline element will utilise strategies similar to those as described within the full element.
- 9.87 It can therefore be considered that the proposals are compliant with Bury UDP Policy S2/6.

Wind

- 9.88 A desktop Wind Microclimate Assessment Report has been prepared and submitted in support the hybrid application.
- 9.89 The assessment comprises a desktop study, combining analysis of wind data from a local weather station with qualified assessment of any likely effects that the development may have on local wind conditions.
- 9.90 The assessment has considered the potential impact of the proposed development the existing local context and immediate surroundings, alongside the proposed amenity spaces and building entrances and the suitability of the wind conditions for buildings proposed uses.
- 9.91 The assessment notes that Plots A, B, C and G are proposed as low lying development, at a maximum of 4 storeys and are therefore considered at a low risk of raised winds.
- 9.92 Plots D, E and F have been considered as maximum heights as they have been submitted as part of the outline element of the hybrid application. Plot E is proposed as a maximum 7 storey building and is considered sheltered from dominant southerly winds, and therefore has a low risk of generating raised winds. Plot D located on the periphery of the masterplan has an increased risk of generating raised winds. Plot D is proposed as a maximum 6 storey building, and is partially sheltered from the winds from the south existing development. The upper 3 storeys of plot D is exposed to the dominant winds however this is not a significant exposure and therefore does not pose a high risk of generating raised winds at the ground. Plot F will be sheltered from neighbouring development, included Plots A, B and C.
- 9.93 Furthermore, the proposed landscaping plan and public realm will act as a calming measure at ground floor where there is a lower risk of raised wind conditions. Trees and other landscaping features at ground floor have been located in between buildings, helping to disperse winds across the Site.
- 9.94 The assessment therefore concludes that there is a low risk of heightened wind coverage on the Site, as the masterplan only proposes low levels of heights which are lower or equal to the existing context. Where potential wind related risks are identified these are reduced through existing development and mitigated through landscaping features. The proposals are therefore considered compliant with Policy H2/1 of the Bury UDP and Policy JP-P1 of the PFE.

Summary

9.95 This section of the SPS has demonstrated the suitability of the proposals with regard to:

- Arboriculture;
- Archaeology;
- Crime Impact;
- Daylight and Sunlight;
- Ecology;
- Flood Risk and Drainage;
- Ground Conditions;
- Lighting;
- Health Impact;
- Equality;
- TV Impact;
- Ventilation; and
- Wind.

10 THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

10.1 Paragraph 11 of the Framework sets out how plans and decisions should apply a presumption in favour of sustainable development. For decision making this means:

“c) approving development proposals that accord with an update to date development without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date¹⁰, granting planning permission unless:

i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed¹¹; or

ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

10.2 It has been demonstrated in Chapters 8 and 9 of this SPS that the proposals accord with the Development Plan, in this case the UDP. In addition, it is the Council’s view that the UDP is up to date because the saved UDP policies are consistent with the Framework. In view of this, the planning application should be approved without delay in accordance with paragraph 11(c) of the Framework.

10.3 In addition, because of the Council’s lack of five year housing land supply if it was to be considered that the proposals do not accord with an up to date Development Plan (the Applicant’s position is that it does) consideration of the proposals against paragraph 11(d) of the Framework has also been undertaken.

10.4 The Site is not within a protected area as listed in Footnote 7 of the Framework and therefore there is no clear reason for refusing the development proposed.

¹⁰ Footnote 8 of the Framework *“This includes, for applications involving the provision of housing, situations where: (a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable housing sites (with a buffer, if applicable, as set out in paragraph 77) and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.*

¹¹ Footnote 7 of the Framework *“The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 187) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 72); and areas at risk of flooding or coastal change”*

10.5 In addition, an assessment of any adverse impacts of the proposals has been undertaken through the Environmental Statement and supporting technical reports and a summary of the impacts of the proposed development including suggested mitigation is provided below:

Consideration	Impact	Mitigation
Socio-economics	<p>No adverse significant effects. Moderate beneficial effect following completion and operation of the proposed development.</p>	<ul style="list-style-type: none"> • None required.
Townscape and Visual	<p>Some significant adverse effects on a small number of visual receptors, but all are temporary in nature. Beneficial effects once the proposed development is completed and operational.</p>	<ul style="list-style-type: none"> • None required.
Transport	<p>No significant adverse effects. Moderate beneficial effect in terms of the amenity of non-motorised users of Fairfax Road.</p>	<ul style="list-style-type: none"> • Adoption of a CEMP • Adoption of a Construction Logistics Plan • Adoption of a Framework Travel Plan • Adoption of a Travel Hub Parking Management Strategy • Implementation of a Traffic Regulation Order (TRO) on local roads if required, to be secured by a S106 Obligation.
Air Quality	<p>No significant adverse effects</p>	<ul style="list-style-type: none"> • Adoption of a CEMP • Adoption of a Construction Logistics Plan
Noise and Vibration	<p>No significant adverse effects</p>	<ul style="list-style-type: none"> • None required.
Climate Change	<p>Minor adverse effect during enabling, demolition and construction. Negligible effect once operational.</p>	<ul style="list-style-type: none"> • Design measures • Adoption of a CEMP
Arboriculture, Archaeology,	<p>No significant adverse effects</p>	<p>See relevant reports for any specific mitigation.</p>

<p>Crime Impact, Daylight and Sunlight, Ecology, Flood Risk and Drainage; Ground Conditions; Lighting; Health Impact; Equality; TV Impact; Ventilation; and Wind.</p>		
---	--	--

Table 11: Proposed Development

10.6 It has been demonstrated that the proposals will not result in any permanent significant adverse impacts and the following table sets out the benefits which significantly and demonstrably outweigh any adverse impacts.

Benefit	Details of Benefit
Economic	<ul style="list-style-type: none"> • Catalyst to economic growth and regeneration in Prestwich. • support 128 Full Time Equivalent (“FTE”) construction jobs (gross). • 335 direct jobs (gross) associated with new retail, office and community uses. • generate between £5.2 and £14.4 million (2023 prices, undiscounted) of net additional annual GVA. • net additional household expenditure per annum of £3.6 million, supporting 44 net additional jobs. • £400,000 per year in Business Rates and £460,000 in Council Tax Revenue. • strengthen and diversify the economic base.
Social	<ul style="list-style-type: none"> • Up to 210 new homes which will make a significant contribution to the Council’s undersupply of housing • 25% affordable housing across Plots D, E and F, subject to viability. • Promoting active modes of travel and championing a design that promotes cycling, walking and activity. • Increasing accessibility to healthcare services for the local community and providing a hub for health and wellbeing advice. • Supporting health and wellbeing through environmental quality in design, including indoor air quality, optimised daylight provision, and thermal and acoustic comfort.

	<ul style="list-style-type: none"> • Flexible community space offers the opportunity to support education and learning, with the ability to host groups, clubs and events that foster innovation and creativity. • Educational outreach is also an important part of the sustainability of the project, and efforts will be taken to develop links with local education facilities, especially during the construction phase when opportunities for apprenticeships and work experience will be explored for local people. • All of the proposed new buildings, facilities and public realm will be delivered to be fully accessible and adhere with building regulations, the Equality Act and industry guidance on accessibility, alongside specific engagement that has been undertaken with the Bury Hearing Hub and Bury Society For Blind & Partially Sighted People. • Celebrate the independent character of Prestwich, supporting new independent and start-up businesses that build on Prestwich's history of innovation, creativity and independence.
Environmental	<ul style="list-style-type: none"> • reuse, renewal and regeneration of a significant brownfield site, that has exceptional connectivity and accessibility. • high quality public realm and landscape framework including a new village square. • reduce the carbon footprint of the development and support a low carbon future for the development; • a new active Travel Hub will reduce traffic passing through the site and encourage active travel options by providing easy pedestrian and cycle access, connections to local cycling and walking routes, as well as convenient links to Prestwich's tram and bus and services. • uplift biodiversity by more than 40%, which is well in excess of current Council of Government targets of a 10% uplift in biodiversity for new developments • 220 new trees planted across the masterplan.

Table 12: Scheme Benefits.

10.7 In view of the above, it has been demonstrated the proposals accord with Paragraph 11 of the Framework and therefore planning permission should be granted without delay.

11 DRAFT SECTION 106 HEADS OF TERMS

- 11.1 It is proposed that Section 106 heads of terms will address affordable housing and Traffic Regulation Orders.

Affordable Housing

- 11.2 The Applicant will target the provision of 25% affordable housing across the development as a whole, in accordance with the Council's planning policy as set out in UDP Policy H4/1 and the Development Control Policy Guidance Note (2004), subject to viability. The detail of this will be confirmed at reserved matters stage.

Traffic Regulation Orders

- 11.3 A Traffic Regulation Order (TRO), will be implemented on local roads if it is deemed necessary at a later stage during the development. This will be informed by the Parking Strategy, prepared by Civic Engineers.

Car Club

- 11.4 A contribution towards the provision of car club spaces within the Travel will be provided by the Applicant. The exact amount will be agreed through the determination of the planning application.

12 SUMMARY AND CONCLUSION

- 12.1 This Planning and Regeneration Statement has been prepared by Asteer Planning LLP ('Asteer') on behalf of The Prestwich Regeneration LLP. The application is submitted as a hybrid (part full and part outline) and is seeking to deliver the comprehensive redevelopment of Prestwich Village which will result in in change on a transformational scale for the local community.

Site and Surrounding Area

- 12.2 The Site is 2.48 hectares and comprises a mixture of surface level car parking bound by Rectory Lane to the south and east and existing buildings including the Longfield Centre, Prestwich Library and Prestwich Health Centre.
- 12.3 The Site also incorporates an existing surface level car park north of Fairfax Road.
- 12.4 The Site is centrally located within Prestwich and largely surrounded by low lying mixed use development of both residential uses and local amenities.

Pre Application Engagement

- 12.5 The Applicant has undertaken extensive pre application engagement with Planning Officers at Bury Council alongside a multi staged approach to engagement with local stakeholders and community, ensuring an inclusive approach.
- 12.6 The Applicant has engaged in a comprehensive public consultation process, undertaking a multi staged approach and utilising a number of communication and consultation methods to engage and inform the local community.

Relevant Planning Policy Framework

- 12.7 Section 5 outlines the relevant adopted and emerging planning policy framework and guidance at a local and national level. The Site is subject to a range of town centre policies due to its central location, set out within adopted local and national planning policy and emerging regional documents.

Planning Assessment

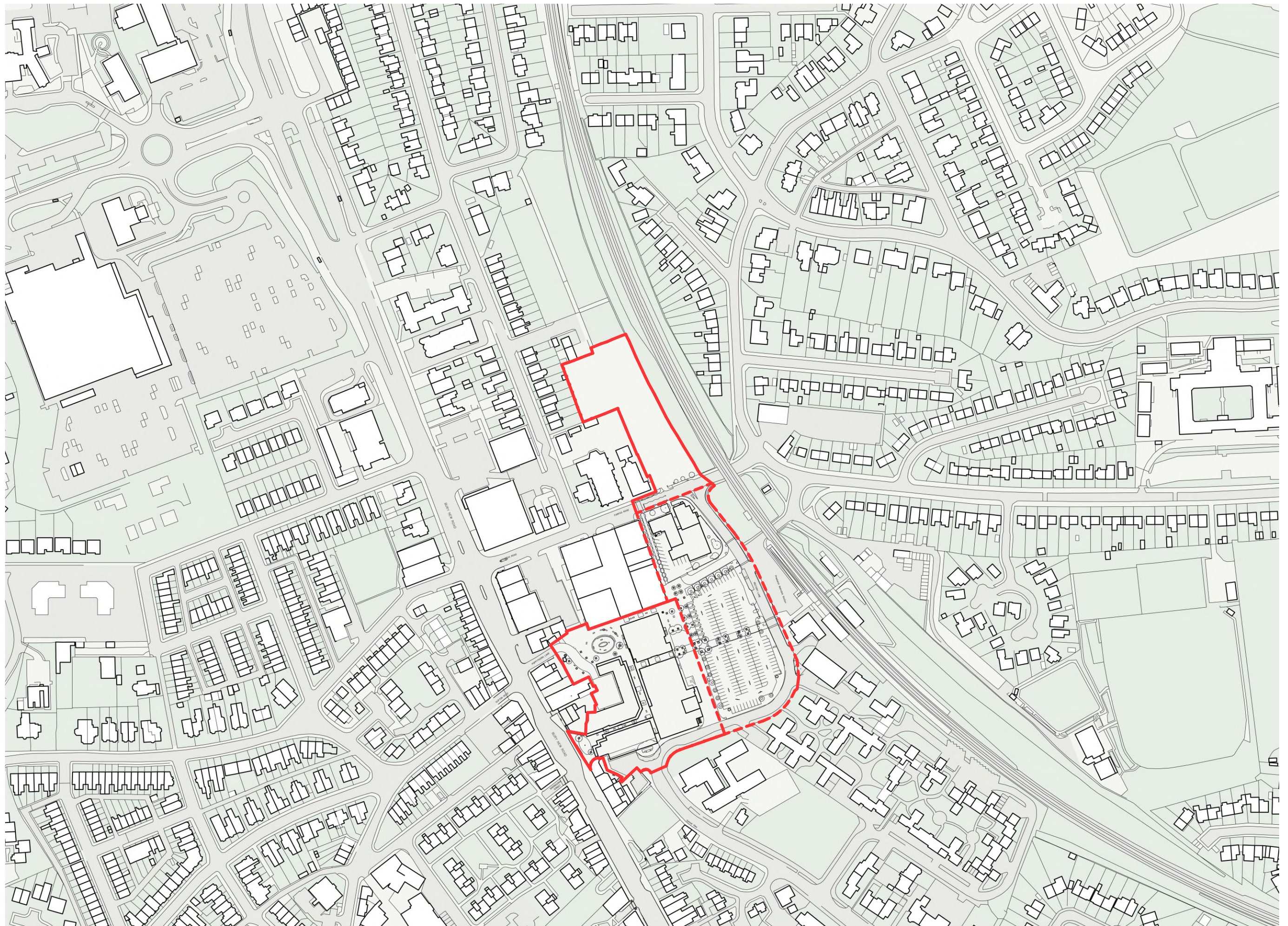
- 12.8 Section 7 of this SPS assesses the proposals against the relevant policies of the adopted Development Plan for Bury Council and the FRAMEWORK (2023). Section 38(6) of the Compulsory Purchase Order Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

12.9 The proposed development fully accords with the relevant local, regional and national policies as listed and assessed within Section 6 of this SPS.

Summary

12.10 In summary the principle of the proposed development accords fully with the adopted Development Plan for Bury Council and current national planning policy. The proposals presented in this hybrid planning application will deliver a mixed use development that is transformational for Prestwich and which will have a significant catalytic impact on inward investment in the south of the Borough. It is a development that will undoubtedly generate substantial public benefits for the wider community, that combine to deliver a truly sustainable, connected and accessible new village centre for Prestwich.

APPENDIX 1 – SITE LOCATION PLAN



Notes:

- EXTENT OF FULL APPLICATION
- EXTENT OF OUTLINE APPLICATION

Project:
Prestwich Village
Masterplan

Drawn: LG

Rev: P00

Checked: JC

Details:
16/01/2024

Title:
Site location plan

Status: S2 Information

Planning

Drawing No:
207-JMA-MP-XX-DR-A-000400

Scale:
1:1250 @ A1

Jon Matthews Architects

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APPENDIX 2 – SUBMISSION DOCUMENTS

The following plans and documents are submitted in support of the application:

- Covering Letter, prepared by Asteer Planning LLP;
- Application form, relevant ownership certificates and application fee;
- Full set of existing and proposed plans prepared by JMA Architects and PlanIT (enclosed within Appendices 2, 3, 4 and 5 of the Development Specification, prepared by Asteer Planning);
- Design and Access Statement by prepared by JMA Architects (including Fire Statement and Waste Management);
- This Supporting Planning and Regeneration Statement (including Affordable housing Statement and Draft Heads of Terms) prepared by Asteer Planning;
- Arboricultural Impact Assessment prepared by Tyler Grange;
- Archaeological Desk Based Assessment prepared by Salford Archaeology;
- Asbestos Management Survey, prepared by Asbestos Assessment and Control Limited;
- Building and Structural Surveys including Asbestos Survey prepared by Stantec;
- Building for Life Assessment prepared by PlanIT;
- Crime Impact Assessment prepared by Greater Manchester Police;
- Daylight / Sunlight Assessment prepared by GIA;
- Development Specification prepared by Asteer Planning;
- Ecological Impact Assessment (including Bat and Protected Species Survey), prepared by Tyler Grange;
- Environmental Statement prepared by Asteer Planning, including:
 - Chapter 7: Townscape and Visual Impact Assessment prepared by PlanIT;

- Chapter 8: Transport Assessment, Framework Travel Plan and Parking Data and Parking Management Strategy prepared by Civic Engineers;
- Chapter 9: Noise and Vibration assessment prepared by Cundall;
- Chapter 10: Air Quality assessment prepared by Cundall;
- Equalities Statement, prepared by Pegasus Group;
- Flood Risk and Drainage Strategy prepared by Civic Engineers;
- Ground Conditions Survey (including Coal Mining Risk Assessment) prepared by GEA;
- Heritage Statement prepared by Stephen Levrant Heritage Architecture;
- Health Impact Assessment prepared by AMION;
- Landscaping and Public Realm Proposals prepared by PlanIT;
- Lighting Strategy prepared by Hannan;
- Parking Data Review and Parking Management Strategy prepared by Civic Engineers;
- Statement of Community Involvement prepared by Font Communications;
- Sustainability and Energy Statement prepared by Hoare Lea;
- Topographical Assessment by Greenhatch Group;
- TV Impact Assessment prepared by GTECH Surveys;
- Ventilation Strategy prepared by Hannan;
- Wind Assessment prepared by GIA;
- Waste Management Strategy prepared by JMA Architects.

APPENDIX 3 – PLANNING HISTORY

Reference	Address	Proposal	Decision
69243	Units 7-9 Longfield Centre, Prestwich, Manchester, M25 1AY	Change of use of Unit 9 from cafe (Use Class E (b)) to drinking establishment (Sui Generis) and amalgamation with Unit 7 to form a mixed use shop and drinking establishment (Use Class E (a) and Sui Generis)	Approved 17 th March 2023
67236	40 Longfield Centre, Prestwich, Manchester, M25 1AY	Installation of automated prescription collection machine and solid panel surround to front elevation	Approved 20 th August 2021
62418	25-27 Longfield Centre, Prestwich, Manchester, M25 1AY	Prior approval for proposed change of use from shop (Class A1) to restaurant (Class A3)	Approved 3 rd May 2018
59506	22 Longfield Centre, Prestwich, Manchester, M25 1AY	1 No. internally illuminated fascia sign	Approved 11 th January 2023
57608	Unit 6 (no. 35) Longfield Centre, Prestwich, Manchester, M25 1AY	Change of use from shop (Class A1) to financial and professional services (Class A2) and external alterations including new shop front	Approved 7 th July 2014
56952	4-8 Longfield Centre, Prestwich, Manchester, M25 1AY	1 no. internally illuminated fascia sign; 1 no. internally illuminated projecting sign, 1 no. internally illuminated atm surround sign and 3 no. non-illuminated poster signs	Approved 12 th February 2014
56768	Panama Hatty's, 32 Longfield Centre, Prestwich, Manchester, M25 1AY	Installation of 3 No. retractable awnings to front elevation.	Approved 14 th November 2013
55365	4-8 Longfield Centre, Prestwich, Manchester, M25 1AY	1 No. internally illuminated fascia sign; 1 No. internally illuminated projecting sign; 1 No. internally illuminated ATM sign	Approved 9 th August 2012
54978	Longfield Shopping Centre, Car Park and Adjoining Lands, Bury New Road,	Application to extend the planning permission reference 51465 for a further 5 years for : Outline - Demolition of existing buildings and construction of a town	Approved 23 rd May 2012

	Rectory Lane, Fairfax Road, Prestwich, Manchester, M25 1AY	centre mixed use development comprising uses with floor areas up to: food retail 6,040m ² , non food retail 2,218m ² , restaurant 385m ² , library 1,287m ² , offices 3,360m ² , residential 36 units, hotel 70 bed, new Longfield suite entrance 540m ² , plant areas 421m ² , parking spaces 384 and highway infrastructure works and extension of rectory lane.	
52571	Zinc Court, Longfield Centre, Prestwich, M25 1AY	Installation of 84cm diameter satellite dish on a 1.2m square concrete pallet mount (Resubmission of 52186)	Approved 4 th June 2010
51465	Longfield shopping centre / Car Park and adjoining land Bury New Road, Rectory Lane and Fairfax Road, Prestwich, M25 1AY.	Outline – Demolition of existing building and construction of a town centre mixed use development comprising uses with floor areas up to food retail 6,040m ² , non-food retail 2,218m ² , restraint 385m ² , library 1,287m ² , offices 3,360m ² , residential 36 units, hotel 70 bed, new Longfield suite entrance 540m ² , plant areas 421m ² , parking spaces 384 and highway infrastructure works and extension of Rectory Lane.	Approved 16 th December 2009
50829	Units 5-6 Longfield Centre, Prestwich M25 1AY	Internally Illuminated Fascia Sign and Projecting Sign.	Approved 11 February 2009.
50546	Unit 4, Radius, 30 Longfield Centre, Prestwich, M25 1AY	2 illuminated fascia signs and 2 illuminated projecting signs	Approved 23 rd October 2008.
46792	36 Longfield Centre, Prestwich	Non illuminated shop signage	Approved 23 rd October 2006
03/40475	4-8 Longfield Centre, Prestwich	Internally illuminated projecting sign and fascia	Approved 9 th June 2003
40003	The Longfield Centre Poppythorn Lane, Bury New Road, Prestwich	Automatic public toilet	Approved 9 th January 2003
02/39140	Car park adjacent our Lady of Grace church Fairfax Road, Prestwich	Proposed Temporary Portacabin to temporarily relocate the existing Prestwich pharmacy on to the existing car park from their existing site, to facilitate the future	Approved 18 th September 2023.

		redevelopment of the Sainsburys building in the Longfield Centre.	
01/38602	Former Sainsburys site Longfield Centre Prestwich	Demolition of existing units and new two-story mixed-use development (Class A1 – Shop, Class A3 – Food and Drink, Class D2 – Assembly and leisure) together with perimeter landscaping and rear service area.	Approved 13 th May 202
38590	Unit 7 Longfield Centre, Prestwich	Change of use from Shop (class A1) to food and drink (Class A3)	Approved 25 January 2002
38408	Longfield Centre, including Poppythron Lane, Rectory Lane and Bury New Road Prestwich	Improvements and alterations to car park, village green, service access and pedestrian walkways.	Approved 3 rd December 2001
37879	Unit 27 Longfield Shopping Centre, Prestwich	Change of use from retail (A1) to class A3 (food and drink).	Approved 27 th July 2001
37679	Wall of Prestwich Library, Longfield Centre, Prestwich	Community art project – ceramic frieze	Approved 3 rd July 2001
37524	Rooftop of Longfield Centre, Rectory Lane, Prestwich	Prior approval – instillation of 5m stub mast, 3 cross polar antenna, 4X 500mm dishes and one equipment cabin	Approved 18 th April 2001

APPENDIX 4 – DEVELOPMENT SPECIFICATION



Hybrid Planning Application – Development Specification

Prestwich Village

On behalf of The Prestwich Regeneration LLP

January 2024

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APPENDICES

APPENDIX 1 - Site Location Plan

APPENDIX 2 - Parameter Plans

APPENDIX 3 - General Plans

APPENDIX 4 - Full Application Plans

APPENDIX 5 - Landscaping Drawings

APPENDIX 6 - Residential Use Class Schedule

Prepared By: Asteer Planning LLP

Asteer Planning LLP, Mynshulls House, 14 Cateaton Street, Manchester, M3 1SQ

Version Final

Date: January 2024

1 INTRODUCTION

1.1 This Development Specification has been prepared by Asteer Planning LLP ('Asteer') on behalf of Prestwich Regeneration LLP Joint Venture Partnership to inform the preparation of the technical assessments to support a hybrid planning application at Prestwich Village.

1.2 The hybrid application will be formed of two components:

- The **full component**, proposing the demolition of existing buildings, and the erection of a mixed use development comprising community, retail and commercial floorspace and a travel hub.
- The **outline component**, proposing the erection of a mixed-use development comprising residential, retail and commercial uses.

1.3 The Development Specification provides details covering both of the above components, and comprises the following:

- Hybrid Application Area;
- Type of Planning Application;
- Quantum of Non-Residential Uses;
- Quantum of Residential Development;
- Quantum of Car Parking; and
- Quantum of Cycle Parking

1.4 The Development Specification for each component is provided in the following sections.

2 HYBRID APPLICATION AREA

2.1 The Hybrid application boundary, encompassing the full and outline components, and as drawn on the Location Plan enclosed at **Appendix 1**, extends to 2.48ha (6.1 acres).

2.2 The extent of the full and outline component (dashed red line) is shown on the Parameter Plans (references enclosed at **Appendix 2**).

Full Application Area

2.3 The full component extends to 1.42ha.

Outline Application Area

2.4 The outline component extends to 1.06ha.

3 TYPE OF PLANNING APPLICATION

3.1 The type of planning application will be a hybrid planning application comprising full and outline components.

3.2 The description of development is as follows:

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

3.3 7084sqm of existing buildings and structures are proposed to be demolished as part of the proposals.

3.4 With regard to the full component, approval will be sought for a full set of drawings, listed at **Appendix 4**.

3.5 With regard to the outline component, approval will be sought for the suite of Parameter Plans enclosed at **Appendix 2** which should be used for undertaking the technical assessments.

3.6 The suite of Parameter Plans include:

- Parameter Plan P1 Land Use
- Parameter Plan P2 Building Heights Max
- Parameter Plan P3 Access and Movement
- Parameter Plan P4 Plots and Public Realm

- Parameter Plan P5 Site Levels

3.7 A site wide Masterplan will be submitted with the hybrid planning application which shows the layout of the full component and a potential (illustrative) configuration for the outline component. The illustrative component of the Masterplan will not be for approval.

4 QUANTUM OF NON-RESIDENTIAL DEVELOPMENT

- 4.1 A mix of non-residential uses are proposed as part of the full and outline components of the hybrid planning application.
- 4.2 Attached at **Appendix 6** is a Use Class Schedule of Non-Residential Development for which planning permission is sought.

Full Component - Overall Quantum of Non-Residential Development

Floor Area	Use Classes E / F / Sui Generis
Gross Internal Area	5,384²

Outline Component - Overall Quantum of Non-Residential Development

Floor Area	Use Class E / F / Sui Generis
Gross Internal Area	900

Full Component – By Use and Plot

Plot A - Community Hub and Retail Pavilion

- 4.3 A Community Hub building is proposed providing ground floor library and community uses (Use Class F1 (a-f), F2(b)). Floors 1 - 3 of the building will comprise flexible office and medical and health service uses (Flexible Use Class E (c, e, g(i)) which means that floors 1-3 can be occupied for either office or medical and health uses, or a combination. This will enable the NHS to occupy floorspace within the building should a commercial agreement be reached.
- 4.4 A single storey pavilion is also proposed for retail use (Use Class E (a, b) F2(a)) and Sui Generis (hot food takeaway and bar).

Plot A - Library and Community Uses

Floor	Floor Area (sqm)
Ground	475m ²
Total	475m²

Plot A - Office / Medical and Health Services

Floor	Floor Area (sqm)
First	638m ² (NIA)
Second	638m ² (NIA)
Third	638m ² (NIA)
Total	1914m²

Plot A - Retail Pavilion

Floor	Floor Area (sqm)
Ground	340m ²
Total	340m²

Plot B – Commercial Building

- 4.5 A Commercial Building is proposed which will provide retail floorspace at ground floor, comprising 8no units (Use Class E (a, b) F2(a)). The ground floor will also include an entrance lobby to enable access to the first floor. The first floor will comprise flexible

office and gymnasium floorspace (Use Classes E, (c), (g)(i), E(d)) which means that the first floor can be occupied for either office or gymnasium uses, or a combination.

Plot B - Retail Uses

Floor	Floor Area (sqm)
Ground	1110m ²
Total	1110m²

Plot B - Flexible Office / Gymnasium Uses

Floor	Floor Area (sqm)
Ground (entrance lobby)	70m ²
First	870m ²
Total	940m²

Plot C – Market Hall

- 4.6 A Market Hall is proposed which will provide a ground floor seating area and bar (Sui Generis), 6no hot food takeaway units (Sui Generis), 6no retail units (Use Class E(a, b)). The ground floor will also include customer toilets and back of house facilities including a wash room, barrel store, bin store and staff facilities. The first floor of the building will comprise staff welfare facilities including a staff room, store rooms and toilets.

Plot C Market Hall – Sui Generis Uses

Floor	Floor Area (sqm) / spaces
Ground	380m ² (6no hot food takeaway and bar)
Total	380m²

Plot C Market Hall - Retail Units

Floor	Floor Area (sqm) / spaces
Ground	210m ² (6no units)
Total	210m²

Plot C Market Hall – Ancillary Uses

Floor	Floor Area (sqm) / spaces
First (ancillary offices)	15m ²
Total	15m²

Travel Hub

4.7 A Travel Hub is proposed which will provide vehicle and cycle parking for the development. The Travel Hub is 3 storeys and will comprise a total of 275 car parking spaces including:

- 20 Accessible spaces (including 2 accessible EV spaces)
- 26 EV charging spaces
- Minimum of 2 Car club spaces
- 76 Cycle spaces

Outline Component – Plots D, E and F

4.8 Each of the residential plots will also include flexible ground floor commercial uses to activate the streets and provide amenity for residents.

Use	Floor Area (sqm)
Use Class E / F / Sui Generis	900m ²

Total	900m²
--------------	-------------------------

5 QUANTUM OF RESIDENTIAL DEVELOPMENT

5.1 The outline component of the hybrid planning application will seek approval for up to 210 residential units (use class C3).

5.2 Parameter Plan P1 – Land Use defines the residential development as follows:

- Development Plot Use Class C3 (light brown colour); and
- Ground floor frontage flexible Use Class E (commercial, business and service), Use Class F (local community and learning), Sui Generis or Use Class C3 (residential) (dark brown colour).

6 QUANTUM OF CAR PARKING

6.1 Car parking is proposed within both the outline and full component of the hybrid application.

Full Component

6.2 The full component of the application includes a total of 283 parking spaces.

6.3 The Travel Hub proposes 275 car parking spaces, including 20 accessible (including 2 EV Spaces), 26 for electric vehicle charging and a minimum of 2 car club spaces.

6.4 8 parking spaces, including 6 accessible, will be located within the wider landscaping associated with Plots A, B and C.

Outline Component

6.5 The outline component of the development includes up to 33 spaces has been within plot D, E, F and in the landscape, including 14 accessible spaces.

7 QUANTUM OF CYCLE PARKING

7.1 Cycle parking is proposed within both the outline and full component of the hybrid application.

Full Component

7.2 The full component of the application includes a total of 124 cycle parking spaces comprising 16 within Plot A, 12 within Plot B and 76 within the Travel Hub (Plot B).

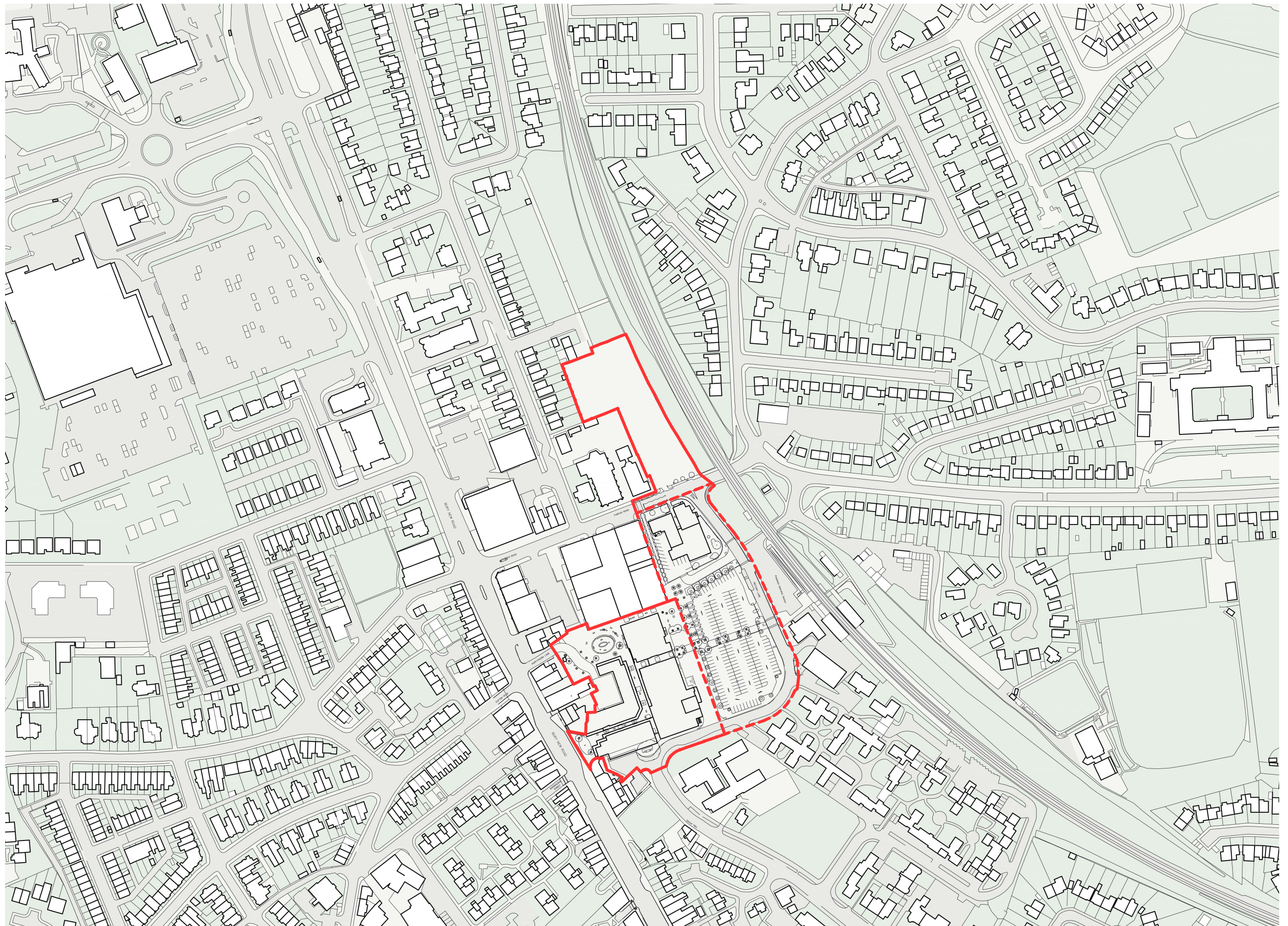
7.3 Cycle storage within the wider landscaping will comprise 20 short stay spaces.

Outline

7.4 Up to 210 cycle parking spaces are proposed for Plots D, E and F.

7.5 Cycle storage within the landscaping of the outline element will comprise up to 6 short stay spaces.

APPENDIX 1 - Site Location Plan



Notes:

- EXTENT OF FULL APPLICATION
- EXTENT OF OUTLINE APPLICATION

Project:
Prestwich Village
Masterplan

Drawn: LG

Rev: P00

Checked: JC

Details:
16/01/2024

Title:
Site location plan

Status:
S2 Information

Planning

Drawing No:
207-JMA-MP-XX-DR-A-000400

Scale:
1:1250 @ A1

Jon Matthews Architects

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APPENDIX 2 - Parameter Plans

Drawing	Drawing Reference	Author
P1 – Land Use Parameter Plan	207-JMA-MP-XX-DR-A-001601 P00	JMA
P2 – Max Site Heights Parameter Plan	207-JMA-MP-XX-DR-A-001602 P00	JMA
P3 – Access & Movement Parameter Plan	207-JMA-MP-XX-DR-A-001603 P00	JMA
P4 Plots & Public Realm Parameter Plan	207-JMA-MP-XX-DR-A-001604 P00	JMA
P5 – Site Levels Parameter Plan	207-JMA-MP-XX-DR-A-001605 P00	JMA

APPENDIX 3 – General Application Plans

Drawing	Drawing Reference	Author
Site Location Plan	207-JMA-MP-XX-DR-A-000400 P00	JMA
Existing site plan	207-JMA-MP-XX-DR-A-001300 P00	JMA
Demolition Site Plan	207-JMA-MP-XX-DR-A-001500 P00	JMA
Illustrative Masterplan	207-JMA-MP-XX-DR-A-001450 P00	JMA
Second Floor (third and fourth similar) Proposed Site Plan	207-JMA-MP-02-DR-A-001402 P00	JMA
Extent of Full and Outline	207-JMA-MP-00-DR-A-001310 P00	JMA
Phase 1 – Proposed Construction Phasing Plan	207-JMA-MP-XX-DR-A-001301 P00	JMA
Phase 2 – Proposed Construction Phasing Plan	207-JMA-MP-XX-DR-A-001302 P00	JMA

APPENDIX 4 - Full Application Plans

Drawing	Drawing Reference	Author
<i>Site Wide</i>		
Roof Proposed Site Plan	207-JMA-MP-RF-DR-A-001410 P00	JMA
Ground Floor Proposed Site Plan	207-JMA-MP-00-DR-A-001400 P00	JMA
Site Plan - First floor	207-JMA-MP-01-DR-A-001401 P00	JMA
Refuse and Landscape – Proposed Site Plan	207-JMA-MP-00-DR-A-001460 P00	JMA
<i>Elevations</i>		
Longfield Centre Existing Context Elevation	207-JMA-MP-XX-DR-A-041400 P00	JMA
Fairfax Road A Existing Context Elevation	207-JMA-MP-XX-DR-A-041401 P00	JMA
Fairfax Road B Existing Context Elevation	207-JMA-MP-XX-DR-A-041402 P00	JMA
Poppythorn Lane A Existing Context Elevation	207-JMA-MP-XX-DR-A-041403 P00	JMA
Poppythorn Lane B Existing Context Elevation	207-JMA-MP-XX-DR-A-041404 P00	JMA
Poppythorn Lane C Existing Context Elevation	207-JMA-MP-XX-DR-A-041405 P00	JMA
Bury New Road Existing Context Elevation	207-JMA-MP-XX-DR-A-041406 P00	JMA
Longfield Centre Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041500 P00	JMA
Fairfax Road A Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041501 P00	JMA

Fairfax Road B Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041502 P00	JMA
Poppythorn Lane A Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041503 P00	JMA
Poppythorn Lane B Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041504 P00	JMA
Poppythorn Lane C Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041505 P00	JMA
Bury New Road Demolition Existing Context Elevation	207-JMA-MP-XX-DR-A-041506 P00	JMA
Claythorn Street A Proposed Context Elevation	207-JMA-MP-XX-DR-A-042400 P00	JMA
Claythorn Street B Proposed Context Elevation	207-JMA-MP-XX-DR-A-042401 P00	JMA
Poppythorn Lane Proposed Context Elevation	207-JMA-MP-XX-DR-A-042402 P00	JMA
Rectory Lane Proposed Context Elevation	207-JMA-MP-XX-DR-A-042403 P00	JMA
Village Square Proposed Context Elevation	207-JMA-MP-XX-DR-A-042404 P00	JMA
Fairfax Road Proposed Context Elevation	207-JMA-MP-XX-DR-A-042405 P00	JMA
Highfield Road to Tramline	207-JMA-MP-XX-DR-A-051400 P00	JMA
<i>Sections</i>		
Rectory Lane to Bury New Road Proposed Section	207-JMA-MP-XX-DR-A-051401 P00	JMA
Fairfax Road to Rectory Lane Proposed Section	207-JMA-MP-XX-DR-A-051402 P00	JMA

Rectory Lane to Highfield Place Proposed Section	207-JMA-MP-XX-DR-A-051403 P00	JMA
Proposed Site Section Locations	207-JMA-MP-XX-DR-A-042000 P00	JMA
<i>Plot A</i>		
GA - Ground Floor Plan	207-JMA-A-00-DR-A-022400 P00	JMA
GA – Typical Floor Plan	207-JMA-A-01-DR-A-022401 P00	JMA
GA - Roof Plan	JMA-A-RF-DR-A-022410 P00	JMA
GA – Village Square Elevation	207-JMA-A-XX-DR-A-042400 P00	JMA
GA - Barrow Street Elevation	207-JMA-A-XX-DR-A-042401 P00	JMA
GA - Rectory Lane Elevation	207-JMA-A-XX-DR-A-042402 P00	JMA
GA - Bury New Road Elevation	207-JMA-A-XX-DR-A-042403 P00	JMA
GA - Section A	207-JMA-A-XX-DR-A-052400 P00	JMA
GA - Section B	207-JMA-A-XX-DR-A-052401 P00	JMA
GA - Study Bay 1	207-JMA-A-XX-DR-A-104401 P00	JMA
GA - Study Bay 2	207-JMA-A-XX-DR-A-104402 P00	JMA
GA - Study Bay 3	207-JMA-A-XX-DR-A-104403 P00	JMA
<i>Plot B</i>		
GA - Ground Floor Plan	207-JMA-B-00-DR-A-022400 P00	JMA
GA - 1st Floor Plan	207-JMA-B-01-DR-A-022401 P00	JMA
GA - Roof Plan	207-JMA-B-RF-DR-A-022410 P00	JMA
GA - Village Square Elevation	207-JMA-B-XX-DR-A-042400 P00	JMA
GA – Clayton Street Elevation	207-JMA-B-XX-DR-A-042401 P00	JMA
GA – Poppythorn Lane Elevation	207-JMA-B-XX-DR-A-042402 P00	JMA
GA - Service yard Elevation	207-JMA-B-XX-DR-A-042403 P00	JMA

GA - Section A	207-JMA-B-XX-DR-A-052400 P00	JMA
GA - Section B	207-JMA-B-XX-DR-A-052401 P00	JMA
GA - Section C	207-JMA-B-XX-DR-A-052402 P00	JMA
Study Bay 1 Village Square	207-JMA-B-XX-DR-A-104401 P00	JMA
Study Bay 2 Single Story	207-JMA-B-XX-DR-A-104402 P00	JMA
Study Bay 3 Service Yard	207-JMA-B-XX-DR-A-104403 P00	JMA
<i>Plot C</i>		
GA - Ground Floor Plan	207-JMA-C-00-DR-A-022400 P00	JMA
GA – First Floor Plan	207-JMA-C-01-DR-A-022401 P00	JMA
GA - Roof Plan	207-JMA-C-RF-DR-A-022410 P00	JMA
GA - Village Square Elevation	207-JMA-C-XX-DR-A-042400 P00	JMA
GA – Barrow Street Elevation	207-JMA-C-XX-DR-A-042401 P00	JMA
GA – Village Square (Side Elevation) Elevation	207-JMA-C-XX-DR-A-042402 P00	JMA
GA – Poppythorn Lane Elevation	207-JMA-C-XX-DR-A-042403 P00	JMA
GA - Section A	207-JMA-C-XX-DR-A-052400 P00	JMA
GA - Section B	207-JMA-C-XX-DR-A-052401 P00	JMA
GA - Study Bay 1	207-JMA-C-XX-DR-A-104401 P00	JMA
GA - Study Bay 2 Retail Front Elevation	207-JMA-C-XX-DR-A-104402 P00	JMA
<i>Plot G</i>		
GA - Ground Floor Plan	JMA-G-00-DR-A-022400 P00	JMA
GA - Level 1 & 2 Plan	207-JMA-G-01-DR-A-022401 P00	JMA
GA – Roof Plan	207-JMA-G-RF-DR-A-022410 P00	JMA

Fairfax Road / Highfield Place	207-JMA-G-XX-DR-A-042400 P00	JMA
Highfield Road Railway Elevation	207-JMA-G-XX-DR-A-042401 P00	JMA
Study Bay 1	207-JMA-G-XX-DR-A-104401 P00	JMA
Study Bay 2	207-JMA-G-XX-DR-A-104402 P00	JMA

APPENDIX 5 – Landscaping Drawings

Drawing	Drawing Reference	Author
<i>Landscaping Plans</i>		
Landscape Masterplan Phase 1 & Outline Area	3107-PLA-XX-XX-DR-L-0002 S4 P12	PlanIT
Temporary Landscape Interface Works Interim scheme between phases	3107-PLA-XX-XX-DR-L-0004 S4 P04	PlanIT
Landscape Masterplan - Phase 1	3107-PLA-XX-XX-DR-L-0006 S4 P04	PlanIT

APPENDIX 6 – Non -Residential Use Class Schedule

Use	Use Class	Use Class Order Description
Retail (food and non-food)	E(a)	Display or retail of goods, other than hot food.
Eating and drinking establishments	E(b)	Sale of food and drink for consumption (mostly on the premises)
Financial services	E(c)(i)	Financial services
Professional services	E(c)(ii)	Professional services (other than health or medical services)
Other commercial, business or service	E(c)(iii)	Other appropriate services in a commercial, business or service locality.
Indoor sport, recreation and fitness	E(d)	Indoor sport, recreation, fitness (not involving motorized, vehicles or firearms or use as a swimming pool or skating rink).
Medical / Health Services	E(e)	Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner).
Offices, Research and Development	E(g)(i)(ii)	Uses which can be carried out in a residential area without detriment to its amenity
Learning and Non-Residential Institutions	F1	Uses including education (F1(a)), display of works of art (F1(b)), museums (F1(c)), public libraries (F1(d)), public halls (F1(e)), public worship (F1(f)).
Local Community	F2	Uses including shops (selling essential goods) where the premises do not exceed 280 sq m and there is no other such facility within 1000m (F2(a)), halls or meeting places for the principal use of the community (F2(b)).
Sui Generis	N/A	Uses include, but are not limited, to hot food takeaways, public houses, drinking establishments (including those with an expanded food provision).

APPENDIX 5 –PLANNING POLICY ASSESMENT SCHEDULE

Policy	Summary
Bury Unitary Development Plan	
EC6 New Business, Industrial and Commercial	The Council will seek to ensure that new business, industrial and commercial development is of a suitably acceptable design and does not have a significantly detrimental effect on the surrounding environment and amenity.
H2 Housing Environment and Design	The Council will encourage good design in all residential development. Where residential development takes place, be it new development, conversions, or alterations to existing properties, it will be important to ensure that it is appropriate to the character and amenity of the surrounding area. It is especially important for new housing developments to be well integrated with the surrounding land uses and well related in their scale and location.
H2/1 The Form of New Residential Development	<p>All new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:</p> <ul style="list-style-type: none"> • the height and roof type of adjacent buildings; • the impact of developments on residential amenity; • the density and character of the surrounding area; • the position and proximity of neighbouring properties; • the materials to be used in proposed developments, especially their colour and texture.
H2/2 The Layout of New Residential Development	<p>New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:</p> <ul style="list-style-type: none"> • car parking provision; • access for both vehicles and pedestrians, and provision for public transport; • the possible need for traffic calming measures; • density; • space about and between dwellings; • landscaping and screening; • protection/provision of trees and hedgerows; • open space/children's play areas; • design for safety and security; • access/facilities for the disabled; • the existence of any public rights of way <p>It should also be noted that in connection with factor (c), the layout of residential developments should incorporate speed reduction measures where appropriate and in connection with factor (k), the re-routing of public rights of way along estate roads should be avoided in accordance with Department of the Environment Circular 2/93 - Public Rights of Way.</p>
H3 Incompatible Uses in Residential Areas	The Council will not permit the development of incompatible uses in areas which are primarily residential in nature and where possible will seek to resolve existing conflicts. In aiming to improve residential amenity, not only is it necessary to influence

Policy	Summary
	the relationship between new housing development and the surrounding environment, it is also necessary to protect existing residential areas from inappropriate developments and to resolve existing land-use conflicts.
H3/1 Assessing Non-Conforming Uses	The Council will assess proposals for the development of non-conforming uses in primarily residential areas and will not permit proposals considered to be incompatible.
H3/2 Existing Incompatible Uses	<p>Where existing incompatible uses operate within residential areas, the Council will seek to ensure that any existing conflicts are resolved where possible and where opportunities arise. In particular the Council will encourage and, where appropriate, implement measures to:</p> <ul style="list-style-type: none"> • Control future land uses so as to minimise or remove conflicts; • Control the intensification or expansion of non-conforming uses where possible; • Control the operation of adjacent uses where possible in order to minimise areas of conflict and potential nuisance; • Introduce environmental improvements or traffic management schemes where appropriate. Only as a last resort will the Council consider the relocation of incompatible uses.
H5 Housing Improvement	The Council will continue to support the improvement of the housing stock and its environment. Poor housing conditions adversely affect the quality of life of a significant number of the Borough's residents and represent a key area of concern in the drive for urban regeneration. The Council will, therefore, take every opportunity to make improvements to poor housing environments and older houses. By doing this it will not only extend the life of the properties, but it will also contribute towards improving the quality of life of local residents.
S1/5 Neighbourhood Centres and Local Shops	The Council will seek to retain retailing (Class A1), as the predominant use in small neighbourhood centres and in new or existing local shops, to cater primarily for the day to day needs of residents and businesses.
S2/6 Food and Drink	<p>The Council in considering all proposals which involve restaurants, hot food takeaways, cafes, snack bars, wine bars and public houses, together with any other uses contained within Class A3, will have regard to the following factors:</p> <ul style="list-style-type: none"> • The amenity of nearby residents by reason of noise, smell, litter and opening hours; • Whether or not the proposal would result in an over concentration of Class A3 uses, which could adversely change the nature or character of a centre as a whole; • Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement; • Provision for the storage and disposal of refuse and customer litter;

Policy	Summary
	<ul style="list-style-type: none"> The environmental impact of any ventilation flues and/or ducting.
CF4 Healthcare Facilities	Improvements to existing, and proposals for new healthcare facilities will generally be looked on favourably by the Council.
TC1/2 Pedestrian/Vehicular Conflict in Town Centres	The Council will undertake appropriate schemes to reduce the conflict between pedestrians and vehicles in the Borough's Town Centres.
EC6/1 Assessing New Business, Industrial and Commercial Development	<p>All new business, industrial and commercial development will be expected to be of a high standard of design and appearance and to take account of the surrounding environment, amenity and the safety of employees, visitors and adjacent occupiers. Factors to be considered when assessing proposals will include:</p> <ul style="list-style-type: none"> scale, size, density, layout, height and materials; access and car parking provision; landscaping and boundary treatment; the effect on neighbouring properties; the safety of employees, visitors and adjacent occupiers.
EN1 Built Environment	The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.
En1/1 Visual Amenity	<p>Notes that 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. Factors to be considered when assessing proposals will include:</p> <ul style="list-style-type: none"> the external appearance and design of the proposal in relation to its height, scale, density and layout; the relationship of the proposal to the surrounding area; the choice and use of materials; access and other design features for the mobility impaired; the design and appearance of access, parking and service provision; <ul style="list-style-type: none"> landscaping, including the use of natural landscape features, and open space provision; and the use of lighting. <p>Proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction, with suitable provision for well located and designed street furniture, alongside environmentally sensitive design features aimed at discouraging crime. With regard to access, the policy notes that the council is concerned to improve the quality of development along throughroutes and at gateways, and will require new proposals fronting major throughroutes and at the identified</p>

Policy	Summary
	<p>gateways to display a high standard of design and landscaping. Proposals for new and altered shop fronts properly respect the architectural elements of the building and the character of the surrounding street scene.</p> <p>Furthermore, the policy notes that the appearance of proposed developments and their relationship to their surroundings are material planning considerations to be taken into account when assessing development proposals.</p>
<p>EN1/2 - Townscape and Built Design</p>	<p>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. Factors to be considered when assessing proposals will include:</p> <ul style="list-style-type: none"> • The external appearance and design of the proposal in relation to its height, scale, density and layout; • The relationship of the proposal to the surrounding area; • The choice and use of materials; access and other design features for the mobility impaired; • The design and appearance of access, parking and service provision; • Landscaping, including the use of natural landscape features, and open space provision; • The use of lighting.
<p>EN1/3 Landscaping Provision</p>	<p>Development proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction.</p>
<p>EN3 Archaeology</p>	<p>The Council recognises the importance of archaeological remains as part of the Borough's heritage and will seek the protection of sites of archaeological importance as and where they are found.</p>
<p>EN4 Energy Conservation</p>	<p>The Council will encourage development which contributes to energy conservation in the Borough. The use of renewable energy resources and the incorporation of energy efficiency measures in built development and the transport system will be encouraged.</p>
<p>EN7 Pollution Control</p>	<p>The Council will seek to control environmental nuisance and minimise pollution levels associated with development by limiting the environmental impact of pollution, wherever possible, in conformity with current legislation and prescribed standards.</p>
<p>EN10 Environmental Movement</p>	<p>The Council will seek to improve the environmental quality of the Borough, within which priority will be given to an on-going environmental improvement programme.</p>

