

4 THE PROPOSED DEVELOPMENT AND ALTERNATIVES

Introduction

4.1 This Chapter of the ES sets out the description of the Proposed Development, in addition to identifying the main reasonable alternatives to the Proposed Development that have been considered and the main reasons for selecting the chosen option.

4.2 Schedule 4, Part 1 of the 2017 EIA Regulations outlines the information that should be provided within an ES. This Chapter includes a 'Description of the Development', including in particular:

"a) A description of the location of the development;

b) A description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land use requirements during the construction and operational phases;

c) A description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;

d) An estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases)."

4.3 This Chapter and the accompanying figures define the maximum quantum of development proposed and describes the Proposed Development in line with Schedule 4 of the EIA Regulations as far as possible considering the hybrid nature of the application. A description of the enabling works and broad construction methods and processes is presented.

4.4 The information presented in this chapter alongside the plans submitted for approval form the basis of the EIA and provides the level of detail required to enable the assessment of environmental effects for the application in line with the EIA Regulations.

Description of Development

4.5 The planning application seeks hybrid planning permission for a mixed-use development. The Proposed Development is split into two parts; Part A seeking full planning permission

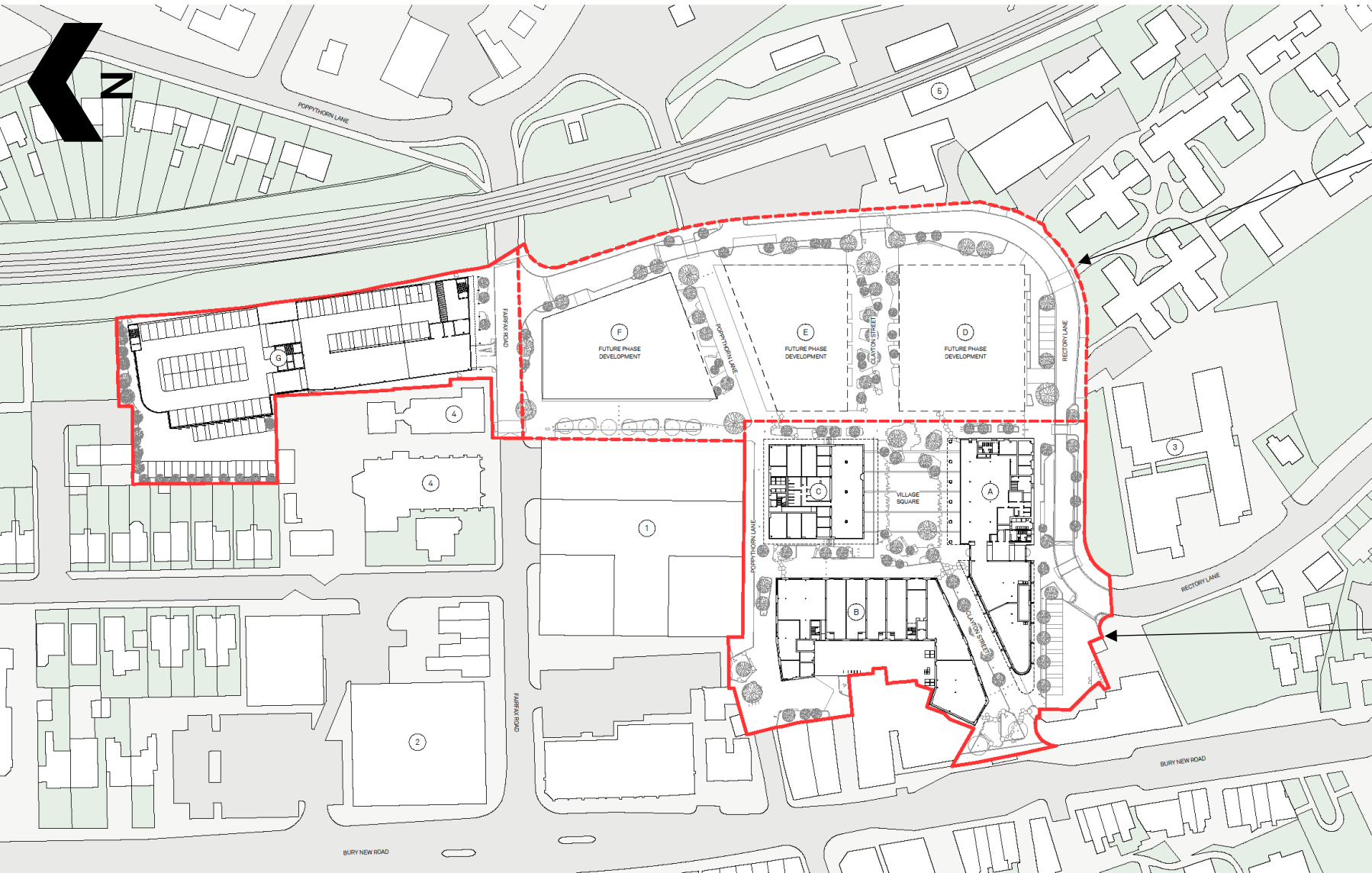
for a new Community Hub, market Hall, retail/commercial floorspace, a Travel Hub, public realm and landscaping and demolition of existing buildings; Part B seeking outline permission for residential uses alongside ground floor retail and commercial floorspace, public realm and landscaping and other associated infrastructure.

- 4.6 More specifically, the formal description of the Proposed Development as set out in the planning application is as follows:

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

- 4.7 By way of context, **Image 4.1** illustrates the boundary extents for the full and outline application areas (see also Figure 4.28 in **Appendix 4.1**). **Image 4.1** also illustrates the proposed Masterplan layout and proposed plot locations which are described in further detail below. Phasing will be discussed in greater detail within the Chapter; however, for ease of reference Phase 1 comprises the detailed elements of the application which are sought for full planning permission; and Phase 2 comprises the outline elements of the application.

Image 4.1: Full (Phase 1) and Outline (Phase 2) Application Areas (refer also to Figure 4.28)



Dashed area – outline application area

Solid area – full application area

The Prestwich Village Masterplan

4.8 The Masterplan provides a detailed configuration for seven development plots; 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 Masterplan. The illustrative part of the Masterplan demonstrates one option of how the outline and full proposals could align with one another to create a cohesive, technical robust overarching development.

- **Full Application (Phase 1):**

- Demolition of existing buildings.
- Plot A – Community Hub.
- Plot B – Retail Hub.
- Plot C – Market Hall.
- Plot G – Travel Hub.
- Temporary and permanent Landscaping and Public Realm.

- **Outline Application (Phase 2):**

- Plot D – Residential (inc. ground floor non-residential uses).
- Plot E – Residential (inc. ground floor non-residential uses).
- Plot F – Residential (inc. ground floor non-residential uses).
- Landscaping and Public Realm and engineering works to Rectory Lane.

4.9 The Prestwich Village Masterplan is illustrated on **Image 4.2** below (see **Image 4.1** for proposed plot locations and **Figure 4.28** in **Appendix 4.1**).

Image 4.2: Prestwich Village Illustrative Masterplan (refer also to Figure 4.37)



- 4.10 As discussed in **Chapter 2: Assessment Scope and Methodology**, in accordance with EIA case law, the EIA has been carried out with regards to a range of fixed development parameters to enable robust assessments to be completed, which is discussed in the following section below.

Development Parameters

- 4.11 As detailed in **Chapter 2: Assessment Scope and Methodology**, the assessment parameters include the following:
- The Site Location Plan (**Figure 1.1**).
 - Proposed Demolition Plan (**Figure 4.1**).
 - The set of plans referred to in **Appendix 4.1**.
 - The Development Specification (which sets out the proposed quantum of development as contained in **Appendix 4.2**).
 - The written description of development as presented in this Chapter.
- 4.12 As detailed in **Chapter 2: Assessment Scope and Methodology**, the 'Rochdale Envelope Principle' has been applied to the assessment approach, meaning that a development envelope has been identified for the purpose of the assessments. This development envelope consists of the known built form of the full elements and the parameters of the outline elements. Therefore, the parameters above, along with the written description of the Proposed Development and detailed application plans for approval, allow the likely significant effects of the proposals as a whole (ie both full and outline elements) to be fully assessed and appropriate mitigation measures secured.
- 4.13 Reference should be made to **Appendix 4.1** for a set of Figures (showing both the detail and outline components) utilised in the assessment and which have informed the assessment as reported in this ES. It is anticipated that a planning condition is secured requiring that the Proposed Development is brought forward in accordance with the plans submitted for approval. Further information is provided within the application's accompanying Design and Access Statement (DAS) (JMA, January 2024).
- 4.14 The application sets a maximum quantum of development which could be delivered on the site. The Schedule of Accommodation allows the maximum floorspace thresholds to

be tested in the EIA, thus ensuring a robust assessment of likely significant effects is undertaken.

- 4.15 The following sections describe the Proposed Development as illustrated on the suite of application plans (refer to **Appendix 4.1**) which have informed the technical assessments as reported in this ES and as presented in **Chapters 6-11**. However, the requirement for the Proposed Development to come forward in accordance with the plans that are submitted (in respect of the full element), and the parameters plans (in respect of the outline element), means that the likely significant effects will be assessed however the development is brought forward.

Proposed Schedule of Accommodation

- 4.16 As set out previously, the application is submitted in hybrid, and therefore full planning permission is sought for Phase 1, and outline permission is sought for Phase 2. The Masterplan has been formulated to make best use of the space on the site in terms of the developable areas required but also providing generous public realm and landscaping measures. **Table 4.1** sets out the schedule of accommodation sought for approval.

Table 4.1: Schedule of Accommodation

Plot & Use	Use Class	Maximum Quantum
Full Application Element (Phase 1)		
Plot A - Community Hub	F1 (a-f), F2 (b) E (c, e, g(i)) E (a, b) F2(a)	2,729 sqm
Plot B – Retail Hub	E (a, b) F2(a) E, (c), (g)(i)), E (d)	2,050 sqm
Plot C – Market Hall	Sui Generis E(a, b), F2 (a))	605 sqm
Plot G – Travel Hub		227 spaces for general use 20 accessible spaces (including 2 accessible EV spaces) 26 EV charging spaces 2 spaces for City Car Club

Plot & Use	Use Class	Maximum Quantum
		76 cycle spaces
Outline Application Element (Phase 2)		
Plots D, E and F - Residential	C3	Up to 210 dwellings
Plots D, E and F - Residential	E, F and Sui Generis	900sqm
Total Full & Outline Application (Phases 1 and 2)		
Plots A, B, C, D, E, F and G (non-residential)	E, F and Sui Generis	6,284 sqm
Plots D, E and F (residential)	C3	Up to 210 dwellings

Demolition and Site Levels

4.17 Whilst demolition is discussed later within this Chapter, it is intended to demolish and/or clear all existing buildings and structures which are currently present on the site. A proposed Demolition Plan is presented in **Figure 4.1**, however to confirm the following buildings are proposed to be demolished:

- Prestwich Health Centre.
- Iceland Supermarket.
- Longfield Centre.
- Prestwich Library.

4.18 Following demolition, site preparation works will begin, for example with the installation of temporary fencing to secure the site, siting of temporary cabins and storage areas and general site clearance which is discussed in further detail below.

4.19 The topography of the site is relatively flat and therefore there is no requirement for significant level changes across the site.

Full Planning Application Elements – Phase 1

4.20 The following sections provide the detailed information in relation to each plot which is sought for detailed approval as part of the application.

Plot A – Community and Retail Hub

4.21 Plot A comprises a new Community Hub which delivers a ground floor library and community uses. Floors 1-3 of the building will comprise flexible space and has been

designed to accommodate an office or to provide medical and health service uses, or a combination. This will enable the NHS and other healthcare providers to utilise the building should a commercial agreement be reached. A single storey pavilion is also proposed for ground floor retail uses. A linked single storey building is also proposed for retail use. The retail building is likely to be subdivided into 2no. units with associated plant and refuse space.

- 4.22 Plot A comprises a four storey community building with a linked single storey retail building. 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 (see below). The single storey retail element, responds to the wider town centre and creates a visual connection with Bury New Road. It is reflective of the lower scale one to two storey massing suitable for shopfront design.
- 4.23 The Community Hub, fronts onto the proposed village square with its scale and layout is reflective of its civic nature and positioning right at the heart of the masterplan. The Community 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 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.
- 4.24 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.
- 4.25 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.
- 4.26 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.
- 4.27 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.

- 4.28 Refer to **Appendix 4.1** for detailed drawings for Plot A (**Figures 4.2 – 4.8**).

Plot B – Retail Hub

- 4.29 The Retail Hub building is a two storey building proposing retail floorspace at ground floor, comprising 8no units. The first floor proposes flexible office and/or gymnasium floorspace.
- 4.30 The Hub building is predominantly two storey aside from a small part of the building which is single storey to accommodate a roof garden and plant area to the rear.
- 4.31 Plot B's scale reflects the buildings predominant use as a retail led building, and reduces the massing around the Village Square. 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.
- 4.32 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.
- 4.33 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.
- 4.34 The split in the elevations which divides the ground and first floor clearly defines the two different uses (retail and gymnasium/office) across floors.
- 4.35 Refer to **Appendix 4.1** for detailed drawings for Plot B (**Figures 4.9 – 4.15**).

Plot C – Market Hall

- 4.36 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.

- 4.37 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. 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 tram stop.
- 4.38 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.
- 4.39 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.
- 4.40 Refer to **Appendix 4.1** for detailed drawings for Plot C (**Figures 4.16 – 4.22**).

Plot G – Travel Hub

- 4.41 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 will be accessed from Fairfax Road. The building will include a space for secure cycle storage and car parking over three levels. It also comprises surface level provision car parking that will accommodate spaces for EV charging.
- 4.42 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.
- 4.43 A total of 275 car parking spaces and 76 cycle parking spaces will be provided in the new Travel Hub.
- 4.44 Refer to **Appendix 4.1** for detailed drawings for Plot G (**Figures 4.23 – 4.27**).

Sub-phasing of the Full Application

- 4.45 The anticipated demolition and construction timeframes are set out in detail later within this Chapter. However, for context the Applicant has proposed a logical construction sub-phasing process to ensure the infrastructure is in place to accommodate the development as and when each element of the full planning application is brought forward. It should be noted that demolition and a series of other enabling works will proceed the construction sequence of each Plot. There could also be slight variations to the construction sequence and which will be determined by the appointed contractor prior to the commencement of development.
- 4.46 However, it is anticipated to undertake the following construction sequence for the first Phase;
- Phase 1A – Construction of Plot G Travel Hub
 - Phase 1B – Construction of Plot C Market Hall.
 - Phase 1C – Construction of Plot A Community Hub and Plot B Retail Hub.
- 4.47 There will be a requirement for a temporary landscaping and public realm interface between the Phase 1 and Phase 2 area whilst enabling and construction works associated with Phase 2 are completed. A temporary works interface plan is outlined on **Figure 4.29**.

Full Application Infrastructure

Landscaping and Public Realm

- 4.48 The vision for the public realm in the Village Centre focuses on reducing vehicular traffic, encouraging active travel and integrating green infrastructure in a new hierarchy of streets and spaces. This is driven by the following principles:
- Improving connections across the town.
 - Improving accessibility to the Village Centre.
 - Restoring the historic grain with a network of interconnecting streets.
 - Ensuring pedestrians and cyclists can easily access and explore the Village Centre.
- 4.49 The application seeks detailed approval for all aspects of the landscaping and public realm measures associated with this first phase. This includes reallocating the space as a pedestrian first approach which delivers a series of blue and green infrastructure

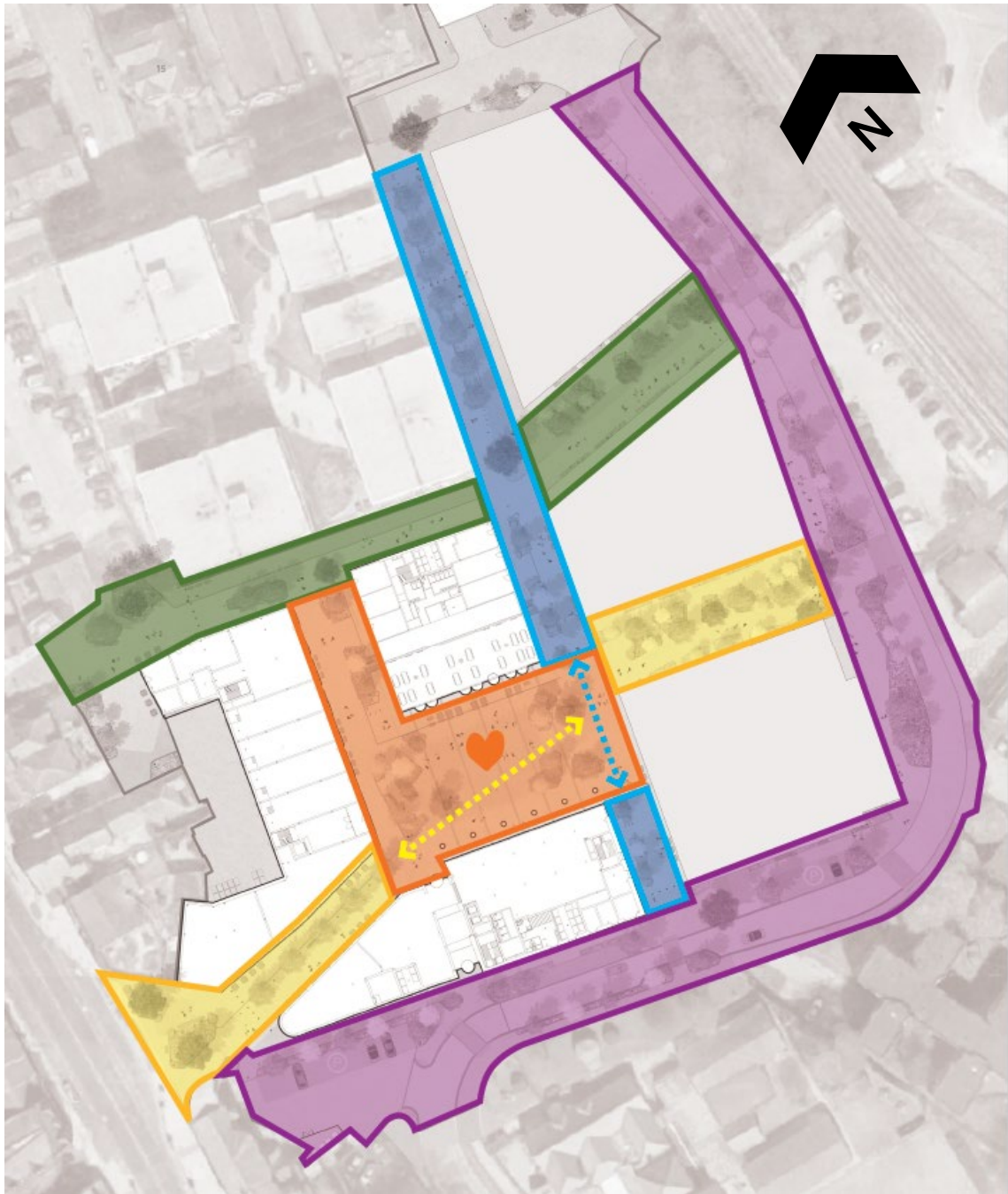
elements, tying into the parking and servicing areas. Similar improvements are provided along the Fairfax Road streetscape.

- 4.50 The public realm and landscaping measures around Plots A, B and C seeks to provide a careful blend of community spaces twinned with retail and leisure spill out areas. At the heart of the development, and this zone, is the Village Square. The Village Square is designed to be flexible and accommodate a range of activities from market stalls or an outdoor cinema. The pocket gardens create spaces to sit, and create a more intimate environment away from the larger square.
- 4.51 The proposed Village Square is 52 m long and 28.9 m wide.
- 4.52 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.
- 4.53 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 Phase 1 and further trees will be planted as part of Phase 2, once the detailed proposals have been developed. Further planting is also incorporated through the use of rain gardens as part of the SUDS strategy.
- 4.54 Integral with the landscaping strategy is the ecological mitigation and habitat creation measures. The designs achieve a site wide Biodiversity Net Gain of 40.78% which is significantly above the standard 10% requirement and a result of the following measures:
- New tree planting.
 - Creation of Green Roofs.
 - Rain Garden Habitat.
 - Introduced Shrubs.
 - Grassland areas.
- 4.55 In total, the hard and soft landscaping proposed on site amounts to 0.68sqm. In addition, there are several green roofs located throughout the site which amount to 0.12sqm.

- 4.56 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.
- 4.57 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.
- 4.58 Refer to **Appendix 4.1** for landscape and public realm drawings (**Figures 4.28 – 4.30**).

Access, Parking and Servicing

- 4.59 Walking and cycling and connections to public transport are prioritised throughout the Masterplan, in both its layout, and in the detail of the design. Throughout the streets the layout promotes continuous activity, thanks to forward-facing retail units that seamlessly spill into inviting open spaces. With reference to the street hierarchy plan shown in **Image 4.3**, the proposed street hierarchy comprises:
- **Yellow (Clayton Street)** – The primary pedestrian connection between Bury New Road transport links and the Metrolink stop. Character varies from civic to green residential streets at the eastern edge.
 - **Green (Poppythorn Lane)** – Key west-east route through the site and considered secondary a street. Character varies from civic to green residential streets at the eastern edge. Allows for controlled service access.
 - **Blue (Barrow Street)** – A key north-south route through the site with a quick direct pedestrian connection to the Travel Hub linking through to Rectory Lane.
 - **Purple (Rectory Lane)** – Significant greening and rain gardens are proposed along a reduced highway to create traffic calming and a positive environment for pedestrians and cyclists.
 - **Orange (Village Square)** – All routes lead to the Village Square, which will become a new nodal point allowing people to orientate and have easy access to other areas of Prestwich.

Image 4.3: Street Hierarchy

- 4.60 Vehicular access will be restricted in the Village centre. Service and maintenance vehicles are managed through secure access points, available only during designated hours. Extensive tracking has been undertaken for servicing vehicles, event-related access, and emergency vehicles, guaranteeing the smooth functioning and safety of the Village centre. Loading and servicing areas have been strategically positioned along Rectory Lane and behind Plot B (Retail Hub), ensuring that essential tasks are carried out away from the main pedestrianised streets.

- 4.61 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.
- 4.62 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

- 4.63 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.

Access to Plot B

- 4.64 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.

Access to Plot C

- 4.65 Pedestrian access to the food hall element of the Market Hall is accessed from the Village Square, with a secondary access facing Plot B. Access to the smaller retail units within Plot C will be from Barrow Street.

Access to Plot G

- 4.66 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 at the location of the existing access.

Car Parking

Full Component

- 4.67 The full component of the application will see a total of 283 parking spaces.

- 4.68 The Travel Hub proposes 275 car parking spaces. Of this 230 will be standard, 20 will be accessible (including 2 EV Spaces), 2 will be car club, and 18 will be EV (non accessible).
- 4.69 8 parking spaces will be located within the landscape. 2 will be standard and 6 will be accessible.

Outline Component

- 4.70 An allocation of 33 spaces has been within plot D, E, F and in the landscape.
- 4.71 14 of these spaces are accessible and 19 are general use.
- 4.72 The majority of car parking is proposed with the Travel Hub (Plot G).

Summary of Full Application Elements

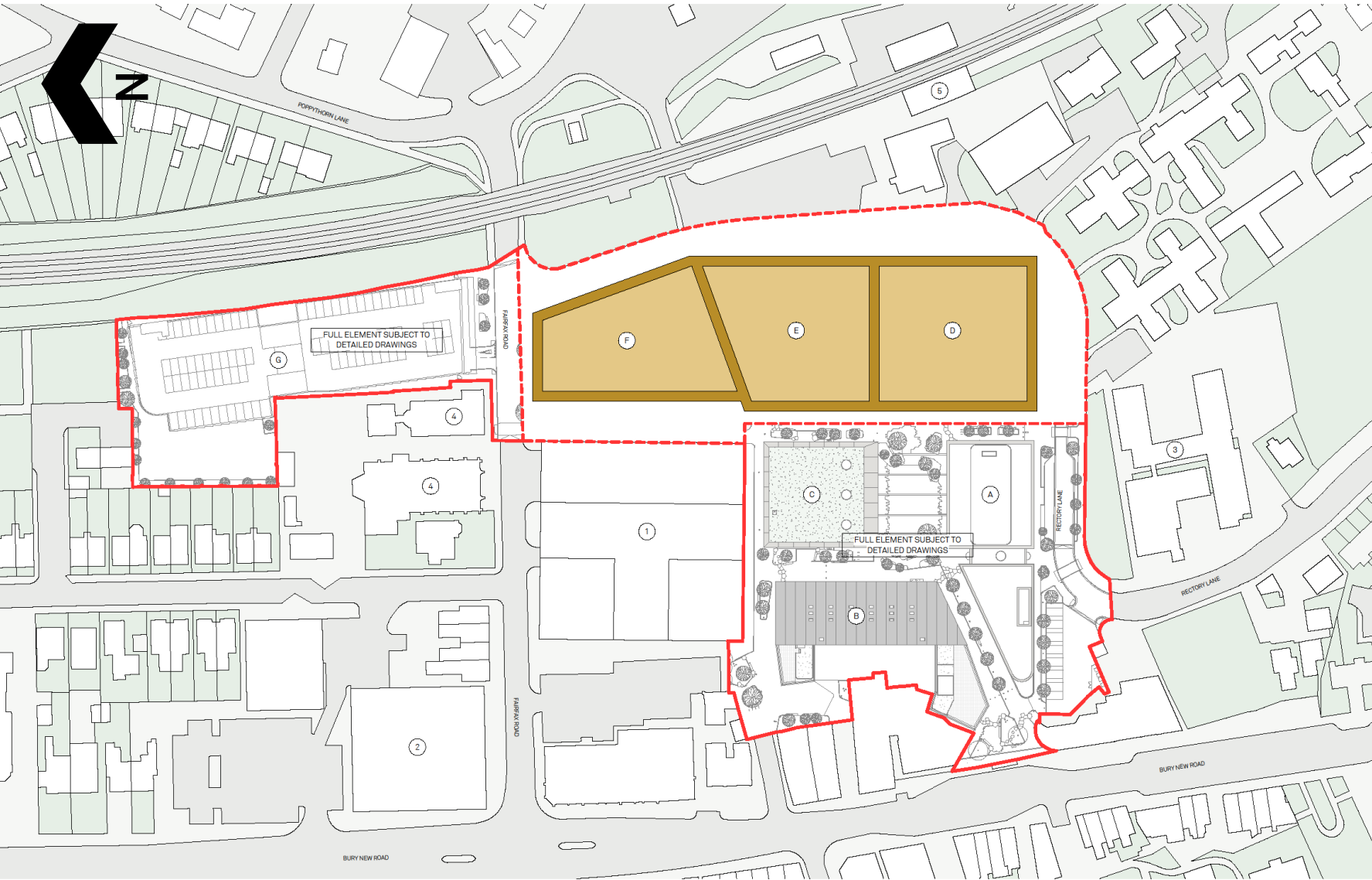
- 4.73 In summary, full planning permission is sought for four buildings comprising Plots A, B, C and G. The total quantum of the Proposed Development sought for approval comprises 5,384 sqm (use classes E, F and Sui Generis). The Travel Hub accommodates the majority of car parking spaces within the withing the site (across Phase 1 and Phase 2).

Outline Planning Application Elements – Phase 2

- 4.74 The outline planning application comprises the remaining three plots of the development: D, E and F. These are principally residential uses with ground floor complimentary flexible non-residential uses. The elements sought for outline planning permission include:
- Up to 210 residential dwellings (use class C3).
 - Up to 900sqm of ground floor non-residential uses (use class E, F and sui generis).
- 4.75 Responding to the site's surroundings and the emerging designs proposed via Phase 1, the land use and maximum building heights parameter plans, **Image 4.4** (refer to **Figure 4.31**) and **Image 4.5** (refer to **Figure 4.32**) respectively, set out the development parameters within which development can be brought forward at the reserved matters stage.
- 4.76 The land use parameters plan allows non-residential uses to be located throughout the ground floor of any of the buildings sought for outline planning permission. Residential uses could be located on the ground and upper floors of the buildings and up to 210 dwellings. With reference to **Image 4.4** below (**Figure 4.31**), Land Uses are defined as follows:

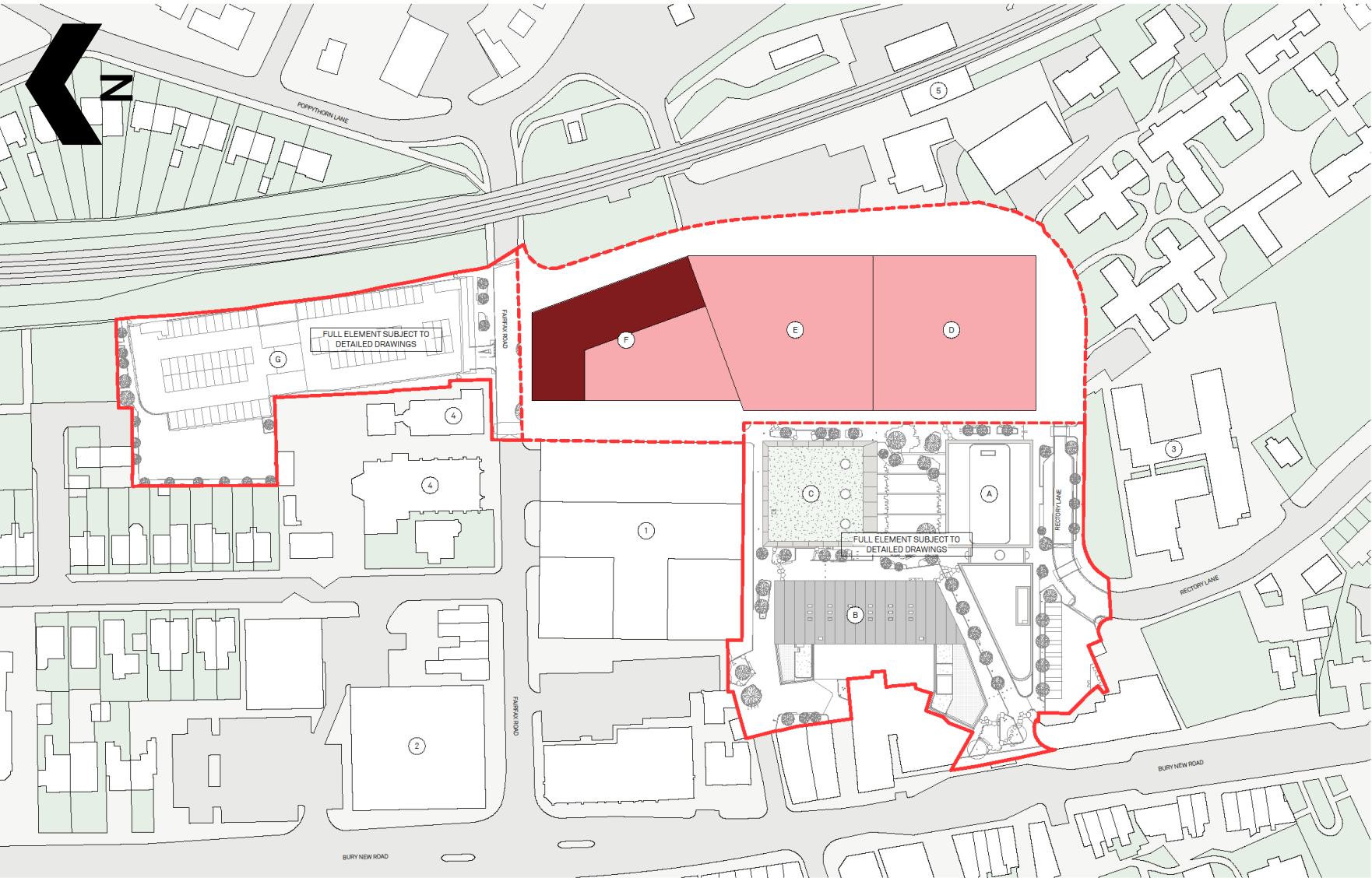
- Development Plot Use Class C3 (light brown colour); and
- Ground floor frontage Use Class E (commercial, business and service), Use Class F (local community and learning), Sui Generis or Use Class C3 (residential) (dark brown colour).

Image 4.4: Land Use Parameters Plan (refer also to Figure 4.31)



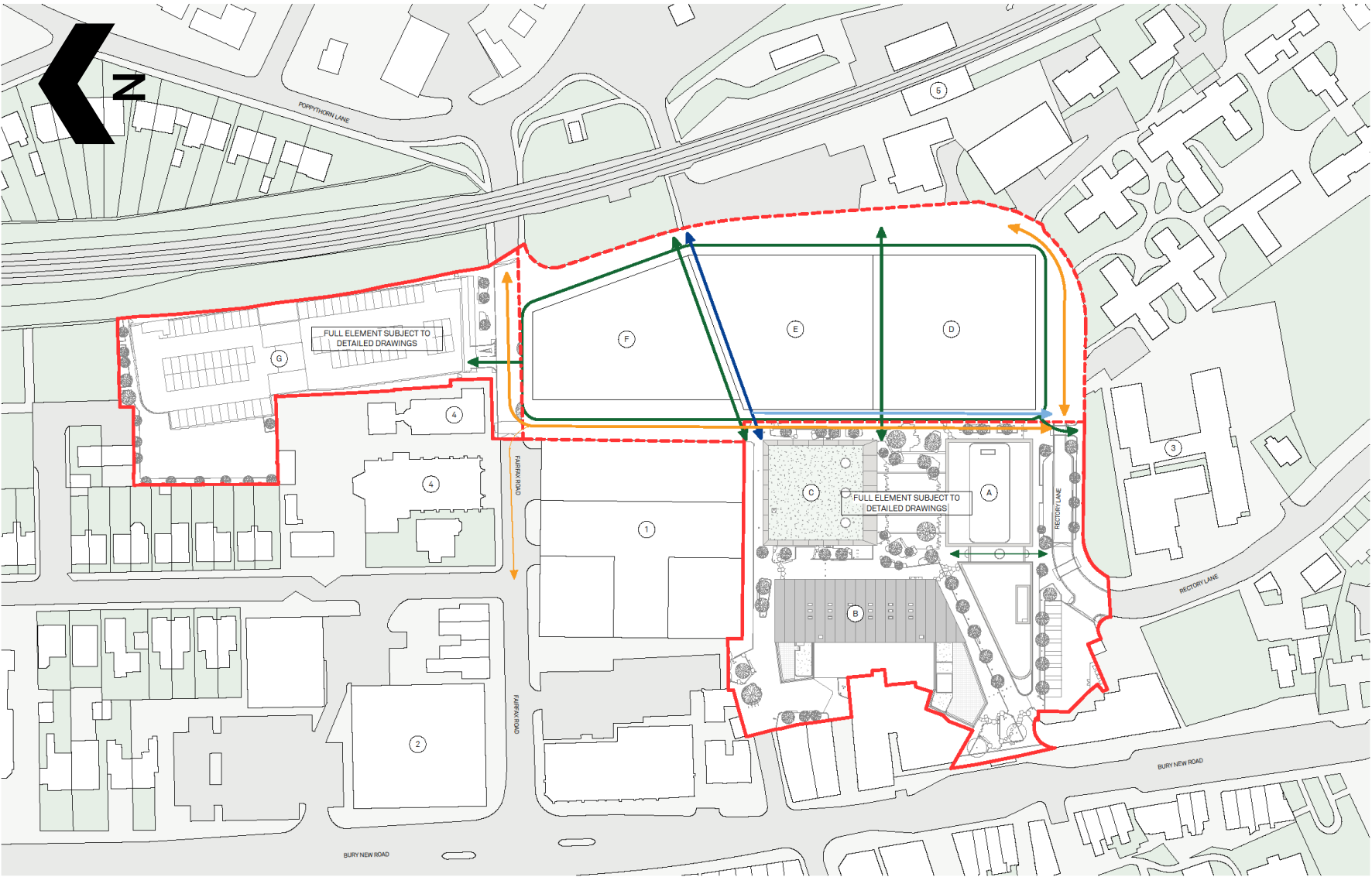
- 4.77 The maximum building heights provide a gateway building in the site's northern extent along the key junction of Rectory Lane and Fairfax Road. With reference to **Image 4.5** below (**Figure 4.32**) Building heights of Plot F (coloured dark red) could extend up to 6 and up to 7-storeys plus plant, whilst the remainder of the height parameters for Plots D and E could extend up to 6-storeys plus plant.

Image 4.5: Maximum Building Heights Parameters Plan (refer also to Figure 4.32)



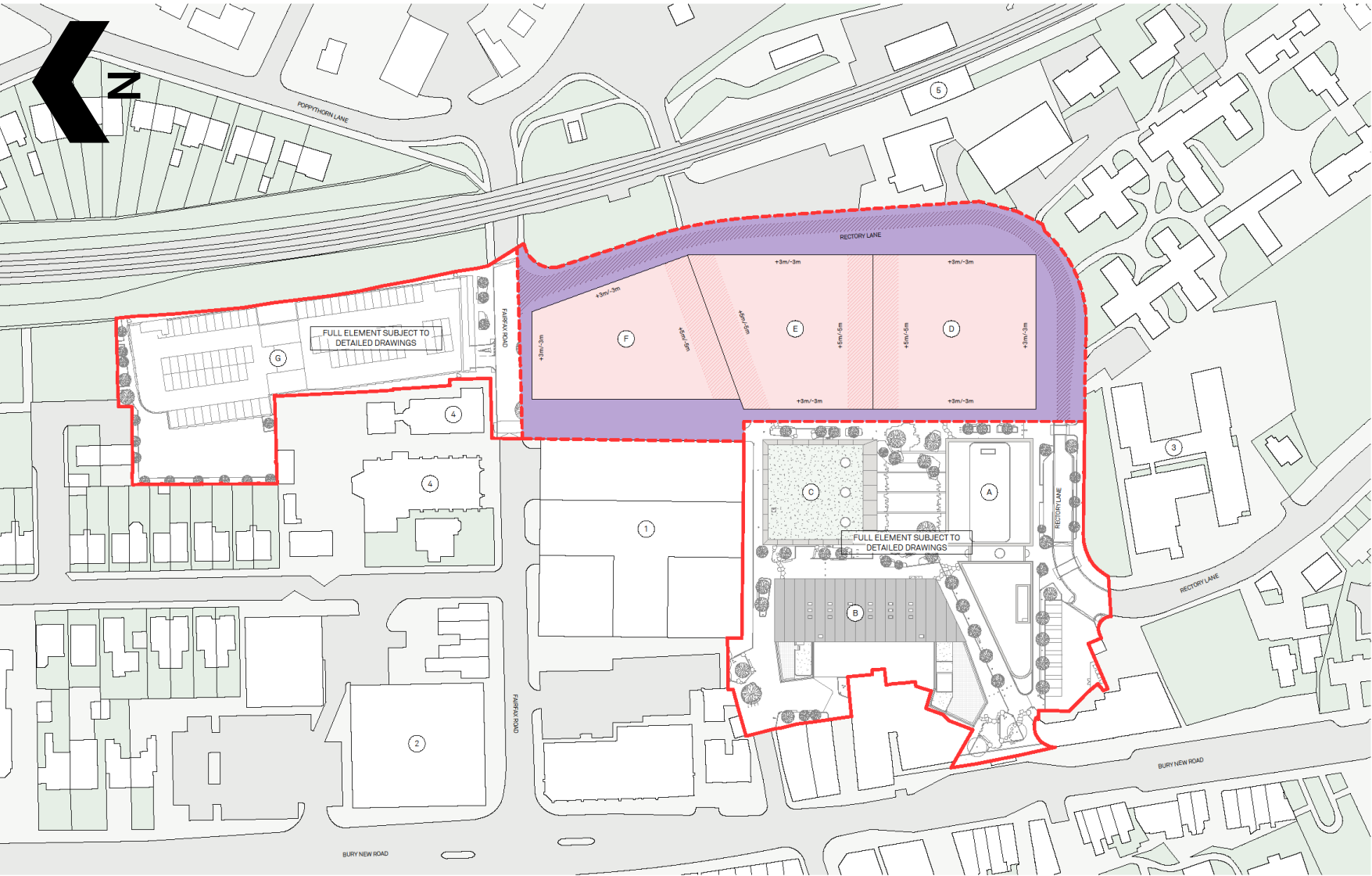
- 4.78 As such, a series of parameter plans have been prepared to fix the site levels (refer to **Figure 4.35**); access routes; and plot widths/buffers for the outline application areas. These are important parameters to ensure the design ambitions and vision for the scheme are secured for this subsequent future phase, as and when the detailed buildings designs for each Plot have been submitted for approval.
- 4.79 The principal vehicular access and servicing routes will be via Rectory Lane to the south and east, with an east-west connection provided along Fairfax Road. Both of these routes will remain open but will be subject to a suite of improvements to reduce car speed and improved green and blue infrastructure. Primary and secondary servicing routes are also catered for between each Plot as shown in **Image 4.6 (Figure 4.33)** below. The Plan demonstrates that all plots can be safely accessed by emergency and servicing vehicles.
- 4.80 The Plan also demonstrates 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.

Image 4.6: Access and Movement Parameters Plan (refer also to Figure 4.33)



- 4.81 The public realm between the plots will be a minimum of 15m and have a tolerance of 5m. All of the development plot boundaries have a tolerance of 3m aside from the boundary between Plot F and the existing Radius building which must achieve a 12m offset. With reference **Image 4.7** below (**Figure 4.34**), the purple area denotes the public realm and landscaping area.

Image 4.7: Public Realm and Landscaping Parameters Plan (refer also to Figure 4.34)



Cycle and Car Parking

4.82 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:

- An allocation of 33 car parking spaces has been allocated within plot D, E, F of which 14 of these spaces are accessible and 19 are general use.
- Up to 210 cycle parking spaces are proposed for Plots D, E and F.
- Cycle storage within the landscaping of the outline element will comprise 6 short stay spaces.

Summary of Outline Application Elements

4.83 In summary, outline planning permission is sought for up to 210 residential dwellings across three buildings. The maximum building heights could range from 6-7 storeys with a gateway building at the junction of Fairfax Road and Rectory Lane. Up to 900sqm of ground floor non-residential uses could be accommodated in the outline application area.

Site Wide Infrastructure

Drainage

4.84 A drainage strategy has been prepared by Civic Engineers (refer to the Flood Risk Assessment and Drainage Strategy (Civics, January 2024) which supports the planning application). The site is currently served by a combined sewer and as set out within the Drainage Strategy, it is the intention to replicate the existing regime discharging to the combined sewer but at a reduced rate. The site's impermeable area will be reduced with the addition of soft landscaping areas. A discharge rate of 23l/s has been proposed and it has been agreed with United Utilities to discharge surface water to the United Utilities combined sewer. The proposed drainage network has been designed to accommodate run off from the 1 in 100yr+ 45% climate change event as agreed with the Lead Local Flood Authority.

Energy and Sustainability

4.85 A Sustainability and Energy strategy has been prepared by Hoare Lea (refer to the Sustainability and Energy Statement (Hoare Lea, January 2024). This identifies how the proposals aim to create a low carbon development. This is achieved through the following key objective areas:

- Net zero carbon;
- Social value;
- Circular economy;
- Health and wellbeing; and
- Natural - enhancing biodiversity.

4.86 In addition, each plot will comply with Building Regulations where Plot A, B and C have predicted Energy Performance Certificates rating of A.

Servicing and Waste

4.87 An operational waste strategy has been prepared by JMA and further information is provided in the accompanying Design and Access Statement. However, the Strategy has included reviewing the proposals to ensure that waste is managed in a way which maximises recycling, whilst minimising the adverse impacts of waste storage, collection and removal.

4.88 Each plot provides sufficient internal waste storage in accordance with WRAP guidance.

4.89 On collection days, the bins would either be accessed directly within the bin stores by collection crews, or presented by the estate team at temporary drop-off/collection points dependant on the agreed arrangement.

4.90 Waste and recycling bins are also provided throughout the landscaping to encourage future site users to keep the development clean and tidy, as well as encouraging recycling where possible.

4.91 For the outline elements, the waste management strategy will be agreed with Bury Council at the reserved matters stage. It will, however, follow a similar approach to earlier phases, only with the storage/collection requirements adjusted to take account of the residential nature of the remaining Plots.

Demolition and Construction Works

4.92 This section of the Chapter describes the proposed programme of enabling, demolition and construction works and the key activities that will be undertaken prior to completion and occupation of the development. There could also be slight variations to the enabling, demolition and construction works and the final programme of works will be determined

by the appointed contractor prior to the commencement of development. For this reason, the following description is based on reasonable assumptions and is based on the collective experience of the Technical Team with similar projects.

Programme and Phasing

- 4.93 The overall enabling, demolition and construction works programme is anticipated to be completed by 2031, commencing in 2024 and with first occupation expected in 2025 (within Phase 1) and full occupation in 2031 (of both Phase 1 and Phase 2).
- 4.94 The broad sub-phasing of Plots A, B, C and G has been set out previously. Precise dates for the commencement and completion of each sub-phase have not been confirmed at this stage, but will be confirmed prior to commencement and once a contractor has been appointed to take forward the construction of the development. A Phasing Plan will be secured by a suitably worded planning condition.
- 4.95 There will be a degree of overlap between the construction and occupation phases of the development and for the purposes of the assessments as presented in this ES. It has also been assumed that given the anticipated construction works programme, that works between phases will be continuous until full site completion which is anticipated in 2031.

Description of Works: Project Sequencing

- 4.96 The broad sequencing of enabling, demolition and construction activities for each building will likely comprise:
- Mobilisation works and construction site establishment;
 - Demolition;
 - Earthworks and substructures;
 - Superstructures;
 - External envelope; and
 - Internal fit out and landscaping.
- 4.97 The sequence of works is not restricted to a plot by plot chronological order. Several plots could come forward at the same or various times, but the above bullets and below text sets out the broad key stages to the construction works.

Prior to Demolition and Construction

4.98 Prior to any demolition or construction works commencing on site, a series of additional surveys and / or information is required to be prepared and agreed with Bury Council. This includes (but is not limited to):

- Archaeological evaluations.
- Ground investigations including soil sampling, water sampling and ground gas monitoring.
- Enrolment of the Project in the Considerate Contractors Scheme.
- Ecological pre-clearance checks.
- Erection of tree protection measures.
- Internal strip out of each building, including the removal of asbestos (if necessary).
- Removal of all mechanical plant with the equipment taken off-site to an appropriate recycling facility.

Mobilisation Works and Construction Site Establishment

4.99 Hoarding will be erected to ensure the site remains secure throughout the demolition and construction process. Site information boards will be erected adjacent to the entrance gates, including an information board with contact numbers for complaints, key site personnel and site access arrangements.

4.100 A number of facilities will be required during the construction process. The on-site facilities will likely include:

- Office and Welfare facilities.
- Reception.
- Site operative area.
- Material Storage.

4.101 Initially, it is anticipated that a construction compound will be located on Plot G to facilitate construction of the Travel Hub. Following completion of Plot G (Travel Hub), vehicles which currently utilise the Longfield Centre Car Park located in the site's northern

extent will be able to use the new parking facilities in Plot G (Travel Hub). Subsequently, the construction compound would be relocated to the existing Longfield Centre Car Park. It is anticipated that this would be the construction compound location to deliver the remainder of the Phase 1 development. The compound would then, consequently, reduce in size as and when each Plot of the outline application area is brought forward.

Tree Protection and Removal

4.102 Prior to commencing any demolition or construction works, the trees which are being retained on site will be protected with tree protection barriers to establish the fenced-off construction exclusion zones. In parallel, temporary ground protection measures will be put in place and the routing of all underground servicing will aim to avoid the Root Protection Areas (“RPAs”) of retained trees.

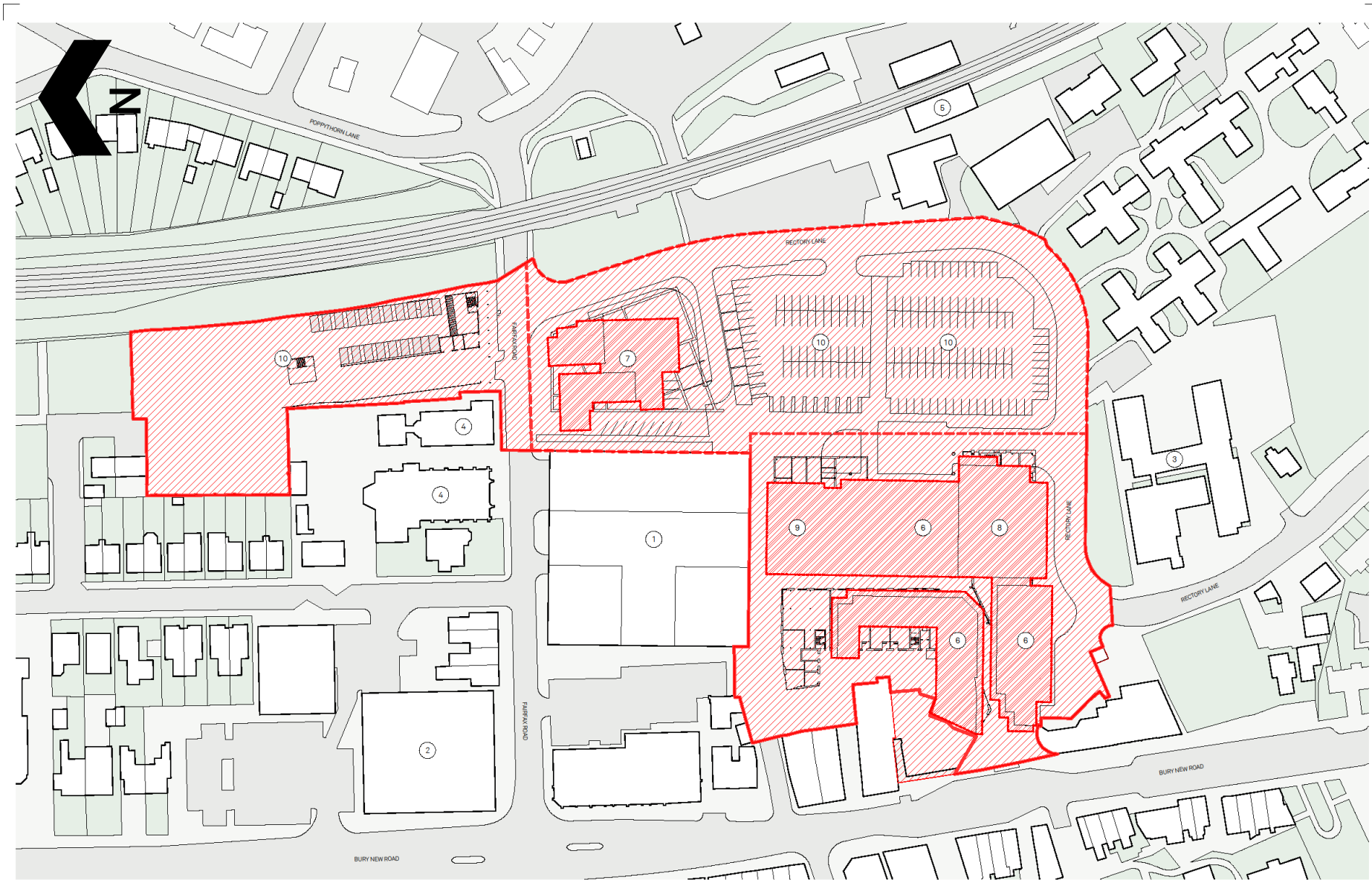
4.103 The development will necessitate the removal of a number of individual trees and tree groups. None of the trees on site are subject to Tree Preservation Orders (“TPOs”). The category of those proposed for removal are set out in the accompanying Arboriculture Impact Assessment (Tyler Grange, January 2024) and is summarised as follows:

- Category A trees removed – N/A.
- Category B trees removed – 10no and partial group removal of 9no. trees.
- Category C trees removed – 17no. and partial group removal of 7no. trees comprising 24no. individual trees.

Demolition

4.104 Demolition will be undertaken to clear all of the existing buildings on site. The buildings which require demolition include the Longfield Centre (no.6 on **Image 4.8**); Prestwich Health Centre (no.7); Iceland Supermarket (no.8); and Prestwich Library (no.9). The extent of demolition is illustrated in **Image 4.8** below (**Figure 4.1**):

Image 4.8: Demolition Plan (refer also to Figure 4.1)



- 4.105 Decommissioning of existing services and relevant utility supplies will occur prior to commencement of demolition which will commence in parallel with any required asbestos removal. The appointed demolition contractor will be fully approved for asbestos works and will remove any material in accordance with regulations and detailed method statements.
- 4.106 Soft strip of the internal finishes will be commenced at the top floors and material will be removed using chutes, skips etc. Material will be segregated and recycled in accordance with agreed targets.
- 4.107 Mechanical mini breakers may be used from roof level to ground level to demolish the main structures. Tracked excavators and long reach mechanical breakers may then be located at ground level to commence demolition of the lower structural levels. The mechanical breakers will demolish the buildings.
- 4.108 Re-use and recycling targets of arisings and waste material will be agreed prior to works commencing and will be closely monitored throughout the main site works. The buildings will be demolished in line with standard best practice measures, utilising mechanical breakers and commonplace demolition equipment.
- 4.109 The main site access points for vehicles and material collections will be within the site hoardings. This will enable demolition vehicles parking on-site and high pressure hoses to be used for cleaning of each vehicle prior to site egress.
- 4.110 The construction site will then be prepared for future earthworks and substructure operations.

Earthworks and Substructures

- 4.111 The foundations of the existing buildings proposed for demolition will be removed. Any made ground and foundations will be excavated using hydraulic machines where required and associated service vehicles including HGVs and mechanical plant. The proposed foundations will be confirmed prior to commencement of development and informed by detailed site investigation.

Superstructures

- 4.112 The contractor may use tower cranes to construct the main superstructure elements. Each section of the development will use crane(s) that will be erected in parallel with the main core and frame. The superstructure will be completed in a normal, recognised

generic sequence using the main core, structural frame and follow-on envelope works. In addition to the tower cranes, varied hoists may be used to provide vertical transportation of operatives and materials.

Internal Fit Out and Landscaping

- 4.113 The internal fitting out to the non-residential uses will be undertaken in conjunction with the eventual occupiers following completion of the shell and core. The external hard and soft landscaping will be completed in line with agreed phasing strategies with Bury Council.
- 4.114 Temporary public segregation between Phase 1 and Phase 2 will be maintained by using suitable barriers and fencing with clear signage to show diversion routes and designated walkways.

Construction Assumptions

Hours and Method of Working

- 4.115 Construction and demolition works will be undertaken during the Council's standard working hours. These working hours have been used to inform the above construction and phasing programme.
- 4.116 The proposed standard working hours are 08:00-18:00 Monday to Friday, and 08:00-13:00 on Saturdays. Work shall not be undertaken on Sunday or Bank/Public holidays unless otherwise agreed with the Council.
- 4.117 In order to maintain the standard working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start up and close down of activities.

Plant and Machinery

- 4.118 Although unknown at this stage, the enabling works, demolition and construction of the Proposed Development is likely to use standard construction plant and machinery. Likely plant and equipment may include (but not limited to):

- Long-reach/tracked Excavators.
- Bulldozers.
- Tippers.
- Front-end loaders.
- Crushing machine.
- Cranes.
- Dumpers.
- Scissor lifts.
- Cherry Pickers.
- Backhoe Loaders.
- Diesel generators.
- Scrapers.
- Hydraulic excavators.
- Backhoe Loaders.
- Poker vibrator.

Management of Contracts

4.119 Individual contracts (for example for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as statutory requirements. Any sub-contractors (where used) will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimised.

Decommissioning

4.120 Given the nature and intended longevity of the Proposed Development operational life, decommissioning has not been considered as part of this study as agreed in the scoping process. This is due to the uncertainty over the scope and extent of any decommissioning

activities that might occur in the future and uncertainty regarding any likely changes in regulatory processes that might occur between construction of the Proposed Development and any decommissioning activities.

Engagement and Stakeholder Communication

- 4.121 During the planning application process, the Applicant has undertaken a significant programme of community engagement and is presented in detail within the accompanying Statement of Community Involvement (“SCI”).
- 4.122 During the demolition and construction process, the contractor will keep the local community engaged throughout the build process. Key commitments include:
- **Noticeboard** – The noticeboard on site will be regularly updated with a project programme, phasing, contact details, and works to be undertaken.
 - **Newsletters** – Regular newsletters will be issued to residents and other key stakeholders. This will ensure that those parties who haven’t seen the noticeboard updates are kept up-to-date on the development. The scope of newsletter distribution will be agreed with Bury Council prior to commencing works on site.
- 4.123 The development will be registered with the Considerate Constructors Scheme. As such, the works undertaken will be audited on a regular basis by the scheme inspectors. The site notice board will include details of the site’s registration, the scheme’s administrator contact details, as well as the on-site personnel contacts.

Prior Notice

- 4.124 In the event of unusual activities or events that can be anticipated, these will be notified to Bury Council and to any relevant property owners or occupiers wherever possible, in advance of the activity.

Public Liaison

- 4.125 There will be a designated Liaison Officer who will deal with public and other complaints and enquiries. This nominated individual will be identified to Bury Council prior to the start of site activities, and whenever a change of responsibility occurs.

Responses to Complaints

- 4.126 Any complaints will be logged on site, where necessary. The procedures will specify the roles and responsibilities of the Liaison Officer and the Council in respect of breaches and

complaints from the public. The required actions will be different in each specific case, depending on the operation, equipment or location or applying additional controls.

Environmental Controls, Commitments and Management Plans

- 4.127 At various stages of the demolition and construction process it will be important to have a series of environmental protection measures in place to protect the local environment and surrounding communities, as well as on-site workers. The scope of these controls will be agreed with Bury Council.

Considerate Constructors Scheme

- 4.128 The development will be registered with the 'Considerate Constructors Scheme'. This scheme ensures that contractors carry out their operations in a safe and considerate manner with due regard to passing pedestrians and road users.

Construction Environmental Management Plan (CEMP)

- 4.129 A CEMP will be prepared so as to ensure that the likely significant effects that may arise from the enabling works, demolition and construction of the Proposed Development are actively managed and reduced to an acceptable level. It is anticipated the CEMP will evolve as the project progresses to ensure its content reflects the current construction programme and activities. A Framework CEMP, which outlines those measures to be covered by the CEMP specific to the site is included within **Appendix 4.3**. Reference is made to these measures throughout this ES where relevant.

- 4.130 The CEMP is envisaged to comprise (but not be limited to):

- Details of the site set-up, site compound facilities and services;
- Details of enabling works and measures implemented to facilitate cut and fill operations;
- Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
- The details of proposed routes for HGVs travelling to and from the site;
- Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions;
- Housekeeping procedures and environmental control measures;

- Procedures for managing environmental risks and responding to environmental incidents;
- Standard measures to control and mitigate potential for noise, dust, air quality and water pollution;
- Standard measures for the management of run-off due to construction activities to reduce the risk of pollution and elevated flood risk on and off site;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Provision for reporting, public liaison, prior notification etc; and
- Procedures for regular dialogue with the Council, relevant authorities and the local community.

4.131 The below table sets out the procedures and mitigation measures that will be identified in the CEMP. These reflect the mitigation measures identified in the technical chapters of the ES where relevant.

Table 4.2: Construction Effects and Mitigation

Potential Effect	Activity and Effect	Procedures and Mitigation Measures
Visual intrusion	Construction activity, lighting, and vehicle movements	• No storage of materials will be permitted outside the site boundary. • Temporary lighting required for security purposes during hours of darkness is to be designed to illuminate into the site and not to create nuisance to neighbouring properties or highways. • The temporary lighting will be positioned at the site entrance, to the compound, within the building as it is constructed and enclosed, and to access routes at stages throughout the programme. • Whenever possible temporary lighting will be turned off when not required.
Noise and Vibration	Movement of vehicles	• Controlled vehicle movements. • Adoption of site haulage road layout that seeks to reduce vehicular movements.

Potential Effect	Activity and Effect	Procedures and Mitigation Measures
	Use of large equipment / machinery	• Work only within agreed working hours • Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver (i.e. by installing noisy plant and equipment behind large site buildings) • Ensuring the use of quiet working methods, the most suitable plant and reasonable hours of working for noisy operations, where reasonably practicable • Locating noisy plant and equipment as far away from houses as reasonably possible, and where practical, carry out loading and unloading in these areas • Shutting down any machines that work intermittently or throttling them back to a minimum • Orientating plant that is known to emit noise strongly in one direction so that the noise is directed away from houses, where possible • Closing acoustic covers to engines when they are in use or idling
	Loading / unloading of lorries	• Where possible activity must take place in designated areas away from sensitive receptors • Lowering material slowly, wherever practicable, and not dropping them
Air Emissions and Dust	Emissions from vehicles	• Vehicles to be regularly serviced • Minimise movement of construction vehicles around the site • Impose a site speed limit
	Dust	• The use of dust suppression measures during periods of prolonged dry weather to negate the generation of wind blow dust as a result of site vehicular movements and other generating activities • All cutting equipment to use water as a suppressant where possible • Locate dust generating activities away from site boundaries • Site haul roads to be hard surfaced • Vehicles to be cleaned and wheels washed before leaving site • Loads entering and leaving site to be covered • Seal stockpiles to prevent wind generating dust
Community	Disruption	• Notify community and local businesses of works through notice boards and leaflets • Designation of a community liaison officer • Work only within agreed working hours • Provision of complaint helpline

Potential Effect	Activity and Effect	Procedures and Mitigation Measures
Waste	Generation of general waste (packaging, surplus material, excavation material)	Waste minimisation and re-use methods should be considered
	Removal of general waste	- Recycling of materials where possible - Non-recyclable waste to registered landfill - Sheeting to cover lorries and trucks removing waste from site
	Storage of hazardous wastes	- Storage should be in designated areas, securely contained, marked, and stored liquids banded appropriately - All contaminated waste stockpiles to be stored upon and covered with suitable chemically resistant sheeting - Storage locations to be advised to all site operatives. - All stockpiles to be frequently dampen down, particularly during periods of prolonged dry weather - All contaminated waste stockpiles to be located away from site boundaries on areas of hard standing.
Storage and handling of materials	Storage of general materials	Store in packaging until use to prevent damage and waste
	Storage of hazardous materials	- Storage should be in designated areas, securely contained, marked, and stored liquids banded appropriately - All contaminated waste stockpiles to be stored upon and covered with suitable chemically resistant sheeting - Storage locations to be advised to all site operatives. - All stockpiles to be frequently dampen down, particularly during periods of prolonged dry weather - All contaminated waste stockpiles to be located away from site boundaries.
Discharges to water	Site runoff and seepage into groundwater	- Management of site drainage - Provision should be made for the safe disposal of wastewaters. - Spill kits and emergency response procedures to be provided and established.
Accidents and emergencies	Spillage of fuels, oils or chemicals	- Spill kits and emergency response procedures to be provided and established. - Absorbent granules to be stored on-site - All oil tank deliveries to be supervised to help avoid spillages. - Plant and wheel washing (including concrete wagons) to be carried out in a designated area min. 10m from watercourses or surface water drain.

Potential Effect	Activity and Effect	Procedures and Mitigation Measures
	Accidents involving the public	• Appropriate signage to be provided
Traffic	Adverse traffic conditions caused by construction traffic	• Appropriate routing of construction traffic • A manned access will be situated at the site entrance so in coming traffic can be controlled and directed onto to site and/or to the site compound parking area and traffic leaving can be checked for cleanliness. • All vehicles will be parked within the site boundary at all times on a carpark area to be formed to the left-hand side of the proposed access road.

Construction Logistics Plan

4.132 Construction traffic movements could be associated with the following sources:

- Workforce movements to and from the development;
- Deliveries made to the development;
- Removal / import of material from the development; and
- Trips made by associated trades.

4.133 A detailed Construction Logistics Plan will be agreed with the highway authority prior to commencement of enabling works, demolition and construction activities. It will be the responsibility of the Applicant or their Contractor to finalise in consultation with the Highways Authority. Notice regarding any planned closures and diversions of roads and footpaths shall be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of the required closure or diversion dates.

4.134 All construction traffic entering and leaving the site will be closely controlled. Vehicles making deliveries to the site will travel via designated routes, which would be agreed with the Highways Authority. Construction access is to be taken from Rectory Lane or Fairfax Road. It is expected that the majority of construction workers would originate within the local area, and a local labour agreement commitment will be in place. The site is well located for construction workers to utilise sustainable modes of transport including the Metrolink, bus, cycle and walking to the site.

- 4.135 The HGV traffic generated during the enabling works, demolition and construction phase of the Development is anticipated to originate predominantly from the wider strategic network, travelling to the Site via Bury New Road (A56) and the M60. A detailed routing plan will be agreed as part of the Construction Logistics Plan.
- 4.136 In order to minimise the amount of construction vehicles using the public highway, the following factors will be considered and implemented:
- Recycling of materials on site, where possible;
 - Preparation of a Site Waste Management Plan ("SWMP");
 - Managing construction traffic access times to minimise peak hour movements; and
 - Communication of clear traffic route requirements to contractors and suppliers to reinforce the appropriate routes to site.
- 4.137 On-site parking will be managed to ensure that site staff and visitors do not park along or obstruct the access and circulation roads. The site will be set up to:
- Designate an area on site for site personnel and visitor parking;
 - Prevent delivery vehicles from queuing outside the site boundary; and
 - Make delivery drivers aware of traffic restrictions on and around the site.
- 4.138 Pedestrian routes through the site for the workforce will be segregated from vehicle routes using barriers and crossing points will be clearly defined in appropriate locations with good visibility of approaching traffic.

Site Waste Management Plan

- 4.139 The Applicant is committed to a strategic approach to managing materials and construction materials and ensuring the impact on the environment is minimised by reducing the amount of waste sent to landfill. Therefore, construction waste will be minimised wherever possible through best practice, and the site will be subject to a statutory Site Waste Management Plan.
- 4.140 Given the size of the site, there will be sufficient space available for handling and storing waste. This will allow different waste streams to be separated (into, for example, untreated wood, treated wood, metals, plastics, inert wastes, plasterboard, hazardous wastes etc), thereby allowing them to be collected by waste management contractors

who specialise in those specific waste streams. There is extensive guidance on good site management practice which makes it unlikely that impacts from construction waste will be significant.

Demolition Waste

- 4.141 A detailed pre-demolition audit will be undertaken by the appointed contractors before commencing work to provide an accurate calculation of the likely quantum and type of demolition waste.
- 4.142 The selected demolition contractor will segregate all materials prior to off-site removal to a designated transfer facility. Wherever possible, re-use and recycling of arisings and materials will be required and actively monitored.

Construction Waste

- 4.143 During the construction phase, there is a potential to generate waste from a variety of sources, including over-ordering; on-site damage of raw materials; and general construction waste such as material off-cuts, packaging and chemical residues. These will be continually managed and monitored as part of the SWMP.

Tree Protection Plan and Arboricultural Method Statement

- 4.144 Prior to commencing works on site, an Arboricultural Method Statement (“AMS”) will be prepared in accordance with BS:5837 ‘Trees in relation to design, demolition, construction – recommendations’, and Tree Protection Plan will be prepared and agreed with the Council.

Alternatives

- 4.145 The EIA Regulations (Schedule 4, paragraph 2) require for inclusion in an ES:

“A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects”

- 4.146 The main alternatives to the Proposed Development which the Applicant has considered include:
- The 'No Development' Alternative.
 - Alternative designs.

- 4.147 Alternative locations and land uses were not considered as the scheme is a town centre urban regeneration scheme within Prestwich. National and local planning policy supports development in this location. Therefore, it has not been considered necessary to undertake an alternative sites assessment.

The 'No Development' Alternative

- 4.148 In the absence of the Proposed Development, it is not expected that there would be any significant changes to the baseline conditions in the short to medium term. Within this timeframe, there is no indication that, in the absence of development, the use of the site (being partly vacant) would alter and therefore the environmental conditions of the site would remain largely in its baseline conditions as described in **Chapter 3: The Application Site** and **Chapters 6-11**.
- 4.149 The do-nothing alternative is not a feasible solution for the site. It has been in a continual state of decline for a considerable period of time with an increasing rate of vacant premises. Notwithstanding, the below table highlights the positive and negative impacts which could be associated with redevelopment of the site. None of the positive or negative outcomes would be realised in the absence of the development.

Table 4.3: Comparison of the Positive and Negative Effects in a 'do-nothing' Scenario

Positive Outcomes	Negative Outcomes
Townscape – Significantly improved built and natural environment as a result of the positive architectural and landscape interventions.	Pollution – A series of air quality, drainage and water quality, dust, lighting and noise impacts during the demolition and construction phase which could impact existing receptors. This is a temporary effect.
Socio-economics – Suite of social and economic benefits during the demolition, construction and operational phases of development including job creation; increased spending in the local economy; and increased council tax and business rate receipts. This is a permanent effect.	Community Services – Potential pressure on local services including schools and healthcare. This, however, would be catered for by existing capacity, or enhancement of existing services, if necessary. This is a permanent effect.
Community – Regenerating the heart of Prestwich, providing a development and location which supports the needs of the existing community, and encourages new people to visit and live in Prestwich.	Ecology and Trees – Removal of select trees to accommodate development, and disturbance of existing habitats and protected species currently using the site. However, this will be balanced with the creation of new habitats and is considered a temporary loss during the construction period only.
Housing – Creation of up to 210 new homes. The housing would assist the Council in meeting	Vehicular movements – Increased movement of construction vehicles on the

Positive Outcomes	Negative Outcomes
their 5 year housing land supply targets. This is a permanent effect.	local highways network. This is a temporary effect.
Transport and Population – Provision of new homes and jobs in a highly sustainable location, readily accessible to a suite of sustainable travel options, and assisting in reducing congestion. This is a permanent effect.	Energy – Increased natural resource requirements as a result of the development's construction. However, consideration has been given to the whole life carbon effects in the selection of construction material to ensure that sustainability and the use of natural resources is considered as early as possible in the design and construction of the proposed development.
Ecology and Trees – Delivering a 40.78% BNG.	
Energy – Improved energy efficiency and building fabric, assisting Bury to meet its net zero and carbon reduction targets. This is a permanent effect.	
Open Space and Public Realm – Creation of public open space providing a mix of habitats and spaces to support the existing community and future residents. This is a permanent effect.	
Ground Conditions and Hazardous Materials – The Project will remediate any contaminated land, and remove any hazardous materials such as asbestos. This is a permanent effect.	

4.150 On balance, it is strongly considered that the positive benefits far outweigh any negative effects, and as such the do-nothing alternative was not considered further.

Alternative Designs and Site Configuration

4.151 As part of the iterative EIA and design process, the design of the Proposed Development has evolved to take account of various environmental constraints and opportunities. In this respect, environmental desktop reviews, interim assessments of the emerging Proposed Development, relevant knowledge of the site and feedback from consultation events, have influenced the evolution of the proposals at an early stage in the design process. In adopting this iterative design process has enabled the early identification of mitigation measures which have then become inherent in the design.

4.152 The DAS (JMA, January 2024) that accompanies the planning application describes the design evolution and concepts. However, in essence, early design of the Proposed

Development has been influenced by the key constraints and opportunities, which in turn have helped refine and structure the scheme. The key design drivers were identified as:

- **Existing Buildings** – Reviewing the existing buildings on site to determine whether these could be repurposed and reused as part of the design. Following design reviews by the architects, landscape architects, Applicant and various other technical specialists, it was agreed the best solution for the site's long term and sustainable regeneration would be demolition of the existing buildings on site. Where possible, demolition material would be re-used in the build process, or recycled. This allowed the design to maximise the open space provision and create a high quality public realm between each of the Plots with the Village Square at the heart of the scheme.
- **Phasing** – The development provides a new Travel Hub to accommodate cars which would otherwise have parked on Longfield Car Park.
- **Adopted Highways** – Rectory Lane and Fairfax Road are both adopted highways. They provide key access routes to Prestwich Metrolink tram stop to the east and Bury New Road (A56) to the west. The design incorporates and preserve these routes within the Masterplan, but significantly improves these routes for the benefit of pedestrians, cyclists and the local environment in general.
- **Existing Trees and Vegetation** – There are various trees and shrubs located throughout the site. These are, however, generally lower quality trees. The designs have sought to retain trees where possible, but extensive replanting is proposed.
- **Existing Residential Receptors** – Existing residents are located to the west, east and north of the site identified as key sensitive receptors.
- **St Marys Church of England Primary School** – Schools and their pupils and staff are identified as key sensitive receptors.
- **Heritage Assets** - the site is located close to the southern boundary of the Poppythorn Conservation Area and the St Mary's Conservation Area is located approximately 300m to the south-west of the site. In addition, there are eight buildings that are non-designated heritage assets located in close proximity to the site. This includes Our Lady of Grace Church, Hall and Presbytery, located on Fairfax Road.

4.153 The above analysis identifies a series of key constraints and design drivers which have been considered as part of the design process. The result of this exercise has allowed the

Applicant to implement certain measures into the design, and thereby fix these within the proposed detail plans and parameter plans.

Design Evolution

- 4.154 The Applicant and the design team for the application have regularly liaised with Bury Council during a series of pre-application meetings in order to ensure that the evolving designs meet the aspirations for this important project. The Applicant has also engaged with statutory consultees and the public as outlined in the Statement of Community Involvement (SCI) which accompanies the application.

Land Uses and Quantum

- 4.155 The existing site comprises non-residential floorspace, as well as surface car parking. The uses on site include Prestwich Library, various retail units in the Longfield Centre, Iceland Supermarket and Prestwich Health Centre.
- 4.156 The proposals will unlock the opportunity to provide new homes in a highly sustainable location. The proposed residential housing will complement the proposed Village Centre uses and create a new vibrant integrated neighbourhood. It is not considered that alternative types/uses of development would have been appropriate or suitable given the site's Village centre location.

Layout and Heights

- 4.157 The proposed layout provides an opportunity for strategically placed buildings of scale to provide focus to the new defined Village centre. Responding to orientation, mid-rise buildings are focused to the northern edge to mitigate overshadowing into the Village Square whilst defining a strong edge to the new arrival sequence from Rectory Lane and Prestwich Metrolink tram stop.

Consultation and Feedback

- 4.158 As a result of extensive consultation with the public and various stakeholders previously mentioned, the following design amendments were implemented to respond to concerns raised:
- Reduced height of Plot G (Travel Hub) responding to the site's location along Fairfax Road and its relationship with Highfield Road and Highfield Place. In addition, the design of the front elevation was amended to respond to the site's location adjacent to the non-designated heritage asset of Our Lady of Grace Church, Hall and Presbytery.

- Relocated Plot G (Travel Hub) away from the northern boundary to increase separation distance between the Travel Hub and existing residential properties of Highfield Place. A softer, curved corner was added to the car park again to increase the offset distance to the boundary.
- Amended the surface level layout of the car park to include more landscaping (trees) and incorporate EV Charging spaces at the surface level.
- Amended the elevational treatment of the northern and western elevation of Plot G (Travel Hub) to enclose this building to reduce overlooking and light spill.
- Increased the height of the parapet on the top floor of Plot G (Travel Hub) to restrict overlooking and light spill.
- The dimensions of the Village Square have increased to maximise the amount of the daylight and sunlight received within the space.
- The distance between Plot F (residential) and the existing The Radius building increased to prevent daylight, sunlight and overshadowing effects.
- The Plot A retail pavilion 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.

Conclusions

- 4.159 The consideration of alternatives has included the evaluation of a “no development” option and alternative design options. The design of the scheme has evolved through consultation with Bury Council, key stakeholders and the public and the findings of the series of studies that make up the EIA.
- 4.160 The site is a key regeneration opportunity for the Borough. Therefore, no alternative sites and the no development option were discounted. A comprehensive site testing and evaluation exercise has been undertaken, which has informed the proposed Masterplan presented as part of this application.