



Environmental Statement Non-Technical Summary

Prestwich Village

On behalf of The Prestwich Regeneration LLP
January 2024

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1 INTRODUCTION

- 1.1 This Non-Technical Summary ("NTS") summarises the findings of the Environmental Statement ("ES") which provides an assessment of likely significant environmental effects as a result of the Proposed Development in Prestwich Village, Greater Manchester (the "Application Site" or "site"). The Application Site is situated within the administrative area of the Bury Council ("the Council").
- 1.2 The ES has been prepared on behalf of The Prestwich Regeneration LLP (the "Applicant"). The planning application seeks part full and part outline planning permission (a "hybrid" permission) for a mixed-use development ("the Proposed Development"). The planning application is split into two parts:
- The **full component** proposing the demolition of existing buildings, and the erection of a mixed-use development comprising community, retail and commercial floorspace alongside a Travel Hub and landscaping and public realm and other associated infrastructure.
 - The **outline component**, proposing the erection of a mixed-use development comprising residential, retail and commercial uses, landscaping and public realm and other associated infrastructure.
- 1.3 The ES presents the findings of the Environmental Impact Assessment (EIA) in respect of the planning application for a proposed mixed-use development at the site. The aim of an EIA and the resultant ES is to assess the Proposed Development's '*likely significant effects*' on the environment, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations').
- 1.4 This NTS provides a summary of the ES and the findings of the EIA in more accessible, non-technical language. Full details of the assessments can be found within the main ES document (Volume 1) and the associated appendices (Volume 2).

Availability and Comments on the Planning Application

- 1.5 The full findings of the EIA are presented in a comprehensive set of documents that can be viewed online on Bury Council's Planning Portal or at their offices (please contact Bury Council for details). Additional copies of the Non-Technical Summary ("NTS") (no charge), ES Volume 1 (£100 plus postage) and the Technical Appendices (£150 plus postage) are available from Asteer Planning, 14 Cateaton Street, Manchester, Greater Manchester, M3 1SQ. The complete ES can also be obtained in USB format for £10 from the same address.

- 1.6 Comments on the planning application should be sent to Bury Council and not Asteer Planning to ensure that they are taken into account by the Council.

Purpose of the Environmental Statement

- 1.7 The EIA process is an interdisciplinary and multistep procedure to ensure that environmental considerations are included in decisions regarding projects that may impact the environment.
- 1.8 The ES comprises a series of studies which have been commissioned to address the environmental issues which are considered pertinent to the construction and operational phases of the Proposed Development. The NTS is provided to provide a summary of the ES in non-technical language and to confirm the outcome of the assessment process and confirm the likely significant environmental effects of the Proposed Development (which may be beneficial or adverse).

2 THE EIA SCOPING PROCESS

- 2.1 In order to determine the content of the EIA, the EIA Regulations make provision for, but do not require, an applicant to request that the local planning authority (LPA) provide a written opinion as to the information to be provided (i.e. 'scoped') within the ES, this is referred to as a Scoping Opinion.
- 2.2 A request for a Scoping Opinion, which included information regarding the proposed scope, was submitted on behalf of the Applicant to Bury Council on 27th September 2023. Bury Council issued their Scoping Opinion on 28th November 2023; accordingly, the ES has addressed those environmental issues agreed in the scoping process which are considered pertinent and that could potentially result in “likely significant effects” as required by the EIA Regulations.
- 2.3 This has resulted in the ES having separate 'technical' chapters addressing the following topics:
- Socio-economics
 - Townscape and Visual
 - Transport
 - Air Quality
 - Noise and Vibration
 - Climate Change
- 2.4 All these chapters, and the ES as a whole, have been prepared by specialists in their respective fields so to ensure the completeness and quality of the ES in accordance with the EIA Regulations. Each one of these disciplines is discussed in turn within this NTS, summarising the work undertaken and the key findings. Further in-depth information is presented in the full ES.

3 ASSESSMENT APPROACH

- 3.1 The purpose of the EIA is to identify, describe and assess the likely significant effects of the Proposed Development on the environment. This could be effects caused by impacts from the Proposed Development (e.g. increase in traffic) or existing conditions that could impact the Proposed Development (e.g. ground contamination).
- 3.2 'Impact' can be described as the action taken, and the 'effect' is the following result of the action. Whilst each environmental discipline has slightly different ways of determining 'significance of effect', generally it can be gained by taking the 'sensitivity' of the resource/receptor and balancing that against the 'magnitude' of change (resource/receptor) being the 'item' in question for example a residential property or representative viewpoint.
- 3.3 'Significance' is then gained from balancing these elements, utilising professional judgement. **Table 1.1** below shows an example of how this can be achieved. Significance is often measured as major, moderate, minor and neutral/negligible, with only certain levels of significance being considered 'Significant' in EIA terms (generally major effect is described as being 'Significant').

Table 1.1: Significance of effect

Magnitude	Sensitivity				
		High	Medium	Low	Negligible
	High	Major	Major	Moderate	Negligible
	Medium	Major	Moderate	Minor to Moderate	Negligible
	Low	Moderate	Minor to Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

- 3.4 'Mitigation' is often an action or measure that is taken or put in place to avoid, minimise or manage negative environmental effects, many of which are purposely incorporated into the design of the proposals and are referred to as 'mitigation by design' or 'embedded

mitigation'. 'Additional' or 'Further mitigation' measures may also be proposed which are often secured by planning condition or legal agreement (i.e a S106 planning obligation). 'Residual Effects' are those that remain after any mitigation has been incorporated. In addition, of particular relevance to the proposals is the length of any effects i.e. temporary or permanent; short-term or long-term.

- 3.5 The ES also responds to the requirement in the Regulations to assess the 'Cumulative' effects of the Proposed Development. Within EIA, cumulative effects are generally considered to arise from 'Inter-project Cumulative Effects' (the combined effects of development schemes which may, on an individual basis be insignificant but, cumulatively, have significant effects); and 'Intra-project Cumulative Effects' (the combined effect of individual effects on a single receptor where it is deemed potentially significant).
- 3.6 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. Accordingly, the EIA has focused on the potential likely significant effects of the Proposed Development during the enabling works or construction and operational phases only.
- 3.7 The full ES, which is summarised in this NTS, describes the current environmental conditions (known as the baseline); provides a description of the Proposed Development; and provides data to identify and assess any potential environmental effects which are likely to be of significance. Environmental effects have been evaluated with reference to definitive standards and legislation where available. Where it has not been possible to quantify effects, qualitative assessments have been carried out, based on available knowledge and professional judgement. The iterative design process has sought to avoid significant environmental effects where possible by the inclusion of 'mitigation by design' or 'embedded mitigation measures'. Where this has not been possible, additional or further mitigation measures have been suggested so to reduce likely effects as far as possible. Residual effects are then concluded.

4 THE APPLICATION SITE AND CONTEXT

4.1 The site, shown is on the aerial image below (**Figure 1.1**), is situated within the administrative area of Bury Council. The site proposed for development is approximately 2.48 hectares in size and comprises a mixture of surface level car parking and retail units, including the Longfield Centre. The publicly accessible car parking consists of the Fairfax Road Car Park (approximately 179 spaces), and the Longfield Centre Car Park (approximately 180 spaces). The site is irregular in shape and bound by Rectory Lane to the east and south; retail units and Bury New Road to the west; and retail units and residential dwellings to the north.



Figure 1.1: Aerial view of the site

4.2 The Application Site's location can be described as follows;

- 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 Roman Catholic (RC) Church to the west.

Site's Environmental Context

- 4.3 According to the Environment Agency Flood Mapping, the site is entirely located in Flood Zone 1 which is defined as having a less than 1 in 1000 annual probability of flooding, which indicates the lowest risk of fluvial flooding. There are small areas of the site's northern extent which are subject to low risk of surface water flooding.
- 4.4 There are no designated heritage assets within the site boundary. There are a cluster of Grade II Listed Buildings located c. 290m southwest of the site. These are associated with the Grade I Listed Church of St Mary. There are also a number of non-designated heritage assets located adjacent to the site boundary (Wilton Arms Hotel (Istanbul Grill), The Railway and Naturalists public house, Barclays Bank and Our Lady of Grace (OLOG) Presbytery Church. The site is not located within or adjacent to a Conservation Area however, the nearest Conservation Area is Poppythorn Conservation Area which is located approximately 78m north east of the site (at its closet point located beyond the Metrolink tram line) and St Mary's Conservation Area located c. 130m south of the site.
- 4.5 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.
- 4.6 There are no Tree Preservation Orders designated on or adjacent to the site.
- 4.7 The site's western boundary is located adjacent to an Air Quality Management Area ("AQMA") associated with Bury New Road (A56). Bury New Road is a well-trafficked route in the Borough and vehicle movements along this road are likely to generate traffic related noise effects in the local area.

5 THE PROPOSED DEVELOPMENT

- 5.1 The 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”.

- 5.2 The Proposed Development is seeking hybrid planning permission for a mixed-use development of approximately 6,284 sqm (67,640.41 sqft), with a split of 5,384 sqm (57,952.89 sqft) for the full component and 900 sqm (9,472.24 sqft) for the outline component with up to 210 residential dwellings.
- 5.3 The proposed site Masterplan (see Figure 2 for the illustrative 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.

- 5.4 The Proposed Development aims to secure:

1. Full planning permission for:

- Plot A – A Community Hub
- Plot B – A Retail Hub

- Plot C – A Market Hall
- Plot G – A Travel Hub

2. Outline planning permission for:

- Plots D, E and F – Residential with retail or commercial ground floor uses.

5.5 In accordance with case law, the EIA has been carried out with regards to a range of fixed development parameters to enable robust assessments to be completed. These parameters are defined by:

- A Site Location Plan which identifies the site by way of a red edge boundary.
- A site Masterplan which identifies the seven development plots as described above, together with public realm and landscaping areas.
- A Land Use Parameter Plan for the outline element of the application which describes the proposed land uses for this section of the Application Site.
- Maximum Building Heights Parameter Plan for the outline element of the application which describes the proposed maximum building heights for this section of the Application Site.
- Access and Movement Parameter Plan for the outline element of the application which describes the proposed access and movement points within this section of the site.
- Plots and Public Realm Parameter Plan for the outline element of the application which describes the proposed public realm and landscaping areas for this section of the site.
- Site Level Parameter Plan which defines the proposed site levels for the outline element of the site.
- Schedule of Accommodation which sets out the uses and proposed quantum of development for which planning permission is sought.

5.6 These parameters, along with the written description of the Proposed Development and detailed application plans for approval, allow the likely significant effects of the proposals to be fully assessed and appropriate mitigation measures secured.

5.7 A description of each component of the application is set out below. It should be noted that following a series of enabling works, it is proposed to bring forward the Proposed Development in two principal phases, these being;

- Full Planning Application Element – Phase 1
- Outline Application Element – Phase 2

5.8 Each of these component parts is described below.

Demolition and Site Levels

5.9 It is intended to demolish and/or clear all existing buildings and structures which are currently present on the site. To confirm the following buildings are proposed to be demolished:

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

5.10 Site preparation works will include activities such as, the installation of temporary fencing to secure the site, siting of temporary cabins and storage areas and general site clearance.

5.11 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

5.12 Phase 1 proposes the construction of a mixed-use development comprising community, retail and commercial floorspace alongside a Travel Hub, public realm and landscaping and other associated infrastructure. The proposed building plots forming part of the full application element and therefore form part of Phase 1 are described below:

- **Plot A Community and Retail Hub**

A Community Hub building is proposed providing ground floor library and community uses. Floors 1 - 3 of the building will comprise flexible office and medical and health service uses 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. A single storey pavilion is also proposed for retail use.

- **Plot B Retail Hub**

A Retail Hub is proposed which will provide retail floorspace at ground floor, comprising 8no units. 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 which means that the first floor can be occupied for either office or gymnasium uses, or a combination.

- **Plot C Market Hall**

A Market Hall is proposed which will provide a ground floor seating area and bar, 6no hot food takeaway units, 6no retail units. 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 G Travel Hub**

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.
- 2 Car club spaces.
- 76 Cycle spaces.

- **Landscaping and Public Realm**

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. 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. 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.

Phase 2: Outline Planning Permission

5.13 The outline planning element of the 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.
- Up to 900sqm of ground floor non-residential uses.

5.14 The outline element of the Proposed Development will be fixed by parameter plans which will be tied to planning permission by a condition which will ensure that what is built within Phase 2 outline element will have been assessed in accordance within the EIA in accordance with the EIA regulations. The assessment parameters include the following:

- The Site Location Plan;
- Proposed Demolition Plan;
- The set of plans referred to in Appendix 4.1 of the Environmental Statement;
- The Development Specification; and
- The written description of development.

5.15 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 **Figure 3** below, 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).

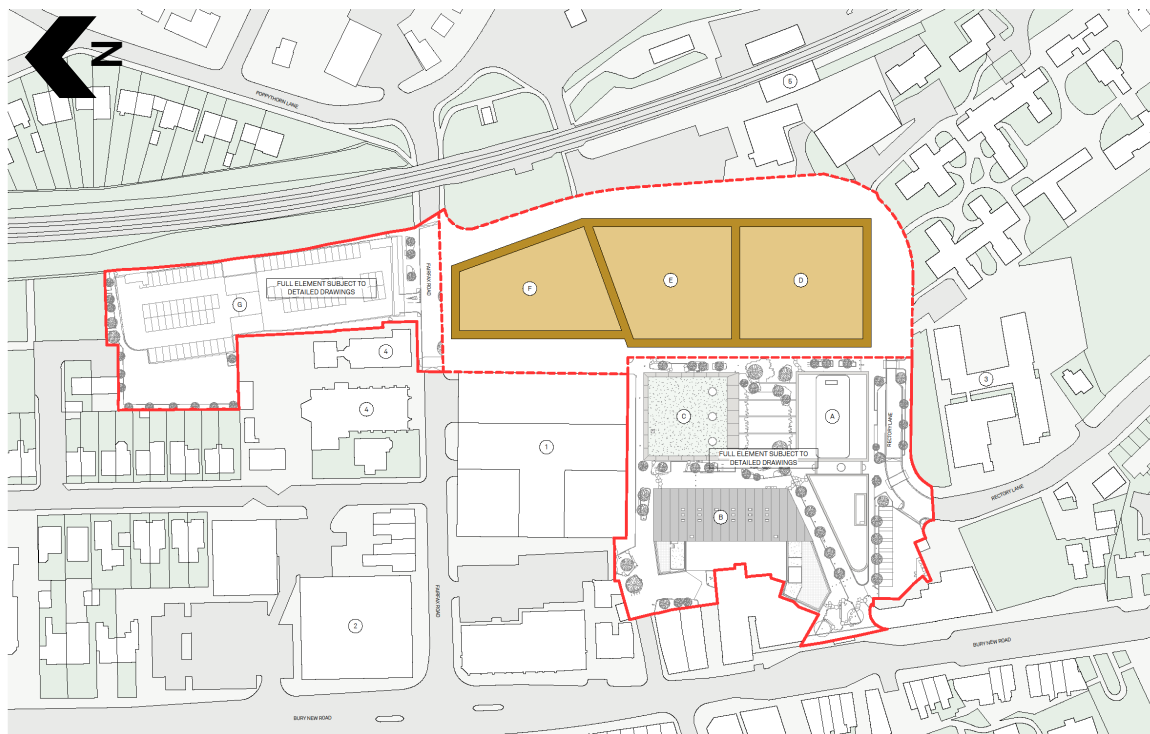


Figure 2: Land Use Parameter Plan

5.16 Building heights of Plot F (coloured dark red on Figure 2 below) 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. The proposed Building Heights create a gateway building in the site's northern extent along the key junction of Rectory Lane and Fairfax Road. Maximum building heights are shown on **Figure 3** below:

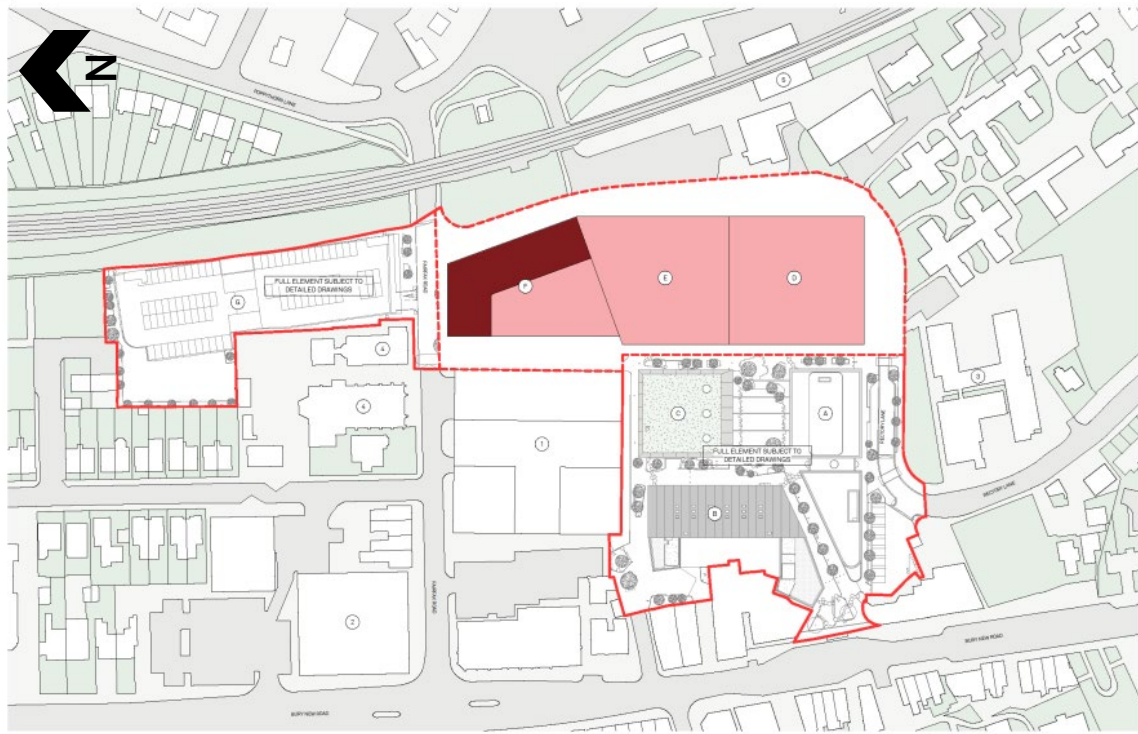


Figure 3: Maximum building heights

6 CONSIDERATION OF ALTERNATIVES

6.1 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"

6.2 The main alternatives to the Proposed Development which the Applicant has considered include:

- The 'No Development' Alternative;
- Alternative designs.

No Development Alternative

6.3 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 would alter and therefore the environmental conditions of the site would remain largely the same as the current baseline.

6.4 It should be noted that the fundamental part of the overall proposal intends to regenerate Prestwich Village centre. Therefore, this scheme aims to rejuvenate the local area in terms of both residential and commercial opportunities. A do-nothing scenario would leave the Village centre in its current state.

6.5 The 'no development' alternative has therefore been discounted.

Alternative Designs and Site Configuration

6.6 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.

- 6.7 Therefore, the design of the Proposed Development has been influenced by the key constraints and opportunities, which have in turn helped refine and structure the scheme. The preferred option which forms the Proposed Development has been taken forward and has been subject to environmental impact assessment, as reported in the ES.
- 6.8 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.
- 6.9 As a result of extensive consultation with the public and various stakeholders, 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.

7 PLANNING POLICY CONTEXT

7.1 For the site, the relevant Development Plan comprises:

- The Bury Unitary Development Plan (1997)
- The Bury Supplementary Planning Documents
- Material Considerations – Emerging Policy including:
 - Places for Everyone Plan
 - Emerging Bury Local Plan
 - Emerging Prestwich Neighbourhood Plan
 - Other Material Considerations includes 'Love Prestwich Village' (2009)

7.2 Due regard is also had to other material considerations relevant to the proposal including, the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

8 SOCIO-ECONOMICS

Introduction

- 8.1 This Chapter of the ES presented the approach and findings of the assessment of potential socio-economics effects during enabling, construction and operational phases of the Proposed Development.

Baseline Conditions

- 8.2 According to the Office of National Statistics (ONS), the local population in 2020 was 87,900 with a working age population (aged 16-64) of 53,000. The working age population across the local area has increased by 4.7% over the ten-year period (2011-2020) – a higher increase than experienced across Bury (-1.3%), Greater Manchester (3%) and England (2.6%).
- 8.3 Having regard to the ONS small area-based population estimates, the resident population in the local area rose from 81,532 in 2011 to 87,927 in 2020, representing an increase of 7.8% over the ten-year period. This is a substantially higher than the increase experienced across the Bury Local Authority area (2.9%), and marginally higher than Greater Manchester (6.1%) and England as a whole (6.5%) over the same period.
- 8.4 In 2020, the working age population of residents in the local area was 53,000 (60.3%). This is lower than the average recorded for Bury (61.3%), Greater Manchester (63.6%) and England (62.3%).
- 8.5 Analysis of ONS Claimant Count and Population Estimates shows a current (August 2023) unemployment at 5.1% across the local area. This is higher than the levels seen across all comparator areas, with Bury (4.2%) and Greater Manchester (4.9%) performing marginally better, whereas the national demographic was significantly lower (3.8%).
- 8.6 The overall levels of deprivation across the local area have been assessed using the Ministry of Housing Community and Local Government's (MHCLG) English Indices of Multiple Deprivation (IMD) (2019). There are pockets of severe deprivation (10% most deprived nationally) across the local area.

Likely Significant Residual Effects

Enabling, Demolition and Construction Phase

- 8.7 The demolition and construction phase of the Proposed Development is expected to last seven years. This construction will create a total of 52 net Full Time Equivalent jobs over the programme in the Area of Impact (defined as M25 and M45 Postcode Sectors in Bury and M7 in Salford based on the visitor catchment analysis). This employment creation will have a Minor Beneficial long-term temporary effect on the local economy, which is Not Significant.

The Completed and Operational Development

- 8.8 Once complete and occupied, the Proposed Development will have a permanent Minor Beneficial effect on employment within the local area, which is Not Significant. Accounting for the existing employment on-site, the Proposed Development will generate between 36 and 101 net additional jobs (depending on the use of the flexible space) through the provision of retail and food stores, dedicated employment space, leisure, and community spaces.
- 8.9 The Proposed Development is estimated to generate around £0.40 million of business rates per annum, once the scheme is complete. The potential effect on business rates income is assessed to be a Minor Beneficial permanent effect at the Bury district level.
- 8.10 It is estimated that up to 164 net additional new homes (210 gross homes) would be created through the Proposed Development. This net housing accounts for 36.3% of the one-year target and 7.2% of the five-year target (451 per annum) for Bury Council, as set out in the Bury Housing Strategy 2021. The implementation of this range of new housing units is assessed to have a Moderate Beneficial permanent effect at a Bury district level, which is Significant.
- 8.11 The creation of a range of new residential housing is assessed to have a Moderate Beneficial and permanent effect at a Bury district level. It is estimated that new residents will generate £3.5m in the local economy through spending locally each year, which is assessed to have a Minor Beneficial permanent effect on the economy.
- 8.12 The Proposed Development will have a Negligible effect on the demand for primary and secondary educational spaces. The demand arising from the Proposed Development (which is estimated to be 51 primary school and 33 secondary school pupils) can be accommodated by the existing capacity in the local area.

- 8.13 The Proposed Development will have a Negligible permanent effect on primary healthcare within the Area of Impact, which is Not Significant. Two scenarios have been modelled, with the re-provision of dedicated NHS space in one scenario which keeps the same number of FTE GPs from the existing facility based on discussions with the NHS. In the other, the space is used for office space and only 4.5 GPs are kept in the Area of Impact due to leakage. If the number of patients registered at these practices by increases 499 (the population of the Proposed Development), the number of patients per GP in the area would increase to between 1,419 and 1,536. As this ratio is still below the accepted standard of 1,800 patients per GP, sufficient GP capacity in the local area is assessed to deal with the additional demand generated by the Proposed Development.

Mitigation and Enhancement

Enabling, Demolition and Construction Phase

- 8.14 The assessment concluded that there will be no potential adverse socio-economic effects during the demolition and construction phase of the Proposed Development and therefore no additional mitigation measures are required. However, a local labour agreement for the construction phase and the operational phase could be secured by a suitably worded planning condition. A measure such as this, is designed to maximise the contribution from local businesses and local workers to the construction/operational phase.

The Completed and Operational Development

- 8.15 The assessment found no potential adverse socio-economic effects during the operational phase of the Proposed Development and therefore no additional mitigation measures are required.

Conclusion

- 8.16 There are no adverse significant effects from a socio-economic perspective. All socio-economic effects are positive. The assessment has identified a Moderate Beneficial effect following completion and operation of the Proposed Development in relation to the provision of housing in the Bury local authority area, which is Significant in EIA terms.

9 TOWNSCAPE AND VISUAL

Introduction

- 9.1 The Townscape and Visual assessment of the ES provided an assessment of the effects of the Proposed Development and assesses the townscape and visual effects on identified receptors.

Baseline Conditions

- 9.2 The site is located within Prestwich Village centre and encompasses several buildings within the centre, public spaces and surface car parking. The wider study area is comprised of low-rise residential housing mainly to the east and in the areas around Clifton Road. There is a relatively tight urban grain of mostly post-war suburban housing and small pockets of older terraced housing.
- 9.3 The Prestwich Metrolink tram stop is located immediately on the eastern boundary of the site, but due to poor legibility and lack of active frontage the connection with the Village centre is poorly defined and creates a poor-quality gateway to town centre. Bury New Road (A56) which is directly adjacent to the site forms a key strategic connection to M60 to the north and to Manchester City Centre to the south. The environment along the road is poor for both pedestrians and cyclists.
- 9.4 The existing site character is not well defined due to the mix of buildings and uses currently occupying the site, which do not form a coherent town centre area. The gateways into the site both from Metrolink tram stop and Bury New Road are poorly defined and don't create a welcoming environment. There is a lack of active frontage to animate the streets and spaces with service areas and back of house uses and the existing public realm is of poor quality.
- 9.5 A total of seven townscape receptors and 13 visual receptors were identified and considered as part of the assessment. These are as follows;
- The local townscape character and its key components; including changes to townscape character areas, urban grain, land use, building heights and movement and linkages.
 - Site character; the site as a townscape receptor (as defined by the red line boundary).
 - Visual receptors; including users of public open space, visitors to heritage assets, communities where views contribute to the townscape setting enjoyed by residents,

users of public footpaths, users of the strategic movement network, and employees at their place of work.

9.6 These receptors are further defined in the table below:

Table 2: Identified Likely Significant Effects and associated Receptors

Effect	Receptor	Applicable stage
Change in the local Townscape character	The wider townscape character area	Construction and operation
Changes to the urban grain within the study area as a result of the Proposed Development	Urban Grain	Construction and operation
Changes to land use within the study area as a result of the Proposed Development (e.g intensification of land use or new uses introduced)	Land use	Construction and operation
Changes to building heights within the study area due to the Proposed Development (e.g new taller landmark buildings).	Building heights	Construction and operation
Change to movement and linkages within the study area due to the Proposed Development.	Movement & Linkages	Construction and operation
Changes to the public open space and public realm within the study area due to the Proposed Development.	Public open space / public realm	Construction and operation
Change to the site character as a result of the Proposed Development.	Site character	Construction and operation
Changes to the character and amenity of views due to the Proposed Development.	13 selected representative views	Construction and operation

9.7 The 13 selected representative views, which were agreed with the Council, are as follows:

- 1: View from pedestrian exit of Metrolink station looking across Rectory Lane.
- 2: View from pedestrian crossing point on Bury New Road.
- 3: View from junction of Fairfax Road/ Rectory Lane – looking towards the Lady of Our Grace RC Church.
- 4: View from Highfield Road looking north towards rear of Church.

- 5: View from pedestrian crossing and Bus Station on Bury New Road.
- 6: View from Highfield Place looking south east towards development site.
- 7: View From Rectory Lane adjacent to St Mary's Primary School.
- 8: View from junction of Poppythorn Lane and Pennant Drive.
- 9: View from Junction of Warwick St and Bury New Road looking towards the development.
- 10: View from Heys Road (adjacent to Heys School).
- 11. View from Bury New Road in front of the Liberal House looking towards the development/ Gateway to Town Centre.
- 12. View from the churchyard of Grade I listed St. Mary's church towards the development.
- 13. View from the platform of the Prestwich Metrolink station looking west over the development.

Likely Significant Residual Effects

Townscape Effects

- 9.8 During the enabling, demolition and construction works the assessed effects are typically adverse in nature due to a loss of some existing townscape characteristics through the demolition of the existing buildings and the impact of construction works on the setting and enjoyment of town centre and public spaces immediately around it. One significant adverse townscape effect has been identified during the enabling, demolition and construction works during both phases of development on Townscape Character and Land Use.
- 9.9 Once the Proposed Development is completed and operational, two significant beneficial townscape effects were identified on Townscape Character, Urban Grain, Land Use, Building Height and Site Character receptors. During the operational phase the Proposed Development will completely transform the site into a high-quality Village centre, that introduces a new urban grain, with new local facilities, street frontage with an enhanced public realm.
- 9.10 The remaining townscape receptors are all assessed as experiencing minor effects at the completed and operational stage, which are not significant and reflect the relatively small scale of change that will be experienced in the wider townscape areas due to the compact

nature and position of the local townscape character. All townscape receptors were assessed as having beneficial effects at the completed and operational phase. No significant adverse effects are anticipated in relation to the Proposed Development regarding townscape effects once completed and operational.

Visual Effects

- 9.11 Two significant adverse visual effects have been assessed during the construction period (on identified views 3 and 13). This was due to the proximity of the construction works in relation to the views and their potential impact on views to the non-designated heritage asset of Lady of Our Grace RC church. The remaining views were assessed as Minor Adverse or negligible which are Not Significant in EIA terms. Whilst construction works would still be visible, they would be less prominent or partially screened by intervening buildings or vegetation, which reduced the magnitude of their effects. Three views (views 10, 11 & 12) were assessed as no change due to the development being completely screened from view and therefore effects are Not Significant in EIA terms.
- 9.12 During the completed and operational phase no views were assessed as having adverse effects. Two views (views 3 and 13) were assessed as having significant beneficial effects due to the prominence of the new building in the views, where architectural detail and composition could be appreciated, or the location, height and massing suggest appropriate containment and definition of the streetscape contributing to an improvement to the baseline view condition. All remaining views were assessed as having Minor Beneficial and Negligible effects which are Not Significant in EIA terms.

Mitigation and Enhancement

- 9.13 At the demolition, enabling and construction stage, a Construction and Environmental Management Plan (CEMP) will set out the mitigation required from a townscape and visual perspective, such as the keeping of a clean and tidy construction site and ensuring tree protection is utilised to protect existing trees or vegetation to be retained. It is anticipated that a CEMP will be secured through planning conditions related to the application and that a separate CEMP will be prepared for both phases of development (i.e Phase 1 and Phase 2). The full CEMP will also need to establish an appropriate interface between each phase so once Phase 1 is completed and operational, the construction of Phase 2 does not impact on the local townscape and newly created areas of public realm.
- 9.14 At the completed and operational phase, mitigation measures are delivered through the considered detailed design of the scheme, as described within the Design and Access Statement, detailed design drawings and proposed site Masterplan. The Proposed

Development has been developed in accordance with good design principles which avoids, reduces or offsets potential effects on the townscape and views.

Conclusion

- 9.15 It is acknowledged that the proposals do result in some significant adverse effects on a small number of visual receptors and townscape receptors during the enabling, demolition and construction works. However, these receptors are limited to a small geographical area, immediately adjoining the site, and are temporary in nature. In addition, the significant adverse effects would be addressed by measures included in the CEMP which would be secured by a suitably worded planning condition.
- 9.16 Overall, it has been established that townscape character effects are beneficial once the Proposed Development is completed and operational with effects being Significant on a number of identified townscape receptors relating to local townscape character, urban grain, land use, building heights and site character. In addition, the assessment has identified beneficial effects on a number of views which are immediately adjacent to the site which are Significant. Once completed the Proposed Development will completely transform the site to a high-quality retail and community hub, that introduces a new urban grain, with new local level facilities, street frontage with an enhanced public realm.

10 TRANSPORT

Introduction

10.1 The Transport Chapter of the ES has assessed the impact of the Proposed Development on the local highway network, in particular on traffic conditions in the local area. It has considered the potential effects of traffic associated with the Proposed Development on a number of transport related categories, these being; severance, driver/passenger delay, non-motorised user delay, fear and intimidation, non-motorised amenity, and road user and pedestrian safety. These categories are defined in the Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement Identification of Effects 2023 (IEMA Guidelines), which have been utilised in the assessment, to assess the environmental effects that may arise from changes in vehicular travel demand. They are defined as follows:

- **Severance of communities** - This is the perceived division that can occur within a community due to the increase in traffic on roads, or the physical barrier created by a road structure. Relevant factors include road width, traffic flow, vehicle speed, the presence of crossing facilities and the number of pedestrian movements across the affected route.
- **Road Vehicle Driver and Passenger Delay** - The IEMA guidelines note that driver delay can occur at several points on the network, although the effects are only likely to be significant when the traffic on the highway network is predicted to be at, or close to, the capacity of the system.
- **Non-motorised User Delay** - The IEMA guidelines note that a change in the volume, composition and/or speed of traffic may affect the ability of a person to cross a road. Typically, an increase in the traffic level results in increased pedestrian delay, although increased pedestrian activity itself may also contribute.
- **Non-motorised User Amenity** - This is broadly defined as the pleasantness of a journey. It is affected by traffic flow, traffic composition, footway width and separation from the carriageway.
- **Fear and Intimidation** - There is no formal guidance on the thresholds for the assessment of fear and intimidation experienced by pedestrians and cyclists. The measure of fear and intimidation is based on traffic volumes, traffic flow composition and the provision of wider footways or guardrails.

- **Road User and Pedestrian Safety** - The IEMA guidelines highlight that professional judgement will be needed to assess the implications of local circumstance or factors which may increase or decrease the risk of accidents, e.g. junction conflicts.

Baseline Conditions

- 10.2 The road network surrounding the site comprises Fairfax Road to the north, Rectory Lane to the east and south, and the Bury New Road (A56) to the west.
- 10.3 Fairfax Road and Rectory Lane are both single carriageway roads with one lane in each direction. These roads provide local access to the village centre and include connections into the two main car parking areas. Pedestrian crossing points are located at key positions, linking the car parks to the town's facilities and linking with the Prestwich Metrolink Tram Stop adjacent to Rectory Lane where bus stops are also located. Additional bus stops are located towards the eastern end of Fairfax Road.
- 10.4 Bury New Road is part of the A56 which is a key route linking Manchester City Centre with the orbital M60 Motorway and Bury to the north of Prestwich. In the vicinity of the site, Bury New Road comprises a single carriageway with one lane in each direction, with additional traffic lanes developing locally at junctions to aid turning movements. Bus stops are located on Bury New Road towards the south-western corner of the site, just south of Warwick Road.
- 10.5 The site is a very sustainable location as it benefits from the presence of the Prestwich Metrolink Tram Stop and several bus stops which all serve to connect the town to neighbouring residential areas and towns, as well as Manchester and Salford City Centres.
- 10.6 Walking and cycling are viable alternative means of travel, particularly for short journeys, enabling those living within the residential catchment areas of up to 15 minutes' walking distance to embrace active travel in order to access the facilities and amenities within the town centre.

Likely Significant Residual Effects

Enabling, Demolition and construction Phase

- 10.7 During the enabling and construction phase, traffic will be generated from contractor staff and other construction material being brought to site. Generally, the flow of construction traffic would be spread evenly across the working day and in practice the contractor will likely look seek to minimise HGV movements during peak hours.

10.8 The impact of this temporary additional traffic during each phase of the enabling, demolition and construction works on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as Negligible which is Not Significant, in EIA terms. This assessment takes account of the scale and programme of the work and together with measures to be contained in a Construction Environmental Management Plan (CEMP) and Construction Logistics Plan.

The Completed and Operational Phase

10.9 The effect of the Proposed Development on severance is assessed as Negligible on all receptors and therefore Not Significant..

10.10 The effect of the Proposed Development on driver and passenger delay is assessed as Negligible on all receptors except for Fairfax Road which is assessed as Minor Adverse, and therefore Not Significant.

10.11 The effect of the Proposed Development on non-motorised user delay is assessed as Negligible on all receptors and therefore Not Significant.

10.12 The effect of the Proposed Development on non-motorised user amenity is assessed as Moderate Beneficial on all receptors and therefore Significant.

10.13 The effect of the Proposed Development on fear and intimidation is assessed as Negligible on all receptors except for Fairfax Road which is assessed as Minor Adverse, and therefore Not Significant.

10.14 The effect of the Proposed Development on road users and pedestrian safety is assessed as Negligible on all receptors except therefore Not Significant.

Mitigation and Enhancement

Demolition, Enabling and Construction Phase

10.15 Notwithstanding that the assessed effects of the enabling, demolition and construction phase are considered to be Negligible and temporary in nature, measures will be undertaken during the enabling and construction phase to minimise disruption and manage the effects of the Proposed Development during both phases of construction.

10.16 The potential effects of the Proposed Development during the construction phase will be mitigated through the preparation of a Construction Environmental Management Plan (CEMP) and Construction Logistics Plan which will be prepared and agreed with Bury

Council, prior to construction commencing and secured by a suitably worded planning condition.

The Completed and Operational Phase

10.17 A Framework Travel Plan has been prepared in parallel with the Transport Assessment (which forms an appendix to the ES). The Framework Travel Plan sets out practical measures to maximise the proportion of future users of the Proposed Development that travel by sustainable (non-car) modes of transport.

10.18 As outlined further within the Framework Travel Plan, it will provide the following;

- Communications about the Travel Plan.
- Provision of secure cycle parking.
- Provision of bike mechanic sessions.
- Provision of Beryl Bike and e-scooter docks and funding.
- Integration of existing bus and tram stops.
- Funding for discounted/free public transport.
- Provision of Car Club vehicles.
- Provision of delivery lockers.

10.19 A Parking Management Strategy has also been prepared which provides a framework for how the Travel Hub will be managed. As part of the Strategy, parking surveys on local roads will be undertaken and if required a Traffic Regulation Order (to restrict on-site parking) will be implemented.

10.20 In summary, the following mitigation measures are recommended;

- Adoption of a CEMP to minimise disruption and manage the effects on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Construction Logistics Plan to manage enabling works / construction traffic routing on the local highway network to be secured by a suitably worded planning condition.

- Adoption of a Framework Travel Plan to be secured by a suitably worded planning condition.
- Adoption of a Travel Hub Parking Management Strategy to be secured by a suitably worded planning condition.
- Implementation of a Traffic Regulation Order (TRO) on local roads if required, to be secured by a S106 Obligation.

Conclusion

10.21 Taking account of the identified mitigation measures, traffic associated with the Proposed Development will be satisfactorily accommodated and will not give rise to any significant adverse effects. A Moderate Beneficial effect has been identified in terms of the amenity of non-motorised users of Fairfax Road which is considered to be Significant in EIA terms.

11 NOISE AND VIBRATION

Introduction

- 11.1 This Chapter of the ES presented the approach and findings of the assessment of potential noise and vibration impacts during enabling, demolition and construction and operational phases of the Proposed Development.

Baseline Conditions

- 11.2 Nearby noise and vibration sensitive receptors have been identified, including residential properties and existing commercial receptors. Baseline sound levels have been measured using a combination of attended and unattended measurements at locations representative of the identified receptors. The main sources of noise on the site and surrounding receptors are road noise sources from on Bury New Road and tram noise from the Metrolink line.

Likely Significant Residual Effects

Enabling, Demolition and construction Phase

- 11.3 The impact of noise during the enabling, demolition and construction of the Proposed Development has been predicted and assessed in accordance with BS 5228 guidance. Impacts from demolition and construction activities are predicted at the closest noise sensitive receptors, with temporary negligible to major adverse effects anticipated to arise, prior to mitigation. Taking into account the implementation of Best Practicable Means (BPM) to be secured by a detailed Construction Environmental Management Plan (CEMP) and the temporary nature of the works, the resulting residual effect is considered to range from Negligible to Moderate-minor, which is not significant.
- 11.4 Based on a reasonable worst-case scenarios of predicted increases in HGV traffic flows during the enabling, demolition and construction phase, the noise change at identified receptors would be <1dB for HGVs only for all demolition and construction phases of the development, with the overall increase in traffic in proportion to all vehicle movements being lower than this still. The magnitude of impact would therefore be negligible for the highest sensitivity of receptor. Therefore, the significance of effect, due to construction traffic noise, is assessed as Negligible and therefore not significant.
- 11.5 The impact of vibration during demolition and construction of the Proposed Development has been predicted and assessed in line with BS 5228 guidance. For plan distances of <20m between the piling vibration source and human receptors, there is the potential that construction vibration sources may result in a moderate to major magnitude of impact.

Construction vibration levels at the most exposed sensitive receptors will be mitigated by careful phasing of the construction works as well as controlling the operation time and duration of each activity to reduce the impact at the receptor in line with the detailed CEMP. As such vibration impacts are assessed to result in a temporary short-term effect which is assessed as Moderate-minor adverse, which is not significant.

The Completed and Operational Phase

- 11.6 During the operation of the Proposed Development, complying with plant noise limits in line with guidance provided in BS 4142 as agreed with the Local Authority is assessed as Negligible effect on the nearest noise-sensitive receptors and therefore not significant.
- 11.7 Based on predicted traffic flows, the magnitude of impact as calculated in accordance with CRTN and DMRB for all receptors is assessed as negligible in terms of both short and long term traffic changes. This will result in a Negligible effect for all receptors and is therefore not significant.
- 11.8 A noise model has been used to predict traffic and tram noise levels at the façade of the Proposed Development. Internal noise levels will adhere to BS 8233 through selection of appropriate façade design mitigation. As such, the residual effect is assessed as Negligible and therefore not significant.

Mitigation and Enhancement

Demolition, Enabling and Construction Phase

- 11.9 Site-specific mitigation was recommended and with the implementation of this mitigation, which will be included within the CEMP, the residual effects from construction activities are considered not significant.
- 11.10 Construction traffic noise effects are considered not significant; hence, no mitigation measures to control this impact were required.

The Completed and Operational Phase

- 11.11 For the operational phase, all residual effects have considered the potential effects in conjunction with compliance with policy and guidance, and complying with these through design such as suitable glazing specification. For the outline element of the application, it is recommended that an Acoustic Design Statement at the detailed design stage. The assessment concludes no significant residual effects.
- 11.12 Operational traffic noise effects are considered not significant; hence, no mitigation measures to control this impact were required.

Conclusion

- 11.13 It is considered that the Proposed Development adheres to policy and guidance and that there would be no significant noise effects during construction or operation.

12 AIR QUALITY

Introduction

- 12.1 This chapter of the ES presented the approach and findings of the assessment of potential air quality impacts during enabling, construction and operational phases of the Proposed Development.

Baseline Conditions

- 12.2 The south-western edge of the site is located within the Bury Air Quality Management Area (AQMA) which covers large portions of the main roads within the borough, including the Bury New Road (A56) located to the immediate west of the Proposed Development site. Bury Council declared the AQMA in 2002 for exceedances of the annual mean NO₂ objective and 24-hour mean PM₁₀ objective. It was amended in 2007 to only include annual mean NO₂.

Likely Significant Residual Effects

Enabling, Demolition and Construction Phase

- 12.3 The impact of the construction phase of the Proposed Development was considered in accordance with the latest guidance available from the Institute of Air Quality Management (IAQM). The assessment defined the sensitivity of the area and the risk of the construction of the development to cause dust and particulate matter impacts for both phase of the development. It was concluded that in the absence of any adequate mitigation, there is a high risk from the demolition, earthworks, construction and trackout dust-generating activities associated with the Proposed Development. However, with appropriate mitigation measures implemented, it is anticipated that the dust generation and harmful emissions from construction site activities will not be significant. These mitigation measures will need to be outlined in an Air Quality and Dust Management Plan (AQDMP) (forming part of a Construction Environmental Management Plan (CEMP)/Construction Logistics Plan) and approved by Bury Council prior to the commencement of any on-site works. With the implementation of these mitigation measures, the impacts from construction activities are expected to be Not Significant.

The Completed and Operational Phase

- 12.4 A road traffic emissions dispersion modelling assessment was undertaken to consider the impact of the operational phase development-generated trips on identified receptor locations within the study area. The base year (2022) and the opening year (2031) with and without the development scenarios were assessed for both phases of the development.

Annual mean concentrations of NO₂, PM_{2.5} and PM₁₀ were predicted to be below the relevant air quality objectives at all locations, both 'without' and 'with' the Proposed Development in the opening year. The locations assessed included the Air Quality Management Area (AQMA) along Bury New Road. The proposed Travel Hub was also included within the 'with' development scenario. Exceedances of the short-term 1-hour mean objective for NO₂ and 24-hour mean objective for PM₁₀ were considered to be unlikely, based on annual mean concentrations, at any receptors with the development in place.

- 12.5 The impact of road traffic emissions generated by the Proposed Development on existing human receptors was therefore predicted to be Negligible at all receptors in all scenarios. The overall significance of effect was therefore considered to be Not Significant. As such, no mitigation measures were required beyond those that are embedded within the design of the Proposed Development.

Mitigation and Enhancement

Enabling, Demolition and Construction Phase

- 12.6 Site-specific mitigation is recommended in the form of a Construction Environmental Management Plan (CEMP) and a Construction Logistics Plan and with the implementation of this mitigation, the residual impacts from construction activities is Not Significant in accordance with IAQM guidance. Both the CEMP and Construction Logistics Plan can be secured by a suitably worded planning condition for each phase of the development.

The Completed and Operational Phase

- 12.7 The overall significance of effect is assessed to be Not Significant. As such, no mitigation measures were required beyond those that are embedded within the design of the Proposed Development.

Conclusion

- 12.8 It is considered that the Proposed Development adheres to policy and guidance and that there would be no significant air quality effects during construction or operation.

13 CLIMATE CHANGE

Introduction

- 13.1 This chapter of the ES presented the approach and findings of the assessment of potential climate change impacts of the Proposed Development with respect to impacts on potential climate change effects. This is carried out for the effects on the climate (including an assessment of the predicted greenhouse gas (GHG) emissions of the project).

Baseline Conditions

- 13.2 The baseline operational emissions have been estimated as 649.74 tCO₂e/yr, which is considered to have a negligible impact locally and nationally.

Likely Significant Residual Effects

- 13.3 For the Construction Phase, in accordance with the IEMA 2022 Guide for Assessing Greenhouse Gas Emissions and Evaluating their Significance (2nd Edition) methodology, the project is evaluated to have a Minor Adverse effect that is Not Significant; it is in compliance with up-to-date policy and good practice guidance reduction measures, so is deemed to be compatible with the budgeted, science-based 1.5°C trajectory (in terms of rate of emissions reduction) i.e. the UK's net zero trajectory.
- 13.4 For the Operational Phase, the Proposed development is expected to have reduced operational emissions, compared to the baseline, of 355.75 tCO₂e/yr, thus having a similarly Negligible impact locally and nationally.

Mitigation and Enhancement

- 13.5 Beyond the mitigation measures embedded into the design, additional mitigation and enhancement measures will be implemented through a Construction Environmental Management (CEMP) and through detailed design of Phase 2.

Conclusion

- 13.6 During Construction, in accordance with the stated IEMA methodology, the project is evaluated to have a Minor Adverse effect that is not significant; it is in compliance with up-to-date policy and good practice guidance reduction measures, so is deemed to be compatible with the budgeted, science-based 1.5°C trajectory (in terms of rate of emissions reduction) i.e. the UK's net zero trajectory.
- 13.7 As the Proposed Development's operational net GHG impacts are below zero and it causes a reduction in atmospheric GHG concentration, compared to the without-project baseline,

the operational development is deemed to have a beneficial effect and a positive climate impact.

14 CUMUATIVE EFFECTS

- 14.1 An assessment of cumulative effects has been scoped out of this assessment as agreed through the EIA Scoping process with Bury Council.

15 SUMMARY

- 15.1 This document has provided a non-technical summary (NTS) of the Environmental Statement (ES) which has been submitted as part of a planning application for the following Proposed Development:
- 15.2 ***“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”.***
- 15.3 The aim of the ES, of which this NTS summarises, has been to assess the ‘likely significant effects’ of the Proposed Development in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). Detailed assessments with respect to pertinent environmental topics have therefore been undertaken in accordance with definitive standards and legislation where available. The ES (and this summary) forms part of the planning application documentation submitted to Bury Council and will inform their decision-making process.
- 15.4 As summarised in this NTS, the design has been informed by the detailed environmental assessment so to ensure that key design measures are integral to the scheme (and its construction), so to limit any significant adverse effects, particularly when considering the scale of the Proposed Development and its location.
- 15.5 In conclusion, the ES demonstrates that the design of the Proposed Development and its construction has taken into account the potential environmental effects and where necessary mitigation measures form an integral part of the scheme so to ensure that the

environment is suitably protected and any impacts from the Proposed Development are minimised.

15.6 It is therefore considered that there are no overriding environmental constraints which would preclude the Proposed Development.

References

Department for Levelling Up, Housing, and Communities (DLUHC) (2023), National Planning Policy Framework (NPPF).

Institute of Environmental Management and Assessment (IEMA), Guidelines for the Environmental Assessment of Traffic and Movement Identification of Effects 2023.

Institute of Environmental Management and Assessment IEMA Guide for Assessing Greenhouse Gas Emissions and Evaluating their Significance (2nd Edition) 2022.

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