

4. Development Specification: Project for Assessment

- 4.1 This Chapter provides a description of the Project for Assessment, including a description of how the Project for Assessment would be constructed and its timescales. This does not represent what planning consent is sought for but identifies the comprehensive development, as defined in **Chapter 2: Approach to EIA**. It is this wider comprehensive development which must be assessed in accordance with the EIA Regulations, as the development comprised in the outline Application forms a part of this wider development. This description, together with the supporting spatial plans within the ES, form the basis for the technical assessments presented in **Technical Chapters 7 – 18**.
- 4.2 The description of the Proposed Scheme in isolation, for which planning consent is sought is provided in **Chapter 5: Development Specification – Proposed Scheme**. This includes primary and tertiary mitigation, which is committed to and will be secured through the Environmental Management Plan (EMP) (**Volume 3: Environmental Management Plan**).
- 4.3 The EMP also provides any additional primary mitigation associated with the wider Project for Assessment, which is presented for information only.
- 4.4 The description of the completed Project for Assessment should be read in conjunction with the supporting **EIA Assessment Plans**, as follows:
- **Figure 4.1:** Project for Assessment – EIA Assessment Plan 1, Uses;
 - **Figure 4.2:** Project for Assessment – EIA Assessment Plan 2, Scale; and
 - **Figure 4.3:** Project for Assessment – EIA Assessment Plan 3, Excavation, Retention and Demolition.

Project for Assessment - Assessment Boundary

- 4.5 The Assessment Boundary includes all potential temporary and permanent works which may take place within the boundary as defined on **Figure 1.1**. The Assessment Boundary extends to approximately 570ha.

Spatial Zoning

- 4.6 Due to the scale of the Assessment Boundary, terminology has been developed in order to apportion elements of the Project for Assessment into distinct areas, and aid the identification of location-specific impacts, and mitigation strategies. These have been defined as:
- ‘Application Plots’ relating to the Application Boundary;
 - ‘Assessment Plots’ relating to the wider Assessment Boundary;

- ‘Potential Infrastructure Areas’; and
- ‘Potential Ecological Mitigation’.

4.7 These are spatially defined on both **Figures 4.1, 4.2 and 4.3** and are detailed further below.

Application Plots

- **Application Plot A** – The area to the east of Moss Hall Road, south of Pilsworth Road and north of Pilsworth Clough / gas pipeline: 6790_1071;
- **Application Plot B** – The area to the west of Moss Hall Road and north of Pilsworth Clough / gas pipeline: 6790_1071;
- **Application Plot C** – The area to the east of Moss Hall Road, south of Application Plot A and bordered to the south by Birch Business Park;
- **Application Plot D** – The area to the east of Whittle Brook, west of Moss Hall Road and north of the M62;
- **Application Plot E** – The area to the south of Birch Business Park, east of Moss Hall Road; and
- **Application Plot F** – The area to the east of Birch Business Park.

Assessment Plots

- **Assessment Plot AA** – The area to the north west of Birch Business Park, east of Application Plot C and north of Application Plot F;
- **Assessment Plot BB** – Area to the east of the Assessment Boundary, north of the M62 and adjacent to the consented South Heywood development;
- **Assessment Plot CC** – Area located south of Application Plot E, north of the M62;
- **Assessment Plot DD** – Area to the west of Whittle Brook and east of gas pipeline 6787_1068;
- **Assessment Plot EE** – Area to the north and east of the Assessment Boundary, south of Assessment Plot FF and west of Assessment Plot DD; and
- **Assessment Plot FF** – Area to the east of the Assessment Boundary, west of Assessment Plot DD and north of Assessment Plot EE.

Potential Infrastructure Areas¹

- **Infrastructure Area AAA** – The area at the junction of Pilsworth Road / Moss Hall Road required for access / junction improvements, Pilsworth Road

¹ Limited further highways improvements outside of the Assessment Boundary will be required. It is assumed that such works will be relatively minimal (e.g. lane widening or

improvement works extending to the M66 Junction 3 and the area of potential M66 Junction 3 improvement works;

- **Infrastructure Area BBB** – The area immediately north and south of the M62 which may be required for the remodelling/improvement works; and
- **Infrastructure Area CCC** – The area within the consented South Heywood development where a potential access road is being considered as part of the access strategy for the Project for Assessment².

Potable Water Infrastructure

- **Infrastructure Area AAAA** – likely upgrades along Pilsworth Road to the United Utilities (UU) water main.

Potential Ecological Mitigation (Outside of the Assessment Boundary)

- **Potential Ecological Mitigation** – Potential area for ecological mitigation which may be required to deliver Biodiversity Net Gain (BNG) or compensatory habitat.

Overview of Site Preparation and Construction Stage

Timescales

- 4.8 Preparation and construction of the Project for Assessment is anticipated to commence in 2026, with the construction being completed over 19 years. The Project for Assessment will be fully operational in 2045³.

Phasing

- 4.9 The **EIA Assessment Plans** define the following spatial areas:

- **Application Plots (A-F);**
- **Assessment Plots (AA-FF);**
- **Infrastructure Areas (AAA-CCC);**
- **Potable Water Infrastructure Area (AAAA); and**
- **Potential Ecological Mitigation.**

- 4.10 These spatial areas do not represent a chronological order for delivery.

- 4.11 It is assumed that enabling works and earthworks within different Plots are likely to occur over one or more Plots at the same time. Construction may also overlap with

junction improvements) within the existing highways boundaries. These will be considered as secondary mitigation as set out in **Chapter 2: Approach to EIA**.

² It is worth noting that the Application is not reliant upon this and although this access option is less likely, it has been included for completeness.

³ We note that that timescales for PfE run to 2039, although it is noted within PfE that the delivery of Northern Gateway will go beyond this, currently assumed to be the mid-2040's.

some enabling works and earthworks and there may be construction over one or more Plots at the same time.

4.12 Phasing is influenced by the:

- Extent of available capacity within the surrounding strategic road network (SRN) and the implementation of necessary mitigation i.e. the potential highways improvement works;
- The delivery of the new off-site foul drainage infrastructure to the west and likely upgrades to the water mains as defined by **Infrastructure Area AAAA**, and
- The demand and market requirements for the various elements of the development.

4.13 In the absence of further information on phasing, it has been necessary to make a number of assumptions for the purposes of the assessment of the likely significant environmental impacts.

4.14 The initial phases of development will commence with employment and mixed uses and are likely to be within the northern part of the Project for Assessment (**Application Plots A and B**) which will provide an extension to the existing built development.

4.15 These initial phases will utilise highway infrastructure that already exists and will include local highway improvements to Pilsworth Road (from Junction 3 of the M66 / Moss Hall Road Junction). These are referred to as the 'western links' comprising Moss Hall Road and Pilsworth Road, and including the Three Arrows (Pilsworth Road – South and Fowler Welch (Pilsworth Road – North) junctions (**Infrastructure Area AAA**).

4.16 It is assumed that the potable water infrastructure upgrades along Pilsworth Road to the UU water main (**Infrastructure Area AAAA**) would occur during the upgrades to Pilsworth Road (as well as off-site upgrades to foul water by third parties, which is required earlier in the programme)⁴.

4.17 The improvement works to Junction 3 of the M66 are assumed to occur by 2032 to support the initial phase of development.

4.18 Improvements to the existing spine road, (Moss Hall Road and Whittle Lane) running south through the Assessment Boundary will also be required to allow initial phases of employment development in the northern part of the Assessment Boundary.

4.19 Residential use (**Assessment Plot FF**) is not part of the Application but is included in the Project for Assessment and the homes are assumed to be built out concurrently with the employment development. Primary access to serve the residential element will be taken from Castle Road to the west⁵.

⁴ New foul water pumping station and rising main(s).

⁵ Access improvement works associated with Castle Road are assumed to be accommodated within the Assessment Boundary.

- 4.20 As outlined below, temporary surface water drainage will be installed as necessary to mitigate flood risk and sediment loading and, where possible will align with the permanent drainage solution (discussed below).
- 4.21 Later phases of development will be built out from the north and comprise further employment uses (**Plots C, D, E, F, AA, BB, DD and EE**) and the proposed mixed uses (**Application Plot E** and **Assessment Plot CC**).
- 4.22 For the later phases of development, improvement works are likely to be required to facilitate access from the M62 (**Infrastructure Area BBB**). Additional potential access from South Heywood (**Infrastructure Area DDD**) may also be implemented in the later phases. These works are assumed to be the final parts of the potential highways infrastructure and likely to be operational prior to completion of the Project for Assessment.
- 4.23 The delivery of landscape and ecological mitigation will also be phased. At this stage, it has been considered likely to be in accordance with the following chronological order:
- Enhancement of the open space to the north including the Brightley Brook corridor;
 - Enhancement of other brook corridors including Whittle Brook corridor; and
 - Further ecological mitigation as required within the **Potential Ecological Mitigation**.
- 4.24 The perimeter landscape buffers are largely retained features, however, may be enhanced on a phased basis, where that perimeter landscape buffer is relevant to a particular Plot.

Overview of Construction Activities

- 4.25 As outlined above, construction activities may take place across one or more Plots at the same time.
- 4.26 The key activities to be undertaken in each work area during the construction stage are summarised below:
- Securement of the working area boundaries;
 - Formation of construction access(es) and set up of temporary construction compounds/site accommodation;
 - Implementation of protective measures around features to be retained;
 - Enabling works, site clearance and removal of hardstanding/buildings as required;
 - Site preparation and appropriate surveys (including ground/archaeological investigations and any archaeological mitigation works, as required);

- Earthworks, including mineshaft and mineworkings treatment, installation/diversion of any utilities, formation of temporary and permanent drainage features and re-profiling to create development plateau levels;
- Construction of infrastructure, including internal accesses and secondary/tertiary road networks, active travel routes, travel hubs, mains utilities, drainage and public open space; and
- Construction of the Project for Assessment, including implementation of spatial zones for built development, public realm, landscaping and ecological mitigation.

Construction Access and Routing

- 4.27 Construction access will be from the existing Moss Hall Road route via the Moss Hall Road /Pilsworth Road junction to the north and later from Castle Road to the west for the residential development⁶. Depending on the implementation of potential highways infrastructure, access may also be from the south of the Assessment Boundary, via the M62 for the later phases of development.
- 4.28 It is assumed that the primary and secondary access corridors within Plots will be constructed early in the construction stage for use as a haul roads to facilitate construction within these areas and provide construction access to the later phases of development.
- 4.29 The exact routing of vehicles during construction is under determination. However, the routing of construction traffic, principally Heavy-Duty Vehicles (HDVs), is assumed to utilise the primary road network to Moss Hall Road via either the M66 and Pilsworth Road or via the M62 and Queen Elizabeth II Way.
- 4.30 Access to **Infrastructure Areas AAA-CCC and AAAA** are assumed to have their own, independent and secure construction access points from the primary and secondary access corridors determined when site construction management and programming plans are developed and compound locations are fixed.
- 4.31 PROW will be appropriately extinguished or diverted in advance of construction commencing in each for the work areas.

Site Securement and Compounds

- 4.32 It is assumed that temporary fencing and hoarding will be erected around the perimeter of work areas.
- 4.33 Temporary secure access gates will be provided to manage the movement of vehicles, plant, equipment and personnel required for the construction of the Project for Assessment. Welfare facilities and other temporary infrastructure (e.g. construction compounds, material laydown areas, storage areas etc.) will be set up at designated locations within work areas, as determined by the appointed contractor and subject to sequencing of development. Where required, smaller satellite compounds will be

⁶ Access improvement works associated with Castle Road are assumed to be within the Assessment Boundary.

provided around work areas, as required. Any construction compounds will avoid locations on the boundaries of the Project for Assessment and areas which are in close proximity to residential receptors.

Features for Retention and Removal

- 4.34 The construction of the Project for Assessment will require much of land within the Assessment Boundary to be reprofiled. As a consequence of this, a number of features will need to be removed. Where it is not possible to confirm which features are being removed (or retained), a 'worst case' has been assumed. The maximum extent of excavation is defined on **Figure 4.3**.

Existing Businesses and Properties

- 4.35 Birch Business Park is included within the Assessment Boundary. However, it is assumed that Birch Business Park will remain in-situ and operational, with only limited works associated with access and the alignment of Moss Hall Road / Whittle Lane.
- 4.36 There are existing businesses/properties located to the north of the M62 (shaded white on the **Figure 4.1** and **4.3**). These are included within the wider Assessment Boundary. However, it is assumed that they will remain in-situ and operational, with only limited works associated with access.
- 4.37 Whilst there are currently no plans to re-provide for the Birch Motorway Service Area on the south side of the M62 (MSA), the potential demolition and replacement to the north side of the M62 has been considered as a worst case scenario to accommodate remodelling of the M62 within **Infrastructure Area BBB** (see **Table 4.3**).
- 4.38 The existing businesses and properties to be retained and demolished are defined on **Figure 4.1** and **4.3**.

Vegetation

- 4.39 There are no veteran or ancient trees within the Assessment Boundary. Two Tree Preservation Orders are present within the Assessment Boundary (W1 - TPO 124 and G1 - TPO 157), (within the BC administrative area) and one TPO within RBC administrative area will be retained as defined on **Figure 4.1**. Protective fencing/hoarding will be installed around these features, in accordance with BS5837:2012.
- 4.40 The wider vegetation to be retained is defined within **Figure 4.1**, essentially the land which falls outside of the maximum extent of excavation.
- 4.41 Trees and vegetation will be retained within the following principle areas as defined in **Figure 4.1**:
- The Inner Zones (see definition below) along the brook corridors⁷;

⁷ Whittle Brook, Castle Brook, Brightly Brook, Hollins Brook, Pilsworth Clough and the unnamed water course on the eastern border of **Application Plot E**.

- The landscape buffers to the north of the M62 and to the east of the M66;
- Areas within the open space to the north which lie outside of the maximum extent of excavation; and
- Areas within the heritage setting offset

All other trees, hedgerows and vegetation within the Assessment Boundary (including all Category A and B trees) will be removed.

Water Features

- 4.42 The alignments of Hollins Brook, Whittle Brook, Castle Brook, Brightly Brook / Pilsworth Clough and parts of the un-named water course on the eastern border of **Application Plot E** will be retained in their existing alignments within the Assessment Boundary. Their retention is accommodated within the Wetland Habitat Corridors as defined on **Figure 4.1**.
- 4.43 Tributaries of brooks may require removal but as their purpose will be replaced by a new surface water drainage strategy (see 'Surface Water Drainage Strategy'), their existing purpose will be removed.
- 4.44 Most other linear water features will be removed to allow for reprofiling of the Assessment Boundary.
- 4.45 The Wetland Habitat Corridor is defined on **Figure 4.1**. There will be limited development within this Corridor. This reflects the necessary flood risk mitigation. However, some works will be required within this Corridor, albeit limited to structural interventions to enable access across brooks (bridges). This allows the retention of the majority of the ecological habitats within this Corridor.
- 4.46 Beyond the Wetland Habitat Corridor, on either side is 'Landscape Mitigation'. No buildings will be built within this Zone. However, changes in ground levels, parts of the overall drainage strategy, active travel, highways and new landscaping will be required in this area.
- 4.47 To allow primary and secondary access routes across the Application Boundary, it is intended that bridge spans/crossings will be implemented on a section(s) of all Main Rivers. There is no intention to culvert the Main Rivers in the interests of flood management and biodiversity. There may be some very minor localized culverting of retained tributaries but future designs will attempt to avoid this where feasible. Works required for primary and secondary access routes will not be undertaken within the channel of the Brook itself.
- 4.48 Where water features are to be retained, they will be afforded protection throughout the construction stage with adherence to best practice measures set out by Pollution

Prevention Guidance (PPG)^{8;9}, the EA permitting system and the LLFA section 23 Land Drainage Act 1991.

Historical Buildings

4.49 Built heritage features within the Assessment Boundary include two Listed Buildings which will be retained. These include:

- Brick Farmhouse Grade II Listed Building and its historic setting offset (located in **Assessment Plot DD**); and
- Lower Whittle Farmhouse Grade II Listed Building and its historic setting offset (located in **Assessment Plot BB**).

4.50 In addition to the Listed Buildings, eight Non Designated Heritage Assets (NDHA) will also be retained. These include:

- Saxon's Farm;
- Doctor Fold Farm;
- Bridge at Whittle Brook;
- Birch Hotel;
- Gardeners Arms;
- Whittle Farm;
- Egypt Farm;
- Coal Pits Farm;
- Stock Nook¹⁰; and
- New Gap Farm.

4.51 The existing historical buildings to be retained and demolished are defined on **Figure 4.3**. Buffers have been provided around Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings and the following NDHAs: Egypt Farm, Coal Pits Farm and Stock Nook as shown on **Figure 4.1** as 'Heritage Setting Offset'.

⁸ Environment Agency (2014) Pollution Prevention Guidelines: Works in, near or over watercourses, PPG5. Available at: <https://assets.publishing.service.gov.uk/media/5a758f5aed915d6faf2b3eed/pmho1107bnkg-e-e.pdf> [Accessed 26/03/2024].

⁹ It is acknowledged that PPG5 was withdrawn by the Environment Agency in 2015, however its recommended pollution prevention measures are still considered to deliver best practice construction methods.

¹⁰ Some buildings will be retained with other proposed for demolition.

Existing Utilities

4.52 The following existing utilities will be retained:

- Potable and foul water to Birch Business Park and existing buildings; and
- Two gas mains.

4.53 See '*Utilities and Connections*' section below.

Ground Investigations and Remediation

4.54 There is potential for contamination and ground gas due to presence of the Pilsworth landfill and made ground in infilled quarries across the Assessment Boundary as well as nearby former historical uses including a bleachworks. Five mineshafts have also been identified associated with Sand Rock Mine close to Higher Barn Farm and Coal Pits Farm. There is also potential for unrecorded mineshafts to be present in the area around Higher Barn, Higher Farm, Coal Pits Farm, the northern part of Moss Hall Road and the Reservoir. Mineworkings are known to be present across the whole of this area at depths of between near-surface to more than 50m below existing ground level.

4.55 Ground investigations will build on information already available, and obtain further information about the extent of coal mining beneath the Assessment Boundary. This will identify any unrecorded mineshafts which may be present. Excavations of near surface mineworkings and grouting of deeper mineworkings are likely to be required. Excavation / treatment requirements will take account of cut/fill levels. Mineshafts will be treated and capped prior to construction. Ground Investigation(s) targeting the areas of mine workings, recorded and potential unrecorded mine entries will be undertaken under a Mining Remediation Authority (MRA) Permit and in line with CIRIA C758D¹, Abandoned Mine Workings Manual guidance, to prove the extent and condition of them.

4.56 Structures over mineshafts will be avoided where possible; where this is not possible build over agreements will be sought from the MRA.

Ground investigations will also be required to be undertaken for some of the Application Plots to determine the absence/presence, type and distribution of any forms of ground contamination and ground gas and establish the groundwater conditions within the Assessment Boundary. Ground gas emissions will be monitored with suitable risk mitigation measures to be incorporated, in line with the BS8485:2015+A1:2019 and CIRIA's Assessing risks posed by hazardous ground gases to building. The outcomes of these investigations will determine the requirements for any remediation prior to the commencement of construction activities and during the development works. The outcome of the investigations will also confirm the requirements for dewatering which may be required locally. Dewatering of excavations may be required during development either due to the presence of groundwater or due to rainwater ponding. Groundwater will be discharged to a surface watercourse under a discharge consent. Any treatment required to achieve the requirements of the discharge consent will be undertaken e.g. silt traps or carbon filters for contamination.

- 4.57 A remediation strategy for each Plot or Plots will be submitted and agreed with BC and RBC in advance of works taking place. This will also identify the requirement for any construction specific method statements (e.g. for contamination hotspot removal or dewatering).

Earthworks, Cut and Fill

- 4.58 To achieve appropriate development plateau levels, it is anticipated that there will be areas where levels will both substantially reduce (areas of cut) and areas where levels will increase (areas of fill). In general, it is expected that material will be cut from the east and placed in the west due to the general topography which slopes towards the west.
- 4.59 Preliminary cut and fill balance analysis has been undertaken for the Assessment Boundary (excluding **Infrastructure Areas AAA – CCC and AAAA**) which indicates a net area of cut is likely resulting in a net surplus of material which can be accommodated within the Assessment Boundary.

Levels

- 4.60 The ground level changes across the Project for Assessment will vary depending on the Plot. **Table 4.1** defines the maximum changes in existing ground levels as defined on **Figure 4.1**. This should be read in conjunction with the **Existing Ground Levels Plan (Figure 3.1)**. This should also be read in conjunction with the **Maximum Extent of Excavation**.

Table 4.1: Maximum Changes in Existing Ground Levels

Plot/Area	Maximum Increase in Ground Level (m AGL)
<u>Application Plot</u>	
A	6
B	6
C	8
D (North)	24
D (South)	10
E	6
F	6
<u>Assessment Plot</u>	
AA	7
BB	5
CC	6
DD (North)	9
DD (South)	5

Plot/Area	Maximum Increase in Ground Level (m AGL)
EE (North)	7
EE (South)	5
FF	6
<u>Infrastructure Areas¹¹</u>	
AAA	+2m
BBB	+2m
CCC	+2m
AAAA	+2m
<u>Potential Ecological Mitigation</u>	0m

Foundation Design

- 4.61 Foundation design within the Assessment Boundary is likely to be variable dependent on the structure loading as well as the compressibility of superficial deposits, depth to bedrock and depth to mineworkings.
- 4.62 Piled foundations are likely to be required below mine workings, even following any grouting required.
- 4.63 Below ground attenuation may be required within all Plots.

Utilities Connections

- 4.64 As outlined above, the following gas mains located within the Assessment Boundary will be retained:
- Pipeline: 6787_1068 Cadent Gas Ltd; and
 - Pipeline: 6790_1071 Cadent Gas Ltd.
- 4.65 Their easements for which there will be no construction works are defined in **Figure 4.1**.
- 4.66 Birch Business Park is assumed to have on-site foul treatment which discharges to site ditches. The same assumption has been made of the other farm buildings across the Assessment Boundary. There are no public sewers in the Assessment Boundary.

¹¹ In the absence of further information pending future applications, it has been assumed that the infrastructure areas will be necessarily tied into the existing adjacent infrastructure. As a worst case, a +2m ground level change has been assumed. It is also worth noting that within **Infrastructure Area BBB**, there are already variable ground levels associated with the Heywood Old Road which passes below the M62. It is assumed that within this area the +2m is from the levels of the existing M62.

- 4.67 Existing foul and potable water connections service the existing Birch Business Park and retained farm buildings will be retained or modified within disruption of supply. The 800mm ductile iron trunk water main located towards the north of the Assessment Boundary may be moved to allow for development of the Plots.

Temporary Drainage

- 4.68 Temporary surface water drainage will be installed as necessary to mitigate flood risk and sediment loading and, where possible will align with the permanent drainage solution (discussed below). Temporary drainage will be subject to good site working practices and adherence to best practice guidance such as CIRIA's Control of water pollution from construction sites¹².

Construction Material and Waste Strategy

- 4.69 **Table 4.2** sets out the estimated construction waste arising from the Project for Assessment.
- 4.70 All construction arisings will be separated into stockpiles to maximise material re-use/recycling. A mini 'recycling centre' will be established in working areas where appropriate. Materials will be processed for re-use in accordance with an earthworks specification. Relevant permits and exemptions will be obtained to facilitate the mini 'recycling centre'.

Table 4.2: Estimated Construction Waste Arisings

Use	Floor Area (m ²) (approx.)	Waste (m ³)	Waste Quantity (tonnes)	Diversion from landfill (m ³)	Residual waste (m ³)
Site Clearance	116,200	105,580	8,715	84,464	21,116
Residential C3 Dwellinghouses Residential (200 homes)	18,000	2,502	1,530	1,751	751
Non-residential E(a-d) Commercial, Business and Service	1,034,540	77,591	77,591	54,313	23,277
Total			79,121	56,065	24,028

- 4.71 Any contaminated materials will be held on-site prior to treatment or off-site disposal for the shortest amount of time that is practical. Control measures will be used as needed including bunds for liquid run-off, fencing and tarpaulins for wind-blown debris. Spill kits will be available for any spillages.
- 4.72 Where sand and gravel deposits are encountered and are required to be 'cut' the material will be recovered for reuse as appropriate.

¹² CIRIA (2001) Report C532: Control of water pollution from construction sites.

- 4.73 Sustainable sourcing of materials, specifically sustainable materials with a high recycled content will be implemented, where possible.
- 4.74 Specification of sustainable timber (FCS certified, or similar) will be implemented.

Construction Environmental Management Plan

- 4.75 A CEMP will be developed and implemented on a plot-by-plot basis by the appointed contractor and sub-contractors to set out all of the relevant environmental management measures and controls which are required by the planning consent for the relevant Plot(s).
- 4.76 The description of the Proposed Scheme in isolation, for which planning consent is sought is provided in **Chapter 5**.
- 4.77 The CEMP commitments associated with the Proposed Scheme are set out within the EMP (**Volume 3: Environmental Management Plan**). The EMP defines the actions needed to manage the environmental effects during the construction (and operational) stages of the Proposed Scheme.
- 4.78 The EMP also provides any additional CEMP commitments associated with the wider Project for Assessment, which is presented for information only.

Site Working Hours and Days

- 4.79 Unless otherwise agreed with BC and RBC, construction working hours would be 07:30 to 18:00 Mondays to Friday; 07:30 to 13:00 on Saturday. There will be no construction on Sundays, Public and Bank Holidays. This is with the exception of the infrastructure works associated with the M66 and M62, the construction of which is likely to require some works outside of these periods including during the nighttime periods.

Cranes

- 4.80 It is anticipated that mobile cranes will be used during the construction of the Project for Assessment, however it is not anticipated that static cranes will be required.

Development Principles

Land Use and Maximum Quantum

- 4.81 The Project for Assessment will include the following land uses and quantum (**Table 4.3**). These will in part be offset by the replacement of existing uses, although this quantum is not known at this stage.
- 4.82 It is worth noting that it has been assumed, for the purposes of the EIA, that the existing MSA may be replaced by a new MSA which is part of the uses below (Assessment Plot CC) and captured under sui generis in **Table 4.3**.

Table 4.3: Land Uses and Quantum (for the Project for Assessment)

Use Class ¹³	Use	Maximum quantum
B2	General industrial	307,362m ²
E(g)(ii)	Research and development of products or processes which can be carried out in any residential area without causing detriment to the amenity of the area	
E(g)(iii)	Industrial processes which can be carried out in any residential area without causing detriment to the amenity of the area	
B8	Storage and distribution	717,178m ²
C3	Dwellings	200 dwellings
C1	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels)	10,000m ²
E(a)	Display or retail sale of goods, other than hot food	
E(b)	Sale of food and drink for consumption (mostly) on the premises	
E(c)(i)	Financial services	
E(c)(ii)	Professional services (other than health or medical services)	
E(c)(iii)	Other appropriate services in a commercial, business or service locality	
E(d)	Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink)	
E(e)	Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)	
E(f)	Creche, day nursery or day centre (not including a residential use)	
E(g)(i)	Ancillary offices to carry out any operational or administrative functions which can be carried out in any residential area without causing detriment to the amenity of the area	
F1(a)	Provision of education (this will not include schools)	

¹³ Excludes 175,460m² of B2/B8 from the 1,200,000 m² already consented through South Heywood.

Use Class ¹³	Use	Maximum quantum
F2(a)	Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres	
F2(b)	Halls or meeting places for the principal use of the local community	
F2(c)	Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)	
Sui generis	• fuel stations; • 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended)); • retail warehouse clubs (being a retail club where goods are sold, or displayed for sale, only to persons who are members of that club); • public houses, wine bars, or drinking establishments; • drinking establishments with expanded food provision; and • hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises). This may also include the re-provision of the existing MSA.	
Total Maximum Quantum		1, 034,540 m ² 200 dwellings

4.83 The land uses are proportioned within three types of developable areas within the Assessment Boundary as shown on **Figure 4.1**. The developable areas include:

- **Developable Area 1 (Application Plots C, D, F and Assessment Plots AA, BB, DD and EE)** – this may include land use classes: B2, B8, E (g) (i- iii);
- **Developable Area 2 (Application Plots A, B and E and Assessment Plot CC)** – this may include land use classes: B2, B8, C1, E(a-b), E(c)(i-iii), E(d-f), E(g)(i-iii), F1(a), F2(a-c) and Sui Generis Uses; and
- **Developable Area 3:** Limited to land use class C3 and ancillary uses.

4.84 For B2/B8 uses, this may include manufacturing, logistics, industrial, data centres, storage and distribution.

Maximum Heights

4.85 The heights of buildings (including dwellings) across the Project for Assessment will vary by location and will respond to both the existing and proposed ground levels as defined on **Existing Ground Levels (Figure 3.1)**. The maximum heights should be read in conjunction with this. The heights of buildings should also be read in conjunction with the maximum changes in existing ground levels in **Table 4.1** which are repeated in **Table 4.4** below alongside the maximum changes in height following maximum increases in ground levels. The spatial location of the maximum heights are shown on **Figure 4.2**.

Table 4.4: Maximum Changes in Existing Ground Levels and Maximum Building Height

Plot/Area	Maximum Increase in Ground Levels (m AGL)	Maximum Change to Ground Level <u>and</u> Maximum Building/Structure Height (m AGL)
<u>Application Plot</u>		
A	6	36
B	6	36
C	8	53
D (North)	24	69
D (South)	10	40
E	6	51
F	6	51
<u>Assessment Plot</u>		
AA	7	52
BB	5	35
CC	6	36
DD (North)	9	44
DD (South)	5	35
EE (North)	7	42
EE (South)	5	35
FF	6	21
<u>Infrastructure Areas¹⁴</u>		

¹⁴ In the absence of further information pending future applications, it has been assumed that the infrastructure areas will be necessarily tied into the existing adjacent infrastructure. As a

Plot/Area	Maximum Increase in Ground Levels (m AGL)	Maximum Change to Ground Level <u>and</u> Maximum Building/Structure Height (m AGL)
AAA	+2m	+2m
BBB	+2m	+7m ¹⁵
CCC	+2m	+2m
AAAA	+2m	+2m
<u>Potential Ecological Mitigation</u>	0m	0m

4.86 The maximum heights include any plant screening, overhangs or other roof mountings including rood top wind as defined in the 'Energy Strategy' below.

Operational Access

Vehicular Access

4.87 For all Plots with the exception of **Assessment Plot FF**, primary access corridors will be delivered through the Project for Assessment from two primary access points and two potential primary access points, providing connectivity across the Assessment Boundary. Primary access will be suitable for all vehicular traffic apart for HGV restrictions on Whittle Lane. The primary access points are as follows:

- **Moss Hall Road** – utilising an existing access point from the north, a primary access point will be provided from Moss Hall Road/Pilsworth Road junction as defined on **Figure 4.1**. Access to the Birch Industrial Estate will be maintained and provide connection to a primary access corridor to the west of the Project for Assessment;
- **Whittle Lane** – utilising an existing access point from the south, an initial primary access¹⁶ point will be provided from Whittle Lane and its junction with Heywood Old Road. Access to the Birch Industrial Estate will be maintained

worst case, a +2m ground level change has been assumed. It is unknown whether there will be a requirement for a pedestrian/cyclist overbridge so it has been assumed that this will not be required. It is also worth noting that within **Infrastructure Area BBB**, there are already variable ground levels associated with the Heywood Old Road which passes below the M62. It is assumed that within this area the +2m is from the levels of the existing M62.

¹⁵ New infrastructure above the existing M62 carriageways may be required and this is assumed to be 7m above the carriageway, including any changes to ground levels, albeit the new infrastructure is likely to be similar to the height of existing infrastructure over the existing carriageway.

¹⁶ Primary access point in the short to medium term,

and provide connection to a primary access corridor to the west of the Project for Assessment. Whittle Lane is subject to an HGV weight restriction¹⁷;

- **Potential M62 Connection** – access to the south of the Assessment Boundary will be from a potential new connection which may be modelled to provide direct access to the M62 and surrounding motorway network. The primary access corridor will connect to the east/west corridor; and
- **Potential flexible access option from Hareshill Road** – utilising an existing access point off Hareshill Road to the east. This may use the prepared access from Hareshill Road, through the proposed South Heywood (**Infrastructure Area CCC, Figure 4.1**). This potential primary access corridor may provide connection from the east across to the west of the Project for Assessment, connecting with north/south primary access corridors.

- 4.88 For the residential Plot, **Assessment Plot FF**, a primary access point suitable for all vehicle access will be provided utilising the existing Castle Road providing access to **Assessment Plot FF**. This will be the only all vehicular access and will not connect through to the rest of the Project for Assessment; this is with the exception of a potential bus only connection to other Plots.
- 4.89 Secondary access points will provide active travel routes connecting to primary access corridors.
- 4.90 Secondary roads will in due course lead off the primary access corridors to service localised Plots.

Pedestrian/Cycle Access

- 4.91 Pedestrian and cycle only access points from the west will use an existing PROW from Castle Road and Hills Lane. Four pedestrian and cycle accesses from the south of the Assessment Boundary will also be provided from existing access lanes / PROW from the south of the M62. A further three pedestrian and cycle only access points are also provided from the north and east¹⁸.
- 4.92 Pedestrian and cycleway access will be made available throughout the Project for Assessment from these access points in the alignment of access corridors, via a combination of segregated routes, routes divorced from roads and shared routes. It is assumed that to allow development of the Plots, that all existing PROW across the Assessment Boundary will be extinguished. A network of replacement PROW will ensure permeability through the Application Boundary and connectivity between PROW throughout the Assessment Boundary. The replacement PROW are to be provided to a higher standard than is currently provided across the Assessment Boundary, ensuring accessibility for all users.

¹⁷ This may be altered in future to provide active travel and bus access only as part of an emerging TfGM strategy.

¹⁸ Those connection points are illustrated in the emerging TfGM strategy for Active Travel, which additionally shows onward connections to Bury, Heywood, Rochdale and Middleton but do not form part of the Project for Assessment.

- 4.93 A network of replacement footpaths/cycleways will be delivered with reference to the Greater Manchester's Streets for All Design Guide (2023).
- 4.94 Approximately four active travel hubs are to be incorporated along primary and secondary access routes across the Project for Assessment.
- 4.95 Pedestrian and cycle provision will be incorporated into the design of the Western Access works, i.e. Pilsworth Road junction improvement works along its length from Moss Hall Road, along Pilsworth Road to the west of the M66.

Landscape and Biodiversity Strategy

- 4.96 As outlined above under 'Features for Retention and Removal', retained trees and vegetation are as defined on **Figure 4.1**. This corresponds with the maximum extent of excavation as identified in **Figure 4.3**.
- 4.97 The alignments of Hollins Brook, Whittle Brook, Castle Brook, Brightly Brook / Pilsworth Clough and parts of the un-named watercourse on the eastern border of **Assessment Plot E** will be retained in their existing alignments within the Assessment Boundary. Their retention is accommodated within the Wetland Habitat Corridors as defined on **Figure 4.1**.
- 4.98 It is likely that a section(s) of all Brook(s) may need to be culverted to allow primary and secondary access routes across. However, culverting will be kept to a minimum where required in the interests of flood management and biodiversity.
- 4.99 Key landscape/biodiversity features as defined on **Figure 4.1** include:

- **Wetland Habitat Corridors/Landscape Mitigation** – corridors will follow the retained alignments of brooks and will be a landscape and biodiversity feature.

The Whittle Brook Wetland Habitat Corridor in particular will provide a key landscape and biodiversity feature. This will be connected the Peripheral Landscape Buffer and the Landscape Mitigation Area (North West).

The Wetland Habitat Corridor will be subject to limited development. This reflects the necessary flood risk mitigation. However, some works will be required within this Zone, albeit limited to structural interventions to enable access across brooks (bridges). This allows the retention of the majority of the ecological habitats within this Zone.

The Landscape Mitigation will not be subject to any buildings. However, changes in ground levels, parts of the overall drainage strategy, active travel, highways and new landscaping will be required in this area;

- **Peripheral Landscape Buffer** – providing a c.10-20m buffer around parts of the Assessment Boundary perimeter, principally forming a buffer to the M66 and a buffer to the M62 to the east of **Infrastructure Area BBB**. Buffers have also been included around retained buildings as defined on **Figure 4.1**. Existing trees and vegetation will remain in-situ within these areas and this is defined by areas which are not subject to excavation in **Figure 4.3**; and

- **Landscape Mitigation Area (North West)** – to the north west of the Assessment Boundary, east and west of Hollins Brook, where existing trees and vegetation will remain in-situ within these areas as defined by areas which are not subject to excavation in **Figure 4.3**.

4.100 The connections of the three key landscape/biodiversity features will allow movement of species across the Assessment Boundary.

4.101 Any new public realm will be implemented with a strong consideration of principles related to inclusive design, taking account of Planning Practice Guidance (PPG) which outlines best practice for ensuring that developments can be accessed and used by all in a way that effectively fosters social connections, recognising and accommodating differences in the way people use the built environment as a result of factors such as age and disability¹⁹.

4.102 Landscape and biodiversity measures for the Application will be implemented in accordance with 'must' codes stated within the **Design Code**. The relevant codes are detailed in **Chapter 5: Development Specification – Proposed Scheme**. Although these are specific to the Proposed Scheme, it is assumed that similar measures will be implemented as part of the Project for Assessment. These assumptions on design have been necessary to inform the EIA.

Flood Risk Management – Fluvial

4.103 The Assessment Boundary is largely within Flood Zone 1 and in an area classified as being at 'low' or 'very low' risk of flooding from surface water. This is with the exception of the immediate surrounding land of Whittle Brook, Castle Brook, Hollins Brook and Brightly Brook (to the west of Pilsworth Fishery) which is within Flood Zone 3 and in an area classified as being at 'high' probability of flooding.

4.104 As outlined on **Figure 4.1**, development will be limited to within areas of low or very low flood risk within Flood Zone 1, with flood alleviation measures to reduce flood risk associated with Whittle/Castle/Hollins/Brightly Brooks to be incorporated where appropriate. The flood alleviation measures will ensure there no increased risk from flooding downstream.

Flood Risk Management – Surface Water

4.105 The design of the surface water drainage system will be undertaken to suit the site phasing strategy, as such, as the design develops there may be a requirement to utilise temporary drainage features / outfalls to facilitate the required phasing arrangements. Appropriate assumptions on future site impermeability have been made based on the indicative development land uses and an understanding of topography. Plots, including; buildings, services yards, access roads and car parks are assumed to have a 95% impermeability ratio. Where large level differences are managed by landscaped slopes, these are assessed as having a lower coefficient of run off equivalent to a greenfield condition once vegetation and planting is matured. Attenuation

¹⁹ Department for Levelling Up, Housing and Communities (2019) Planning Practice Guidance: Housing for older and disabled people – Inclusive Design (para 017)

requirements are considered based on the volume of water generated by the Q100 year storm with allocation of 45% climate change as advised for the Irwell Catchment.

- 4.106 Surface water is proposed to discharge at a rate equivalent to the existing greenfield runoff, with an ultimate outfall into the designated main rivers or tributaries within the Assessment Boundary: Whittle Brook, Castle Brook and Brightly Brook. There will be multiple points of outfall for the surface water system throughout the Assessment Boundary due to scale of the Project for Assessment and the complexity of the catchment analysis. The surface water strategy has, where possible, attempted to maintain the existing catchment regimes, however due to the scale and topography complexities, this hasn't been possible but changes to watersheds will be mitigated through Sustainable Drainage Design and water management.
- 4.107 As outlined on **Figure 4.1**, Wetland Habitat Corridors/Landscape Mitigation have been identified. The surface water drainage strategy provides space within the Landscape Mitigation for some attenuation and for further attenuation within the Developable Areas.
- 4.108 The principle SuDS²⁰ attenuation features are likely to be located close to the brook corridors but outside the extent of the current and future flood zones (Wetland Habitat Corridors). Additional attenuation and SuDS treatment for water quality is likely to be required within the Plots and this has been considered during the development of the Plans. The likely sizing of some of the attenuation features are considered to be large but not classified as reservoirs.
- 4.109 The Plots will provide a suitable level of water quantity and quality management, the principles of which will be agreed with the contributing statutory undertakers. A strategy to control flood risk to and from the development will be agreed with the relevant stakeholders including the Environment Agency and the Bury and Rochdale Lead Local Flood Authorities. The surface water system will be designed to adoptable standards to allow maintenance responsibilities to transfer to United Utilities or other approved authority at an appropriate point in the development build out.

Foul Water Drainage Strategy

- 4.110 The design of the foul water drainage system will be undertaken to suit the site phasing strategy, as such, as the design develops there may be a requirement to utilise temporary drainage features / outfalls to facilitate the required phasing arrangements.
- 4.111 Outfalls for foul water have been identified during early consultations with United Utilities. Foul water is proposed to drain to either the Bury Wastewater treatment works (indirectly via an identified large diameter combined sewer) or to existing public sewers in Hareshill Road. Primary pumping stations will be required to achieve the connection points that are agreed in principle with United Utilities. Further pumping stations will be required throughout the development to accommodate the phasing strategy and to limit the maximum depth of the foul sewer system to an acceptable design standard for United Utilities. The foul water system will be designed to

²⁰ The Surface Water Drainage Strategy will incorporate Sustainable Drainage Systems (SuDS) and be developed in accordance with the CIRIA 753 – The SuDS Manual, UU S104 SuDS guidance and local Lead Local Flood Authorities (LLFA) guidance where practical.

adoptable standards to allow maintenance responsibilities to transfer to United Utilities or other approved authority at an appropriate point in the development build out.

Operational Waste Strategy

4.112 Waste streams generated by the Project for Assessment during operation will include industrial, residential, commercial and green waste.

4.113 **Table 4.5** sets out the estimated operational waste arisings from the Project for Assessment.

Table 4.5: Estimated Operational Waste Arisings

Use	Equation for weekly waste arisings	Project for Assessment	Waste arisings (litres/week)	Diversion from landfill (m ³ /year)	Residual waste (m ³ /year)
Residential	Number of dwellings × {(volume arising per bedroom [70 l] × average number of bedrooms) + 30}	200 dwellings	41,000	2,104	27.72
B2/B8	Volume per m ² of floor area (5l)	1024540m ²	5,122,700	202,449	63,931.30
Other (retail)	Volume per m ² of sales area [100l] x sales area	10,000m ²	5,325,000	39,520	12,480
Total			6,163,700	244,073	76,439

4.114 The Project for Assessment will include appropriate facilities for the storage, handling and collection of these waste types in line with the Waste Management Strategy which will set out the principles, strategy and targets for the management and storage of waste and maximise recycling, in accordance with BC and RBC established policy.

4.115 Concrete hardstanding will be crushed and reused within the Assessment Boundary, and steel will be recycled. Diversion of non-hazardous demolition/site clearance waste from landfill by 80% by volume 90% by tonnage.

Energy and Sustainability Strategy

4.116 The Project for Assessment will meet the requirements of the forthcoming Building Regulations 2025, including the Future Homes Standard (whereby at least a 75% carbon reduction beyond Part L 2013 will be achieved) and the Future Buildings Standard (with similar standards to be achieved for non-residential buildings).

4.117 The Project for Assessment will be all-electric, (although there may be certain processes that require gas or oil). The source of electricity will likely be from a mix of sources, predominantly provided by on-site solar energy utilising the expansive roof areas of B2/B8 development. There is potential for the Project for Assessment to

generate renewable energy through roof mounted wind power as well as potential for micro-hydrogen.

- 4.118 To ensure glint and glare is minimised, the implementation of photovoltaic panels will consider the type, location and orientation of buildings, and the angle at which solar photovoltaic panels are positioned on the roofs of proposed buildings.

Façade / Building Design

- 4.119 Façade materials will be considered during detailed design with regard to solar glare. It is assumed that façade materials such as large areas of glazing are unlikely to be used for the B2/B8 buildings.

- 4.120 All buildings will be constructed in line with current building regulations²¹.

Climate Resilience

- 4.121 The Project for Assessment will include the following climate resilience measures:

- Foundation design and potential for ground movement to include consideration to climate change in relation to ground movement as a result of future changes to temperature and precipitation;
- All green and blue infrastructure and compensatory habitat will enhance the biodiversity of the Assessment Boundary, mitigating the anticipated impacts of climate change in accordance with the England Biodiversity Strategy and Natural England Climate Change Adaptation Manual. This will include a wide diversity of species tolerant to a range of conditions;
- The Project for Assessment will include flood attenuation measures and drainage discharge rates taking into account the appropriate climate change allowances (as described above);
- Buildings will be designed in accordance with an industry recognised holistic sustainability performance assessment method such as BREEAM;
- Non-residential buildings of the Project for Assessment will achieve the equivalent of 2 Wat01 water efficiency BREEAM credits, achieving a 25% reduction in water consumption;
- Homes meeting the Governments higher water efficiency standard of 110l/p/dⁱ as set out in PfE Policy JP-S4;
- Embodied carbon will be assessed as part of each Plot/s with buildings including a Lifecycle Carbon Assessment to assess the upfront embodied carbon (Stages A1-A5) to demonstrate how upfront embodied carbon will be reduced in line with the following LETI 2020 Climate Emergency Design Guide targets : <600kgCO₂/m² for non-residential development and <500kgCO₂/m² for residential development;

²¹ <https://www.gov.uk/housing-local-and-community/building-regulation>

- Where data centres come forward, they will be required, where feasible, to meet the water efficiency target set out by the Carbon Neutral Data Pact which requires new data centres at full capacity in cool climates to be designed to meet a maximum WUE of 0.4 L/kWh in areas with water stress;
- The requirements of the forthcoming Building Regulations 2025, including the Future Homes Standard (FHS) and Future Buildings Standard (FBS) (whereby residential and non-residential development will achieve at least a 75% carbon reduction beyond Part L 2013) and the Future Buildings Standard;
- Provision of Electric Vehicle Charging Infrastructure in line with Part S of the Building Regulationsⁱⁱ;
- Implementation of the Government's Net Zero Emissions HGV, van and car strategiesⁱⁱⁱ; and
- Proposed buildings will undergo an overheating assessment, in line with the requirements of Part O of the Buildings Regulations²² utilising CIBSE TM52²³ (or similar) to assess and reduce the risk of summer overheating, taking into account future climate scenarios. Where measures are provided to reduce the risk of overheating this will be done in accordance with the cooling hierarchy.

Utilities

Electricity

4.122 Electricity for the Project for Assessment will be sourced from on-site renewable energy (see above) with the remainder being sourced from Rochdale Local Grid Supply Point which provides 200MVA of power and will provide a 132kva connection. Approximately 8km of cabling from the Assessment Boundary to the off-site supply point will be required. It is assumed that 4 primary sub stations (two 30 MVA and two 23 MVA) will be required. The cabling works will be the responsibility of a third party provider and therefore do not form part of the Project for Assessment.

Gas

4.123 The existing gas mains will be utilised to serve the Project for Assessment and allow for future connections to this supply should they be necessary. There is capacity within the current gas supply to supply the Project for Assessment. No further works outside the assessment boundary are anticipated.

Clean Water

4.124 The existing clean water network (operated by United Utilities [UU]) will be upgraded along Pilsworth Road to the new main that UU installed at the corner of Pilworth Rd / QEII Way. These upgrades are part of the Project for Assessment.

²² <https://www.gov.uk/government/publications/overheating-approved-document-o>

²³ Chartered Institution of Building Services Engineers (2013) TM52: Comfort Analysis

Foul Water

- 4.125 The foul water network (again operated by UU) will be extended along Pilsworth Road to the M66 and onwards to Pilsworth Way in the west. It is assumed that this will be delivered by UU and therefore is not considered as part of the Project for Assessment.

Telecoms

- 4.126 Ultra-fast broadband, up to 1 gigabyte per second (GBPS), will be delivered. The installation will be fully compliant with BT Openreach specification, the industry standard. Any diversion or reinforcement of utilities will happen as part of the preparation works. Any works outside of the Assessment Boundary will be the responsibility of a third party and do not form part of the Project for Assessment.

Lighting Strategy

- 4.127 All external lighting installations will meet Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light 2021²⁴.
- 4.128 External lighting, where provided on dwellings, commercial/industrial and or sensitive ecological receptors will be undertaken in line with measures set out by ILP Guidance Note 9²⁵, ILP Guidance Note GN08²⁶, CIE 150, CIE 126²⁷, CIBSE LG6²⁸, CIBSE LG21,²⁹ BS EN 12464 Part 2³⁰, NPPSA³¹, Statutory Nuisance from Insects and Artificial Light³² and Artificial Lighting and Wildlife Interim Guidance³³.
- 4.129 Operational lighting for highways will be provided based upon an identified need and risk assessment. Where highways lighting is required, lighting installations will be provided in accordance with BS EN 13201-4³⁴: and BS 5489³⁵.

Site Security

- 4.130 The design of the Project for Assessment will be informed by 'Secure by Design' principles and appropriate design and site management measures (including

²⁴ Institute for Lighting Professionals (2021). Guidance Note 01/21 for the Reduction of Obtrusive Light.

²⁵ Institution of Lighting Professionals (2019), Guidance Note 9 Domestic exterior lighting: getting it right. Available at: <https://theilp.org.uk/publication/guidance-note-9-domestic-exterior-lighting-getting-it-right>

²⁶ ILP Guidance Note GN08 (2023): Bats and artificial lighting in the UK; Bats and the Built Environment series

²⁷ CIE 126: Guidelines for Minimising Sky Glow (1997)

²⁸ Chartered Institute of Building Services Engineers (CIBSE) LG6: The Exterior Environment (2016)

²⁹ Chartered Institute of Building Services Engineers (CIBSE) LG21: Protecting the night-time environment (2021)

³⁰ BS EN 12464 Part 2: Outdoor Lighting (2014)

³¹ National Protective Security Authority (NPSA), Security Lighting

³² DEFRA (2006) Statutory Nuisance from Insects and Artificial Light, Guidance on Sections 101 to 103 of the Clean Neighbourhoods and Environment Act 2005,

³³ Bat Conservation Trust (2014) Artificial Lighting and Wildlife Interim Guidance: Recommendations to Help Minimise the Impact of Artificial Lighting.

³⁴ BS EN 13201-4: Road Lighting – Methods of Measuring Lighting Performance, 2003

³⁵ BS 5489-1 (2020), Design of road lighting Part 1: Lighting of roads and public amenity areas

appropriate lighting and passive surveillance of public spaces) will be implemented to ensure that the potential for crime and anti-social behaviour is minimised.

Operational Hours

4.131 The Project for Assessment will be operational 24 hours a day/7 days a week.

References

i i [Sanitation, hot water safety and water efficiency: Approved Document G - GOV.UK](#)

ii Building Regulations Part S. Available at:

<https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s> [Accessed 10/02/25]

iii Department for Transport (2023), Infrastructure for zero emissions heavy goods vehicles and coaches and DfT (2024), Pathway for zero emission vehicle transition