



Trustees of J.P. Milne Trust

LAND NORTH AND EAST OF STAKEHILL INDUSTRIAL ESTATE, MIDDLETON

EIA Scoping Report



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EIA Scoping Report

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP has been commissioned by J.P. Milne Will Trust ('the Milne Trust') to prepare an Environmental Impact Assessment (EIA) Scoping Report in advance of preparing an EIA that will accompany a future outline planning application to Rochdale Metropolitan Borough Council (RMBC) for the development of land north and east of Stakehill Industrial Estate, Middleton (the 'Proposed Development').
- 1.1.2. A description of the site location, context and the development proposals is set out in Chapter 2.
- 1.1.3. WSP has been commissioned by the Applicant to collate and manage the Environmental Impact Assessment (EIA) for the Proposed Development to accompany the outline planning application to RMBC. Technical assessments will be conducted in part by WSP and by other specialist technical consultants.

1.2 DEFINITION OF AN EIA

- 1.2.1. The term EIA describes the procedure that must be followed for certain types of development project to support sustainable development by ensuring that environmental considerations are considered in decision-making and formal planning. The EIA is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects – and subsequent impacts – in advance of it being built. This helps to ensure that the importance of the predicted effects and the scope for avoiding, preventing, reducing and, where appropriate, offsetting them, are properly understood by the public, stakeholders and interested parties, and the authority granting consent ('the determining authority') before it makes its decision.

1.3 REQUIREMENT FOR AN EIA

- 1.3.1. The Proposed Development is likely to require an EIA under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017¹ (the 'EIA Regulations').
- 1.3.2. The EIA Regulations require that, before consent is granted for certain types of development, an EIA must be undertaken to identify any likely significant effects of the development and mitigation, where appropriate. The EIA Regulations set out the types of development which must be subject to an EIA:
 - Schedule 1 development, which due to the nature of the project, EIA is always required; or
 - Schedule 2 development which is likely to have significant effects on the environment by virtue of factors such as its nature, size, or location.
- 1.3.3. The Proposed Development falls within schedule 2 of the EIA Regulations and due to residential and B2/B8 uses can be defined as an 'urban development project' under Schedule 2(10)(b) and an

¹ HM Government (2017). The Town and Country Planning (Environmental Impact Assessment Regulations 2017. Available online at: <https://www.legislation.gov.uk/ukxi/2017/571/contents/made>. [Accessed 21/11/2023]

'industrial estate development project' which falls under Schedule 2(10)(a) which is further illustrated in **Table 1-1**.

Table 1-1 - Potential EIA development descriptions applicable to the Proposed Development

Description of development applicable to the Proposed Development	Threshold Criteria
EIA Regulations	
(a) Industrial estate development projects	The area of the development exceeds 0.5 ha.
(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas	(i) The development includes more than 1 ha of urban development which is not dwelling house development; or (ii) the development includes more than 150 dwellings; or (iii) the overall area of the development exceeds 5 ha's.

- 1.3.4. The Site (approximately 25.29 ha) exceeds the Schedule 2(10)(b) threshold of including more than 1 ha of urban development that does not comprise dwelling house development and the overall area of the development exceeds 5 ha. Furthermore, the Site also exceeds the Schedule 2(10)(a) threshold i.e., the area of the development exceeds 0.5 ha.
- 1.3.5. Based on the nature and scale of the Proposed Development, the developer has voluntarily agreed that the Proposed Development constitutes EIA development and this Scoping Report has been prepared.

1.4 PURPOSE OF THE EIA SCOPING REPORT

- 1.4.1. The purpose of this EIA Scoping Report is to set out the proposed scope of work in each of the technical assessment areas of the forthcoming EIA under Regulation 15 of the EIA Regulations. The purpose of the Scoping Opinion is to seek agreement on the approach and overall scope of the EIA to be reported in the forthcoming 'Environmental Statement' (ES), i.e., the final report of the EIA process. This EIA Scoping Report therefore contains a review of all the environmental disciplines identified in Regulation 4(2) of the EIA Regulations as is reasonably required to assess the likely significant environmental effects based on the description of the Proposed Development.
- 1.4.2. In preparing this EIA Scoping Report, the National Planning Practice Guidance (NPPG) 'Environmental Impact Assessment' (2014)² has been considered which states that *"if required, they [an EIA] should limit the scope of assessment to those aspects of the environment that are likely to*

² Ministry of Housing, Communities & Local Government (2014, updated May 2020). Environmental Impact Assessment Guidance. Available at: <https://www.gov.uk/guidance/environmental-impact-assessment> [Accessed 21/04/2022]

be significantly affected.” In addition, the NPPG promotes proportional EIA in so far as the ES should be balanced and not be any longer than is necessary to assess those effects. The NPPG also states that “Impacts which have little or no significance for the particular development in question will need only very brief treatment to indicate that their possible relevance has been considered.”

- 1.4.3. **Table 1-2** below sets out that the information required for a Scoping Opinion can be found in this EIA Scoping Report, as defined in Regulation 15 of the EIA Regulations.

Table 1-2 - Information required to accompany a request for Screening Opinion

Information Required	Location within this report
A plan sufficient to identify the land	Appendix A – Site Location Plan
A description of the nature and purpose of the development, including its location and technical capacity	Chapter 1 – Introduction Chapter 2 – Description of the Nature and Purpose of the Proposed Development
An explanation of the likely significant effects of the development on the environment	Chapter 4 – Ecology and Nature conservation Chapter 5 – Landscape and Visual Chapter 6 – Noise and Vibration Chapter 7 – Air Quality Chapter 8 – Transport and Access Chapter 9 – Population and Human Health Chapter 10 – Cumulative Effects

- 1.4.4. In addition to the above, Regulation 15 of the EIA Regulations also require “*such other information representations as the person making the request may wish to provide or make*”. Such other information providing in this EIA Scoping Report is outlined in **Table 1-3** below.

Information Required	Location within this report
An overview of the conditions present on Site and in the Surrounding area	Chapter 2 – Description of the Nature and Purpose of the Proposed Development
List of known committed developments for purposes of cumulative assessment	Chapter 10 – Cumulative Effects
The proposed approach to the EIA and an appraisal of the key environmental issues to be covered in the EIA (i.e., “scoped in”) and the issues not requiring further consideration (i.e., “scoped out”) in the context of the key legislative policy documents and Part 1 of Schedule 4 of the EIA Regulations as is reasonably required to assess the likely significant environmental effects of the development.	Chapter 3 – Approach to EIA



Outlines the scope and assessment methodology (including the significance criteria to be adopted) for assessing the likely significant environmental effects to be employed for each respective discipline to be reported in the ES.

- Chapter 3 – Approach to EIA**
- Chapter 4 – Ecology and Nature conservation**
- Chapter 5 – Landscape and Visual**
- Chapter 6 – Noise and Vibration**
- Chapter 7 – Air Quality**
- Chapter 8 – Transport and Access**
- Chapter 9 – Population and Human Health**
- Chapter 10 – Cumulative Effects**

2 DESCRIPTION OF THE NATURE AND PURPOSE OF THE PROJECT

2.1 THE SITE AND SURROUNDING AREA

- 2.1.1. The site extends to approximately 25.29ha and forms part of the Greater Manchester Places for Everyone (PfE) Policy JP Allocation 2 Stakehill (Policy JPA2).
- 2.1.2. The site is strategically well located to deliver employment-led mixed-use development. The site comprises a large wedge of land located immediately north and east of Stakehill Industrial Estate, bound to the north by the A627(M) spur and to the west by the A627(M) itself.
- 2.1.3. Accessed via Slattocks Roundabout immediately east of the site, the A627(M) leads northbound into the centre of Rochdale and to the M62. The M62 provides direct links to key towns and cities in the north of England, including eastbound to Huddersfield, Leeds and Hull, and westbound to Warrington, St. Helens and Liverpool (via a short section on the M60 Manchester Ring Road).
- 2.1.4. On a more local level, the site is sustainably located, with the services and facilities in Slattocks within easy reach of the site by walking and cycling and also a range of public transport options, including Bus Route 17 which provides direct connections between Rochdale – Castleton – Middleton – Blackley – Collyhurst – Manchester.

2.2 THE PROPOSED DEVELOPMENT

- 2.2.1. The overall Site area extends to approximately 25.29 ha. The Proposed Development includes, in outline, the development of B2/B8 land use (industrial, and storage and distribution) at an approximate 25/75% split and 350 residential dwellings (providing a mix of 2, 3 and 4 bed houses). The development will include the following features:
 - Significant employment floorspace including up to 250,000sqft;
 - New POS facilities and recreational areas;
 - Internal distribution roads; and
 - Associated engineering, and landscaping.
- 2.2.2. The Proposed Development will have a maximum building heights of up to 25m..

2.3 NEED FOR THE PROJECT

- 2.3.1. The Site is in a sustainable location for employment led mixed-use residential development and as such aligns and supports the JPA2 allocation.

2.4 PROJECT OBJECTIVES

- 2.4.1. The objectives for the Proposed Development are:
 - To provide new family housing to meet a range of local needs;
 - To provide employment space fit for current and future market requirements;
 - To enable existing employers to move to new premises and / or other employers to move to Rochdale for the first time; and
 - To support job creation and economic growth in Rochdale and the North West.

3 APPROACH TO EIA

3.1 INTRODUCTION

- 3.1.1. This chapter confirms the planned approach to the EIA for the Proposed Development and provide an appraisal of the key environmental matters to be covered in the EIA (i.e., “scoped in”) and the matters not requiring further consideration (i.e., “scoped out”) in the context of the key legislative and policy documentation. It outlines the approach to the EIA process, including:
- Identifying the approach to the assessment of environmental effects;
 - The significance criteria which will be used within the EIA;
 - The level of information required for the EIA and proposed structure of the ES; and
 - Proposed consultation.
- 3.1.2. A detailed overview of the guidance and methodology adopted for each environmental factor is provided within the respective environmental factor chapters of this report.
- 3.1.3. The ES will contain the information specified in regulation 18(3) of the EIA Regulations. The environmental factors listed within Regulation 4(2) of the EIA Regulations are listed below:
- Landscape and visual (landscape);
 - Terrestrial ecology (ecology and nature conservation);
 - Population and Human Health (population and human health);
 - Noise and Vibration;
 - Air Quality; and
 - Transport and access.

3.2 CONSULTATION

PREVIOUS CONSULTATION

- 3.2.1. As part of the EIA process, consultation will be undertaken with a range of statutory and non-statutory consultees. The details of technical discipline specific consultation undertaken to date is summarised within the ‘consultation’ section of **Chapter 4 – 10** of this EIA Scoping Report.

FUTURE CONSULTATION

- 3.2.2. Consultation with both statutory and non-statutory consultees will also be undertaken in future stages of the EIA. Initially, this EIA Scoping Report will provide the basis for consultation on the nature of the Proposed Development, its potential environmental effects, and the scope and methodology proposed for the EIA.

3.3 GENERAL ASSUMPTIONS AND LIMITATIONS

- 3.3.1. The following general assumptions and limitations apply to this EIA Scoping Report:
- This report has been produced in line with the known design details at the time of writing, in accordance with **Appendix B: The Indicative Masterplan** and **Appendix C: The Zonal Masterplan**;
 - The Proposed Development design may be subject to change due to survey information from environmental surveys, any changes will be detailed in the ES; and

- This report has been produced in line with commentary and opinions of stakeholders that have been consulted at the time of writing.

3.3.2. Any assumptions and limitations relevant to the technical assessments are described within each relevant technical discipline chapter (**Chapters 4 – 10**).

3.4 DEFINING THE STUDY AREA

3.4.1. Each technical discipline has applied specific Study Areas, these are defined and justified in each relevant technical discipline chapter (**Chapters 4 – 10**).

3.5 ESTABLISHING BASELINE CONDITIONS

3.5.1. Environmental effects as a result of the Proposed Development will be assessed in the ES in relation to the extent of changes to the existing baseline environment as a result of the construction and/or operation of the Proposed Development. The baseline environment will comprise the existing environmental characteristics and conditions, based upon desk-based studies and field surveys undertaken and information available at the time of the assessment.

3.5.2. Technical discipline specific approaches to defining baseline conditions will be defined and justified in the relevant technical chapters.

3.5.3. Where relevant, developments under construction/completed in the Study Area are considered in the baseline scenario of the technical assessments which is further explained in **Chapter 10: Cumulative Effects**.

3.6 ESTABLISHING FUTURE BASELINE CONDITIONS

3.6.1. The 'future baseline' is the description of the likely evolution of the baseline scenario without the implementation of the Proposed Development, as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of available environmental information and scientific knowledge.

3.6.2. The description of future baseline conditions will be presented in each of the technical chapters of the ES.

3.7 ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

3.7.1. The EIA will be undertaken in the context of the details aforementioned as well as relevant planning policy at national, regional, and local levels. Legislation, policy and guidance which relates to a specific technical discipline will be considered as appropriate within the ES and discussed within the relevant technical chapters.

3.7.2. For the purposes of this report, impacts are defined as the changes resulting from an action, and effects are defined as the consequences of impacts. By way of an example, the impact of the project could refer to the development of structures and loss of current agricultural land. An effect on the environment or a receptor could refer to the displacement of birds or a barrier for reptiles to travel.

3.7.3. The EIA will consider the potential impacts of the construction and operational phases of the Proposed Development. The definitions of these two phases are presented below:

- **Construction:** all works associated with site preparation, construction phase of the Proposed Development will be based on the details to be set out in the Description of the Proposed

Development chapter of the ES. The assessment of the likely significant effects will then be reported in each relevant technical chapter; and

- **Operation:** this relates to effects once the Proposed Development is constructed and in use or occupied.

- 3.7.4. Information relating to the above Proposed Development stages will not be applicable to the assessment process for all technical disciplines. For example, the construction impacts assessment will be based on baseline year and operating year, in accordance with relevant standards and assessment guidelines. At this stage several designs are still emerging, including the construction programme.
- 3.7.5. The assessments of the likely significant effects for each discipline will consider both the construction and operational phases of the Proposed Development. Several criteria will be used to determine if the potential effects of the Proposed Development are 'significant'. The effects will be assessed quantitatively wherever possible. The significance rating will take account of the following criteria:
- International, national and local standards;
 - Relationship with legislation and planning policy;
 - Environmental value/sensitivity of the receptor or receiving environment;
 - Magnitude of change compared to the baseline conditions;
 - Geological extent;
 - Likelihood of occurrence;
 - Whether the effect is temporary or permanent;
 - Whether the effect is short, medium, or long-term in duration; and
 - Whether the effect is reversible or irreversible.
- 3.7.6. In determining the significance of a potential effect, the magnitude of impact arising from the proposal is correlated with the sensitivity of the particular environmental attribute under consideration.
- 3.7.7. The effects that are considered to be significant, prior to mitigation, will be identified in the ES. The classification of effects reflects professional judgements as to the environmental sensitivity of the affected receptor(s) and the nature and magnitude of the predicted changes. For example, a high magnitude of change to a feature or site of low environmental sensitivity will comprise a lower classification of effect than the same impact to a feature or site of high environmental sensitivity.
- 3.7.8. The magnitude relates to the level at which the receptor will be impacted, using the duration of the impact, timing, scale, size and frequency to determine the magnitude of the impact to each receptor. Magnitude of impact is evaluated in accordance with the definitions set out in **Table 3-1** below. The definitions of magnitude in **Table 3-1** should be used as a guide only and may be more specific for some receptors.

Table 3-1 - Magnitude of impact on receptors and typical descriptions

Magnitude of Impact		Typical Description
Major	Adverse	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.

	Beneficial	Large scale or major improvement of resource quality; extensive restoration; major improvement of attribute quality.
Moderate	Adverse	Loss of resource, but not adversely affecting integrity; partial loss of/damage to key characteristics, features or elements.
	Beneficial	Benefit to, or addition of, key characteristics, features or elements; improvements of attribute quality.
Minor	Adverse	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
	Beneficial	Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring.
Negligible	Adverse	Very minor loss or detrimental alteration to one or more characteristics, features or elements.
	Beneficial	Very minor benefit to or positive addition to one or more characteristics, features or elements.
No Change		No loss or alteration of characteristics, features or elements; no observable impact in either direction.

- 3.7.9. The sensitivity is assigned at the receptor level, and as such details will be provided within the receptor specific assessments presented in the ES. This may be defined in terms of quality, value, rarity or importance, and be classed as low, medium, or high (see **Table 3-2**). For certain assessment areas, guidance can be taken from value attributed to elements through designation or protection under law, e.g., ecological resources given various levels of protection under law.
- 3.7.10. Where an assessment of this nature takes place, the correlation of magnitude against sensitivity determines a qualitative expression for the significance of the effect, which determines the relevance of the effects to the terms that will be used in the ES to assess significance. This is demonstrated in **Table 3-3**.

Table 3-2 - Sensitivity of receptor or receiving environment and typical descriptions

Environmental sensitivity of receptor/resource	Typical description
Very High	Very high importance and rarity, international scale and very limited potential for substitution.
High	High importance and rarity, national scale, and limited potential for substitution.

Medium	Medium importance and rarity, regional scale, limited potential for substitution.
Low	Low importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale

Table 3-3 - Matrix for classifying effects

Magnitude of impact						
Environmental Sensitivity		No Change	Negligible	Minor	Moderate	Major
	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight

- 3.7.11. The significance of the effect may also need to be qualified with respect to the international, national, regional, or local scale over which it may be felt. The significance of an effect may also be affected by its duration and by its reversibility. As detailed above, the significance of effects reflects judgements as to the importance or sensitivity of the affected receptor(s) and the nature and magnitude of the predicted changes.
- 3.7.12. When undertaking these assessments, a common outline methodology will be adopted wherever possible, in order to identify the significance of potential effects. This methodology may alter for individual topic assessments, but this section offers a broad outline of the methodology that will be adopted, further detail will be provided in the individual EIA topic chapters.
- 3.7.13. Best practice and guidance require that certain technical disciplines are required to follow topic-specific criteria for determining significance. Where this is the case, the criteria to be used will be presented clearly in the EIA methodology section of the specific topic chapters within the ES or, where appropriate, within technical assessments.
- 3.7.14. The terms listed below will be used in the ES, unless otherwise stated within individual chapter, to classify effects as:
- **Very large beneficial or adverse effect** – effects at this level are material in the decision-making process;
 - **Large beneficial or adverse effect** – effects at this level are likely to be material in the decision-making process;
 - **Moderate beneficial or adverse effect** – effects at this level can be considered to be material decision-making factors;

- **Slight beneficial or adverse effect** – effects at this level are not material in the decision-making process; and
- **Neutral** – no effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

- 3.7.15. Effects deemed to be significant for the purpose of assessment are those which are described as ‘**major**’ and ‘**moderate/major**’ when considered against Guidelines for Environmental Impact Assessment (2004): Institute of Environmental Management and Assessment (IEMA). In addition, ‘**moderate**’ effects can also be deemed as significant. Whether they do so shall be determined by a qualitative analysis of the specific impact to the environment that is identified. How significance has been determined will be detailed within each technical assessment of the ES as appropriate.
- 3.7.16. The evaluation of the significance of an impact is important in determining the resources that should be applied in avoiding or mitigating an adverse impact or the actual value of a positive impact. Furthermore, the combined significance of the various mitigated impacts determines the overall environmental acceptability of a project.
- 3.7.17. The proposed outline methodology for assessing significance takes into consideration relevant guidance/regulations including:
- Guidelines for Environmental Impact Assessment³;
 - Special Report – The State of Environmental Impact Assessment in the UK⁴ – Delivering Proportionate EIA: A collaborative Strategy for Enhancing UK Environmental Impact Assessment Practice;
 - Environmental Impact Assessment Guide to: Delivering Quality Development⁵; and
 - Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal⁶.

3.8 APPROACH TO MITIGATION

- 3.8.1. The identification of mitigation measures follows the principles of avoidance where possible, reduction where avoidance cannot be achieved, or compensation where reduction cannot be achieved or would not achieve practicable levels of mitigation.
- 3.8.2. Mitigation measures will be identified throughout the design process of the Proposed Development and through consultation with key stakeholders. The identification of potentially significant adverse effects will be considered within the design process and incorporated into the design where appropriate.

³ IEMA (2004). Guidelines for Environmental Impact Assessment.

⁴ IEMA (2017). Special Report – The State of Environmental Impact Assessment in the UK.

⁵ IEMA (2019). Environmental Impact Assessment Guide to: Delivering Quality Development. Available online at: <https://www.iema.net/download-document/7014>

⁶ CIEEM (2019). Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal. Available online at: <https://cieem.net/wp-content/uploads/2018/08/ECIA-Guidelines-Sept-2019.pdf>

- 3.8.3. In line with guidance published by IEMA, three types of mitigation will be identified and used throughout the EIA:
- Primary Mitigation: examples include modifications to the location or design of the Proposed Development made during the design process that are an inherent part of the Proposed Development;
 - Secondary Mitigation: actions that will require further activity to achieve the anticipated outcome e.g. preparation of travel plan or archaeological watching brief; and
 - Tertiary Mitigation: actions that would occur with or without input from the EIA feeding into the design process. These include actions that will be undertaken to meet other existing legislative requirements or standard practices used to manage commonly occurring environmental effects (i.e. construction related nuisances), as such a Construction Environmental Management Plan (CEMP) will be prepared to support the Application.
- 3.8.4. Primary mitigation measures will be presented as part of the description of the Proposed Development which will be set out within the introductory chapters of the ES. Secondary and tertiary mitigation measures will be documented in each technical chapter. Each factor assessment will assess the Proposed Development taking account of primary mitigation measures.
- 3.8.5. Most mitigation measures are considered likely to be embedded within the design rather than as 'add-on' measures to ameliorate significant environmental effects. The evolution of the design, therefore, will be reported clearly in the ES, including the rationale behind the preferred choice of project design.
- 3.8.6. All other measures, such as a CEMP, proposed as mitigation for the project will be reported within the relevant section of the ES. The mechanism by which these measures will be carried through and implemented on site during installation and operation will also be made clear.
- 3.8.7. The proposed mitigation strategy comprises steps identifies in **Table 3-4**.

Table 3-4 - Mitigation Strategy

Measure	Strategy
Avoidance	Where viable, the Proposed Development will be redesigned to avoid impacts.
Reduction	Reduction will be considered when all options for the avoidance of impacts have been exhausted or deemed impractical.
Compensation	Where the potential for avoiding and reducing impacts has been exhausted, consideration will be given to compensating for residual effects to make the proposal more environmentally acceptable.
Remediation	Where adverse effects are unavoidable, consideration will be given to limiting the level of impact by undertaken remedial work.

3.9 PROPOSED SCOPE OF ASSESSMENTS

- 3.9.1. **Chapters 4-10** sets out the proposed methodology for assessment for each topic area considered. It identifies those features/receptors with the potential to be affected by the Proposed Development as

well as to present justification where applicable to scope out assessments with the EIA following guidance and best practice.

3.10 TOPICS SCOPED OUT OF EIA

Accidents and Disasters

- 3.10.1. The proposed development will not include uses which are considered to be hazardous. The site is not in a location which is at risk of disasters such as, land instability or earthquakes. The site is located entirely within Flood Zone 1, meaning the site is at low risk of fluvial flooding. Moreover, the majority of the site is at very low risk of flooding from surface water sources. As previously stated, a FRA will be submitted with the outline planning application to ensure no significant effects arise in terms of flooding.
- 3.10.2. During the construction phase, the contractor(s) would implement measures in accordance with Health and Safety legislation, and best practice, to minimise the risks of accidents that would have effects on people or the environment. All such measures would form part of the CEMP. No likely significant effects are anticipated and therefore it is proposed to scope this topic out of the ES.

Agricultural Land

- 3.10.3. The majority of the site is currently in agricultural use and extends to 25.29ha. Notwithstanding, as the Agricultural Land Classification of the site is classified as Grade 4 (poor agricultural quality land), the Proposed Development would not result in a loss Best and Most Versatile (BMV) agricultural land (Natural England Technical Information Note 04910), which is considered the threshold for likely significant effects. The Proposed Development will therefore not generate significant effects on agricultural land, and it is proposed to scope this topic out of the ES.

Climate Change

- 3.10.4. The Applicant will consider how climate change may affect the proposed development from the outset as part of the design process. Considerations will include future-proofing and resilience measures. The Proposed Development will also include identification of the future climate in assessments within the ES, including Flood Risk and where relevant in the landscaping proposals i.e. plants suitable for a changing climate.
- 3.10.5. Additionally, an Energy and Climate Change Adaption Statement will be submitted in support of the planning application, outlining how the operational development can reduce its greenhouse gas emissions.
- 3.10.6. Accordingly, an assessment of climate change and greenhouse gases, as a separate chapter, is proposed to be scoped out of the ES.
- 3.10.7. The introductory chapters will summarise the findings of the ES relevant to climate change and outline how climate change adaptations are integrated into the Proposed Development. These will draw upon technical chapters and reports, including the Air Quality Assessment and summarise the sustainability and energy provisions included as well as other mitigation measures seeking to reduce greenhouse gas emissions such as the implementation of Travel Plans. For a development of this nature, this is considered a suitably proportionate approach.

Daylight, Sunlight and Overshadowing

- 3.10.8. The scale and massing of the Proposed Development will not cause changes to daylight or sunlight availability or cause overshadowing of residents or amenity space. It is therefore proposed to scope this discipline out of the ES.

Lighting

- 3.10.9. The site is located on the northern edge of Stakehill Industrial Estate and existing surrounding uses, including residential and industrial uses and road infrastructure, are already well lit. In addition, lighting will be designed carefully in accordance with relevant Institute of Lighting Professionals (ILP) (2020) Guidance Notes for the Reduction of Obtrusive Light 11 and BS 5489- 1:201312 and BS EN 13201-2:201513.
- 3.10.10. Therefore, the Proposed Development is not anticipated to produce a significant lighting impact. Where appropriate, lighting will be considered within the ES, including the Biodiversity chapter of the ES. Lighting has therefore been scoped out of the ES. In any case, any planning permission forthcoming will include planning conditions ensuring the suitable control of lighting impacts.

Water Environment

- 3.10.11. A site-specific Flood Risk Assessment (FRA) will be prepared to support the outline planning application, in line with local and national guidance. Consultation with local flood risk stakeholders, including the Environment Agency and the Lead Local Flood Authority (LLFA), will be undertaken as part of this. The FRA will assess flood risk from all sources and will include appropriate mitigation measures, where necessary. This will ensure that, in line with the relevant guidance and subject to implementation of the recommended mitigation measures, the Proposed Development will not be at significant risk of flooding and will not increase flood risk elsewhere. It is therefore considered that there will be no likely significant effects on flood risk to the site and site users and to downstream receptors.
- 3.10.12. A Sustainable Drainage Statement (SDS) will also be prepared to support a planning application and will consider the existing surface water drainage regime and potential changes to this resulting from the Proposed Development. Principles of Sustainable Drainage Systems (SuDS) and the SuDS hierarchy will be considered within the SDS, which will include a surface water drainage strategy and will also outline foul water drainage arrangements for the Proposed Development. The surface water drainage strategy will be in line with local and national guidance and will be embedded within the design of the Proposed Development, such that no likely significant changes to the rate, volume or quality of surface water runoff are anticipated. Furthermore, it is assumed that a competent contractor will follow an appropriate CEMP, such that there will likely be no significant effects on the rate, volume and quality of runoff to surface water or groundwater receptors during the construction phase.
- 3.10.13. The Proposed Development has the potential to increase pressure on the local foul water sewer and clean water supply networks. Consultation with United Utilities is required to understand the available capacity of the network. If the existing foul or clean water networks do not have sufficient capacity to support the Proposed Development, appropriate mitigation measures will be implemented by United Utilities to ensure the Proposed Development will not likely result in significant effects on the local foul water and clean water networks.
- 3.10.14. Based on the available information and taking embedded mitigation into consideration, the Proposed Development is not anticipated to result in likely significant impacts on the Water Environment. It is therefore proposed to scope this topic out of the ES.

Wind Microclimate

3.10.15. The Proposed Development will not include any high-rise buildings which could influence wind patterns. It is anticipated that the maximum height of the new residential dwellings will be up to 3 storeys in height and commercial buildings will be no taller than 25m to reflect the predominant scale of existing housing surrounding the site. Therefore likely significant wind effects are not anticipated, and this topic is proposed to be scoped out of the ES.

Waste

3.10.16. The Proposed Development is not anticipated to produce significant amounts of waste to the extent that the creation or disposal of which would give rise to significant effects on the environment. The CEMP to be secured by a planning condition following planning approval, would detail the mitigation measures to be implemented during the construction phase to minimise waste and ensure that it is stored, managed, collected and disposed of appropriately.

3.10.17. Operational waste would be minimised as far as possible and disposed of in line with RBC requirements and managed in accordance with all applicable legislation. The potential effects from refuse servicing movements will be considered within the Transport Assessment and Air Quality Assessment. No likely significant effects are anticipated and therefore this topic is proposed to be scoped out of the ES.

4 ECOLOGY AND NATURE CONSERVATION

4.1 INTRODUCTION

4.1.1. This Chapter considers the impact of the Proposed Development on biodiversity. It sets out the proposed methodology for assessment and identifies those features/receptors with the potential to be affected by the Proposed Development as well as those where it has been considered possible to scope out of the EIA.

4.2 CONSULTATION

4.2.1. Initial consultation with Greater Manchester Ecology Unit (GMEU) was undertaken by Dunelm Ecology. GMEU will be consulted again to seek agreement on the scope of ecological surveys and assessments required in the EIA.

4.3 STUDY AREA

4.3.1. Whilst the Site Boundary for the Proposed Development is defined, it is necessary to apply study areas of varying sizes dependent on the ecological receptor/feature under assessment. These are further discussed below for Desk Study and Field Survey.

DESK STUDY

4.3.2. The desk study will extend to 1km from the Site Boundary for non-statutory designations and records of notable species. Statutory designations within 5km of the Site will be considered in the EIA.

FIELD SURVEY

4.3.3. Field surveys will be limited to within the Site Boundary, as the Zone of Influence (Zoi) is likely to be limited to this area for most ecological features.

- 4.3.4. Surveys planned for 2024 include:
- Update habitat survey to assess current habitat conditions
 - Assessment of bat roost potential – trees

4.4 BASELINE CONDITIONS

STATUTORY SITES

4.4.1. Statutory designated sites are detailed in Table 4-1.

Table 4-1 - Statutory designated sites in the study area

Site	Proximity to Site	Notified Features
Rochdale Canal SAC	130m west	Floating water-plantain <i>Luronium natans</i> .
Rochdale Canal SSSI	130m west	Macrophyte and invertebrate assemblages.
Hopwood Woodlands LNR	400m west	Woodland, ponds and running water.

Alkington Woods LNR	3.3km southwest	Woodland, grassland, standing and running water.
SAC: Special Area of Conservation, SSSI: Site of Special Scientific Interest, LNR: Local Nature Reserve		

NON-STATUTORY SITES

4.4.2. Non-statutory designated sites are detailed in Table 4-2.

Table 4-2 - Non-statutory designated site in the study area

Site	Proximity to Site	Notified Features
A627 by Tandle Hill SBI	35m northeast	Grassland.
Gerrard Wood SBI	225m east	Woodland.
Lords Wood SBI	410m west	Ancient woodland. Ponds. Birds.
Tandle Hill Country Park SBI	660m east	Birds. Fungus.
Hopwood Clough SBI	800m southwest	Ancient woodland.
SBI: Site of Biological Importance		

OTHER HABITATS OF CONSERVATION IMPORTANCE

4.4.3. No other priority habitats are identified within the study area.

HABITATS AND PROTECTED/NOTABLE SPECIES

4.4.4. The Site supports a mosaic of habitats including grassland, scrub, hedgerows, scattered trees, tall ruderal and open water. The grassland resource is relatively homogenous and predominantly comprises poor semi-improved and improved grassland (mainly used for silage production although there is some grazing). Two very small areas of better quality semi-improved grassland exist on knolls within the centre of the Site, but they do not meet SBI criteria. None of the hedgerows appear to qualify as important under the Hedgerow Regulations, mainly due to a lack of species diversity. Hedgerows are however a Habitat of Principal Importance. Several mature trees are present throughout the Site and these are of ecological value given their age. Himalayan balsam occurs frequently throughout the Site, while other Schedule 9 listed plants include variegated yellow archangel. Japanese rose and Japanese knotweed occur close to the Site.

4.4.5. Ponds within 250m of the Site were assessed for their potential to support great crested newt. The majority of ponds were scoped out from detailed survey as they are stocked with fish and unsuitable for this species, or separated by barriers to amphibian movement (major roads). Two ponds were subject to eDNA analysis and these were both negative. Great crested newt is scoped out from further assessment.

- 4.4.6. Breeding bird survey in 2018 recorded 35 common and widespread species on the Site. The bird assemblage using the Site is of local ecological importance (low sensitivity).
- 4.4.7. No evidence of badgers or records of badgers have been identified within the study area. Badgers are unlikely to be adversely impacted and are considered to be of low sensitivity.
- 4.4.8. Bat activity surveys in 2018 recorded low levels of activity from common and soprano pipistrelle only. Buildings on Site offer negligible suitability for roosting bats. Some of the individual trees on Site offer potential to support roosting bats.
- 4.4.9. No evidence of otter or water vole was recorded during surveys of the Site. These species are scoped out from further assessment.

4.5 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

- 4.5.1. Habitat loss is the main impact associated with the proposed development. However, given the status of habitats on Site, this is not significant in EIA terms.

4.6 MITIGATION

- 4.6.1. Embedded mitigation will include the protection of retained trees and hedgerows during construction. Standard pollution prevention measures will be followed. Vegetation clearance will be timed to avoid impacts to nesting birds. Pre-construction surveys will be undertaken as appropriate. These measures will be included in the Construction Environmental Management Plan (CEMP).

4.7 PROPOSED ASSESSMENT METHODOLOGY

Determining importance

- 4.7.1. Factors considered in the evaluation of ecological features are based on the Ratcliffe criteria (Rarity; Diversity; Size; Naturalness; Fragility; Typicalness; Recorded History; Position in an ecological/geographical unit; Potential Value; and Intrinsic Appeal).
- 4.7.2. In accordance with guidance from CIEEM, ecological features will be evaluated using a geographic scale (international, national, regional, county, local and site-level importance). For the purposes of EIA, ecological features will also be assigned a level of sensitivity (high, medium or low). Features of international or national importance are of high sensitivity, features of regional or county level importance are of medium sensitivity and features of local or site level importance are of low sensitivity.

Determining significant effects

- 4.7.3. Effects will be considered significant if they affect the integrity or function of ecological features of medium or high sensitivity.

LEGISLATION AND POLICY

- 4.7.4. The Wildlife and Countryside Act 1981 (as amended) provides legal protection for statutory designated sites and listed habitats and species.
- 4.7.5. The Conservation of Habitats and Species Regulations 2017 (as amended) make it an offence to:
- Deliberately capture, injure or kill a European protected species (EPS);

- Deliberately impair the ability to survive, breed, reproduce, rear or nurture young; to hibernate or migrate; or significantly affect the local distribution or abundance of the EPS.
- Damage or destroy a breeding site or resting place of an EPS;
- Intentionally or recklessly disturb a structure or place that it uses for shelter or protection that is occupied by an EPS.

- 4.7.6. The Protection of Badgers Act 1992 protects badgers from intentional killing, injury and disturbance, and their setts from damage or destruction.
- 4.7.7. The Natural Environment and Rural Communities (NERC) Act 2006; Section 41 of the Act includes a list of species and habitats of principal importance. These are the species and habitats found in England which are regarded as conservation priorities under the UK Post-2010 Biodiversity Framework.

The Environment Act 2023 mandates the requirement for developments to deliver a minimum of 10% Biodiversity Net Gain (BNG). Defra has published a statutory metric to inform BNG assessments.

National Planning Policy Framework (NPPF)

- 4.7.8. The NPPF (December, 2023) defines the Government's planning policy for England and how it should be applied.
- 4.7.9. Paragraph 180 states that:
- "Planning policies and decisions should contribute to and enhance the natural and local environment by:*
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate".*
- 4.7.10. Paragraph 186 states:

“When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and*
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate”.*

5 LANDSCAPE AND VISUAL

5.1 INTRODUCTION

- 5.1.1. This section describes the scope and methodology proposed to be adopted for the assessment of impacts and effects on landscape and visual receptors. It describes the existing baseline of the Proposed Development in terms of landscape character and visual amenity. It additionally summarises the potential landscape character and visual amenity effects that could arise as a result of the construction and post-completion (operation) of the Proposed Development and/or summarises additional survey work required to enable potential impacts to be identified.
- 5.1.2. We will also set out some initial recommendations for the key site parameters in relation to the landscape design strategy as well as potential mitigation measures derived from site and landscape appraisal.

5.2 STUDY AREA

- 5.2.1. A study area of a 2.5km radius is proposed, to include:
- Designated Green Belt parcels (both within Rochdale and Oldham local authority boundary).
 - Surrounding listed buildings
 - Landscape character areas (both within Rochdale and Oldham local authority boundaries and described in respective Landscape Character Assessments).
 - Planning, Habitat and ecological designations that may experience effects resulting from the development.
- 5.2.2. Beyond this, urbanisation, landscape elements and topographical features restrict likely visual and/or landscape effects.

5.3 POTENTIAL EFFECTS

- 5.3.1. The Proposed Development may have the potential to cause significant changes to the current landscape and visual context of the site and surrounding area, impacts may be beneficial or adverse and could change over time.
- 5.3.2. The landscape character assessment will consider the effects on both the local landscape resource and the wider context of the site i.e. from the physical effects on site based features and characteristics to the potential effects on wider landscape character. Similarly, the visual impact assessment will consider the potential visual effects upon receptors bordering the site (properties, industry, roads and public rights of way, including those crossing the site) and within its context.

5.4 ASSESSMENT CRITERIA

- 5.4.1. Landscape receptors will be appraised in terms of their Landscape Sensitivity, Value, Susceptibility to Change, Magnitude and Reversibility.

5.5 MITIGATION

- 5.5.1. The masterplan design will be developed to incorporate in-built landscape mitigation. As part of the Chapter, the green infrastructure principles for the Scheme will be described. The masterplan will take into account the relevant policy framework and recommendations made within the published landscape character assessment documents.

5.6 PROPOSED ASSESSMENT METHODOLOGY

- 5.6.1. The methodology for the landscape and visual impact assessment will be based on the following best practice guidance:
- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013); and Landscape Character Assessment – Guidance for England and Scotland (Swanwick & LUC 2002) produced on behalf of the Countryside Agency and Scottish Natural Heritage;
- 5.6.2. Landscape assessment is concerned with the changes in the physical landscape in terms of features/elements that may give rise to changes in the character of the landscape.
- 5.6.3. Visual appraisal is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, people's responses to the changes and to the overall effects on visual amenity.
- 5.6.4. Common to both methodologies is the description of potential impacts arising from the Proposed Development. Impacts can be beneficial or adverse. They can also be direct, indirect or cumulative as described below.
- Direct – for example: a change in the landform or land use; a loss or gain of landscape elements both natural and man-made resulting in a change in landscape patterns, character and sense of place, or buildings, infrastructure or lighting becoming more or less apparent in the landscape; or a change in amenity;
 - Indirect – for example a change in vegetation resulting from changed ground conditions and micro-climate; or
 - Cumulative – for example: combined loss of landscape elements such as hedges, walls or other traditional features impacting on regional landscape character; increased level of adverse impacts due to increased use of the area; a change in the way the landscape is experienced.

5.7 LANDSCAPE BASELINE

Land Uses

- 5.7.1. The site area comprises predominantly agricultural land used for pasture. At Lower Stakehill Farm there are two large barns, one of which is used to produce poultry, which are allowed free range of the adjacent field. Stakehill Lane Plant Nursery lies at the centre of the site, with polytunnels extending almost to the northern site boundary.

Landscape features

- 5.7.2. Comprise field boundary hedgerow, tree belts and open water. Tree cover is most extensive along the eastern and northern boundaries of the site, where planted as a buffer to the A627(M) following construction of the route in the early 1970s. These woodland planting belts lie outside the site boundary and comprise a mix of species.
- 5.7.3. The tree belt provides a strong visual buffer to the A627(M) link spur, however where the embankment narrows to the east of the site tree cover becomes sparser and glimpsed views of the motorway infrastructure can be attained. Individual mature trees (Ash, Common Oak, Hawthorn and Sycamore) are found growing from gappy hedgerows.

Rights of Way

- 5.7.4. Two footpaths run through the site; Mid 16 and Mid 17. Mid 16 runs from Stakehill Lane, heading north past Lower Stakehill Farm and then east through the fields and past the reservoirs to join Mid 16 close to the A627(M) underpass.
- 5.7.5. Mid 17 is a grassed trackway, bounded by hedges, that leads from Stakehill lane via the side of Higher Stakehill Farm to the motorway underpass. A restricted byway, Mid 41, runs immediately alongside the eastern site boundary and Mid 131 runs along the southern site boundary at Stakehill Lane.

Topography

- 5.7.6. The site topography occupies a gently sloping hillside, falling in a southwest direction from 155.47m AOD adjoining the A627(M) in the northeast to 129.14m AOD to the west of the site, at the end of Bentley Avenue. The average gradient is around 1:20.

Designations

- 5.7.7. The site is located within parcel RD62 of the Greater Manchester Green Belt and is rated as 'moderate' within the Greater Manchester Green Belt Assessment (2016). Green belt parcels to the east of the site (OH13) and the north (RD56), beyond the A627(M) are given a 'Strong' rating.
- 5.7.8. There are no further landscape designations such as AONB or Special Landscape Areas within the context of the site. Heritage assets are described within the Historic Environment section of this report.

Landscape Character

- 5.7.9. The site is located within National Character Area 54: Manchester Pennine Fringe. This is described as a transitional ribbon of land that wraps the northern and eastern edges of NCA 55: Manchester Conurbation and separates it from the more elevated land within national characters NCA 36: Southern Pennines and NCA 51: Dark Peak.
- 5.7.10. There is currently no adopted Landscape Character Assessment for the RMBC area. Policy NE6 within the Unitary Development Plan for Rochdale (2006) focussed on landscape. Whilst no longer forming part of adopted planning policy, we consider that six of the seven Landscape Character Areas described within Policy NE6 can be found within the study area;
- Enclosed Upland
 - Settled Farmlands
 - Canal Corridor
 - Industrialised Valleys
 - Urban Valleys
 - Historic Parkland.

Visual Baseline & Receptors

- 5.7.11. Using OS and topographical mapping and aerial photography the following list of potential visual receptors have been identified;
- Pedestrians using public footpaths, including Recreational Rights of Way
 - Horse riders using public bridleways
 - Users of Public Open Space (Tandle Hill Country Park)

- Users of recreational facilities, including private open space (Stakehill angling club, Manchester Golf Club)
- Residents of properties along Stakehill Lane
- Residents of properties along Bentley Avenue
- Residents of properties on elevated land to the north and east of the site
- Road users (Bentley Avenue, Stakehill Lane, surrounding road network, A627M)
- Workers at local businesses (Stakehill Industrial Estate, Lower Stakehill Farm, Stakehill Nursery, farmworkers)

5.8 VISUAL ASSESSMENT

- 5.8.1. Sensitivity assesses each visual receptor in terms of their susceptibility to change in views and visual amenity and also the value attached to particular views. The definition and criteria adopted for these contributory factors will be Susceptibility to Change, Value of Views, Magnitude of Visual Effects, and the Scale of Change.
- 5.8.2. The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.
- 5.8.3. The proposed viewpoints are as following:
- VP1: View from Oozewood Road (Bridleway 8 ROYT), east of Hough Farm, facing west
 - VP2: View from MID 41, facing west
 - VP3: View from MID 41, facing southwest
 - VP4: View from end of A627(M) underpass on MID 41, facing southwest
 - VP5: View from footpath 1 CHADD to rear of Laburnum Cottage Farm, facing northwest
 - VP6: View from eastern end Footpath MID 38, facing north
 - VP7: View from western end Footpath MID 36, facing north
 - VP8: View from end of Broadshaw Lane, MID 31, facing northeast
 - VP9: View from Stakehill Lane, adjacent Park View, facing northwest
 - VP10: View from Stakehill Lane, adjacent No. 64, facing northwest
 - VP11: View from Stakehill Lane, west of No. 68a, facing northwest
 - VP11: View from Stakehill Lane, adjacent No. 80, facing northwest
 - VP12: View from end of Finlan Road, facing east
 - VP13: View from Stakehill Lane, adjacent No. 132, facing southeast
 - VP14: View from Stakehill Lane, facing west towards Bentley Avenue
 - VP15: View from Bentley Avenue, facing east
 - VP16: View from Bentley Avenue, facing east
 - VP17: View from Stakehill Lane, south of A627(M) sliproad, facing east
 - VP18: View from Stakehill Lane, south of A627(M) sliproad, facing southwest
 - VP19: View from footpath MID 16, east of Poultry Shed at Lower Stakehill Farm, facing east
 - VP20: View from footpath MID 16, to rear of 106-132 Stakehill Lane, facing west
 - VP21: View from footpath MID 16, adjacent northern boundary of Stakehill Nurseries, facing southeast
 - VP22: View from footpath MID 16, west of Stakehill Lodges Angling Lakes, facing southwest
 - VP23: View from footpath MID 16, at Stakehill Lodges Angling Lakes, facing northeast
 - VP24: View from footpath MID 16, at Stakehill Lodges Angling Lakes, facing southwest

- VP25: View from footpath MID 16, east of Stakehill Lodges Angling Lakes, facing southwest
- VP26: View from footpath MID 16, west of footpath MID 17, facing southeast
- VP27: View from Footpath MID 16, facing northwest
- VP28: View from triangulation pillar close to WW1 Memorial at the edge of Tandle Hill Country Park, facing southeast
- VP29: View from Thornham Lane, adjacent A627(M), facing south
- VP30: View from footpath 83 ROYT, facing southeast
- VP31: View from footpath Mid 30, near junction with Mid 21, facing south

5.8.4. List of viewpoints to be rationalised on completion of the assessment. Additional viewpoints to be added include Thornham Fold and PROW to Newhey Farm.

5.8.5. Each viewpoint represented will have a map location on the same page, so that the locations can be readily understood.

VIEWPOINT REPRESENTATION: PROPOSED LEVEL OF DETAIL

5.8.6. Viewpoints are anticipated to be Type 1 as set out below, Type 2 (wireframe) views may be required to closer viewpoints, subject to agreement. Type 3 and Type 4 views are not envisaged;

Figure 5-1 - Visualisation Types 1-4

Table 2 Visualisation Types 1-4		Type 1	Type 2	Type 3	Type 4
Aim of the Visualisation		Annotated Viewpoint Photograph	3D Wireline / Model (non-photographic)	Photomontage / Photowire	Photomontage / Photowire Survey / Scale Verifiable
Photographic Equipment	Tripod	Recommended but discretionary	Not relevant	Recommended	Necessary
	Panoramic head	Not relevant		Recommended for panoramas	Necessary for panoramas
	Minimum Camera / Lens	Cropped frame or FFS + 50mm	Not relevant	Cropped frame or FFS + 50mm	Full Frame Sensor (FFS) + 50mm FL lens ¹
Locational Accuracy	Source of camera/viewpoint location data	GPS, OS Maps, geo-referenced aerial photography	Varies according to technology	Use good quality data: GPS, OS Maps, geo-referenced aerial photography, LiDAR	Use best available data: High resolution commercial data, LiDAR, GNSS, or measured / topographic surveys
	Survey-verified ²	Not relevant			When appropriate
Data & Presentation	Verifiable (SNH) ³	Not relevant			Required
	3D model	Not required	Required		
	Image Enlargement ⁴	Typically 100%	Not relevant	Typically 100%	100% - 150%
	Form of Visualisation	sketch / outline / arrows	massing / wireline / textured	wireline / massing / rendered / textured to agreed AVR level ⁵	
	Viewpoint mapping	Dedicated viewpoint location plan			Dedicated viewpoint location plan, + individual inset maps recommended
	Reporting of methodology and data sources	Outline description of sources and methodology recommended		Data, sources and methodology recommended	Verifiable data, sources and methodology required

LEGISLATION AND POLICY

5.8.7. At a national level assessment would consider relevant sections of the NPPF and national landscape designations which are within the study area.

5.8.8. At a local level Local Planning Policy would consider relevant sections of the Rochdale Core Strategy.

6 NOISE AND VIBRATION

6.1 INTRODUCTION

- 6.1.1. The noise and vibration chapter will consider the prevailing noise environment, the nearest existing noise and vibration sensitive receptors, and the proposals. An appraisal of the potential for noise impacts on the nearest receptors, and the scheme itself, will be completed, along with outline mitigation measures.

6.2 CONSULTATION

- 6.2.1. Consultation will be undertaken with the Environmental Health Officer at Rochdale Metropolitan Borough Council (RMBC) to agree the appropriate study areas, noise assessment methodologies, and appropriate assessment criteria.

6.3 STUDY AREA

- 6.3.1. Noise sources identified in proximity to the Proposed Development include the A627(M) adjacent to the northern and eastern Site boundary and Stakehill Industrial Estate to the south and west of the Site. The closest noise and vibration sensitive receptors identified include the dwellings on Bentley Avenue, Stakehill Lane and Hough Lane.
- 6.3.2. The study area for on-site construction and operational phase assessments will include consideration of these sources and existing receptors.
- 6.3.3. The study area for off-site development generated road traffic noise will be determined through an initial screening exercise based on the study area of the transport work.

6.4 BASELINE CONDITIONS

RECEPTOR LOCATIONS

- 6.4.1. A baseline noise survey will be undertaken to determine the existing noise levels on the Site from road traffic and the surrounding commercial/industrial premises. Measurements will also be undertaken to capture background noise levels at existing sensitive receptors.
- 6.4.2. It is anticipated that unattended measurements will be undertaken to cover a weekday and weekend period, providing secure locations are available at the Site. These will be supplemented by observations of operations associated with Stakehill industrial Estate. Alternatively, attended short-term measurements will be undertaken during representative periods of the daytime and night-time periods.

6.5 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

CONSTRUCTION PHASE

- 6.5.1. The following effects are anticipated to occur during the construction phase of the Proposed Development:
- Effect of noise from on-site construction activity at existing and proposed receptors;
 - Effect of groundborne vibration from on-site construction activity at existing and proposed receptors; and

- Effect of noise from off-site construction traffic on the local road network.

6.5.2. It is proposed that, given that the construction traffic is highly likely to be no worse than the operational phase road traffic and will be temporary in nature, an assessment of construction traffic is proposed to be **scoped out** of the Environmental Statement.

OPERATIONAL PHASE

6.5.3. The following effects are anticipated to occur during the operational phase of the Proposed Development:

- Effect of the surrounding noise sources on the noise sensitive elements of the Proposed Development;
- Effect of operational noise associated with the proposed employment uses on existing and proposed noise sensitive receptors; and
- Effect of development generated road traffic noise on the wider road network at existing noise sensitive receptors.

6.6 MITIGATION

CONSTRUCTION NOISE AND VIBRATION

6.6.1. A Construction Environmental Management Plan (CEMP) will be prepared to support the Application, which will include any proposed noise and vibration mitigation measures considered to be appropriate for the Proposed Development based on the outcome of the assessment. This may include controls, details of any ongoing monitoring and management.

OPERATIONAL NOISE

6.6.2. Based on the results of an initial desk-based noise appraisal, it is considered that the site can work from a noise perspective. The following mitigation measures are currently being considered, where practicable:

- 6.6.3. the proposed residential area could include a stand-off from the major road traffic noise sources;
- Gardens closest to the motorway could face away from the road, and placed behind buildings so as to be effectively screened;
 - The current buffer zones around the employment area could be retained in order to minimise significant additional noise mitigation;
 - Service yards, roller shutter doors and externally mounted fixed plant could be placed away from boundaries with residential uses, and ideally acoustically screened from them by the associated employment buildings themselves; and
 - To protect existing dwellings from road traffic associated with the employment area, acoustic roadside barriers or bunding could be used.
- 6.6.4. By adopting the above mitigation strategies, the Site can offer an appropriate acoustic environment for all proposed class uses.

6.7 PROPOSED ASSESSMENT METHODOLOGY

CONSTRUCTION NOISE AND VIBRATION

- 6.7.1. Construction phase noise and vibration impacts will be assessed quantitatively with reference to guidance set out in BS5228:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites – Part 1: Noise and Part 2: Vibration*.

SITE SUITABILITY FOR RESIDENTIAL USE

- 6.7.2. We will assess the impact of the surrounding noise sources on the Proposed Development by comparing the survey results against the guidance within relevant British Standards such as BS8233:2014 *Guidance on sound insulation and noise reduction from buildings*, BS4142:2014+A1:2019 *Methods for rating and assessing industrial and commercial sound* and any criteria agreed with RMBC.

OPERATIONAL NOISE ASSESSMENT

- 6.7.3. Where sufficient information is available, we will assess the impact of operational noise associated with the proposed employment uses by comparing predicted noise levels against the survey results, and the guidance within relevant British Standards such as BS4142:2014+A1:2019, BS8233:2014 and any criteria agreed with RMBC.
- 6.7.4. We will set limits to be achieved by fixed plant at the nearest existing and proposed sensitive receptors in accordance with BS4142:2014+A1:2019 based on the results of the baseline noise monitoring.

OPERATIONAL ROAD TRAFFIC NOISE ASSESSMENT

- 6.7.5. We will assess the impact of development led road traffic on the wider road network at existing sensitive receptors, using traffic data provided by the Transport Consultant and drawing on the principles of the Design Manual for Roads and Bridges *LA111: Noise and Vibration* Rev 2 (DMRB).

6.8 LIMITATIONS AND ASSUMPTIONS

- 6.8.1. For the purposes of establishing the prevailing ambient and background noise environment, noise monitoring locations will be selected based on being considered representative of the sound field in that localised area. Selection will be undertaken in consultation with RMBC to ensure that locations are fit for purpose.

7 AIR QUALITY

7.1 INTRODUCTION

- 7.1.1. The proposal has the potential to affect local air quality during the construction and operational phases. There is also the potential for exposure of future residents to existing air quality issues. Baseline conditions and potential significant effects are therefore considered in the following Sections.

7.2 CONSULTATION

- 7.2.1. The proposed methodology for the assessment of construction phase fugitive dust emissions and operational phase road vehicle exhaust emission impacts, as well as potential exposure of future residents to existing air quality issues, will be provided to Rochdale Borough Council (RBC) subsequent to receipt of the Scoping Response.

7.3 STUDY AREA

- 7.3.1. The study area for the assessment of fugitive dust emissions during the construction phase will be 250m from the Site for demolition, earthworks and construction activities, and within 50m of the Site access route up to 250m from the Site entrance for trackout activities.
- 7.3.2. The study area for the assessment of road vehicle exhaust emissions during the construction and operational phase will be 200m from roads with associated sensitive receptor locations where there is a change in traffic flows as a result of the Proposed Development above the relevant screening criteria.

SENSITIVE RECEPTORS

- 7.3.3. Review of mapping resources indicated a number of receptors within the vicinity of the site. These include residential properties along Bentley Avenue and Stakehill Lane, adjacent to the southern boundary. As such, any emissions may cause adverse impacts at these sensitive locations during construction and operation.
- 7.3.4. The Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) is located within 250m of construction phase activities. The Rochdale Canal and Hopwood Woodlands Local Nature Reserve (LNR) is also located within 200m of roads that could potentially be affected by increased vehicle movements as a result of the Proposed Development. This will be considered further upon receipt of traffic data from the Project Transport Consultant.

7.4 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

CONSTRUCTION PHASE FUGITIVE DUST EMISSIONS

- 7.4.1. The undertaking of activities such as demolition, excavation, ground works, cutting, construction, concrete batching and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.

CONSTRUCTION AND OPERATIONAL PHASE ROAD VEHICLE EXHAUST EMISSIONS

- 7.4.2. The Proposed Development has the potential to affect existing air quality conditions as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the construction and operational phases. The development site is large and mixed-use schemes have the potential to produce a significant number of movements per day.
- 7.4.3. The proposed location benefits from access onto the A627 (M) within 600m of the boundary. As such, any trips generated by the development are likely to be distributed onto the wider road network without formation of bottlenecks on local links.

7.5 MITIGATION

- 7.5.1. Mitigation measures associated with the construction and operational phases will be identified in order to reduce air quality effects to an appropriate level with reference to the recommendations included within the Institute of Air Quality Management (IAQM) guidance^{7 8}.

7.6 PROPOSED ASSESSMENT METHODOLOGY

SCOPE

- 7.6.1. It is proposed to include assessment of the following issues within the Environmental Impact Assessment:
- Construction Phase Fugitive Dust Emissions
 - Construction and Operational Phase Road Vehicle Exhaust Emissions

ESTABLISHING THE BASELINE

- 7.6.2. Baseline air quality conditions in the vicinity of the Site will be defined based on recent monitoring results obtained from RBC and publicly available information from the Department for Environment, Food and Rural Affairs (DEFRA) Air Quality Resource. Sensitive locations that could be affected by the Proposed Development will also be identified, as well as relevant sections of the National Planning Policy Framework (NPPF) and local planning policies.

CONSTRUCTION PHASE ASSESSMENT

- 7.6.3. A qualitative dust risk assessment for the demolition and construction phase of the Proposed Development will be undertaken in accordance with the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'⁹. This will include identification of sensitive receptors within the relevant screening distances of potential dust sources, classification of source magnitude for demolition, earthworks, construction and trackout activities, assessment of risk of impact based on these factors and identification of mitigation as required.

⁷ Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

⁸ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

⁹ Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

7.6.4. The potential impacts of the Proposed Development on local air quality as a result of exhaust emissions from demolition and construction vehicles travelling to and from the Site will be assessed through review of the anticipated trip generation. This will be undertaken in accordance with the criteria outlined in the IAQM document 'Land-Use Planning Development Control: Planning for Air Quality'¹⁰ in order to determine whether potential impacts may be screened as not significant or determine the requirement for further assessment.

OPERATIONAL PHASE ASSESSMENT

7.6.5. The potential impacts of the Proposed Development on local air quality as a result of exhaust emissions from vehicles travelling to and from the site during the operational phase, as well as exposure of future occupants to poor air quality, will be assessed using dispersion modelling for the following scenarios:

- Baseline;
- Future Baseline (Future Year Do-Minimum (DM)) (predicted baseline traffic flows without the proposed development in place during the proposed opening year of the scheme); and,
- Future Baseline with the proposed development (Future Year Do-Something (DS)) (predicted traffic flows with the proposed development in place during the opening year of the scheme).

7.6.6. The sensitivity of receptors affected by road vehicle exhaust emissions will be considered on a scale of very high, high, medium, low or negligible, as outlined in Table 7-1 as determined through dispersion modelling. It should be noted these are based on the values provided within the IAQM guidance¹¹.

Table 7-1 – Receptor Sensitivity

		Pollutant Concentration at Receptor in Assessment Year
Receptor Sensitivity	Very High	110% or more of AQO/Interim Target
	High	103 - 109% of AQO/Interim Target
	Medium	95 - 102% of AQO/Interim Target
	Low	76 - 94% of AQO/Interim Target
	Very Low	75% or less of AQO/Interim Target

7.6.7. The significance of effect on each receptor will be defined in accordance with the criteria shown in Table 7-2. These are based on the guidance provided by IAQM¹².

¹⁰ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.
¹¹ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.
¹² Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

Table 7-2 - Significance of Road Vehicle Exhaust Emission Effects

		Predicted Concentration Change as a Proportion of AQO/Interim Target (%)			
		1	2 - 5	6 - 10	More than 10
Receptor Sensitivity	Very High	Moderate	Substantial	Substantial	Substantial
	High	Moderate	Moderate	Substantial	Substantial
	Medium	Slight	Moderate	Moderate	Substantial
	Low	Negligible	Slight	Moderate	Moderate
	Very Low	Negligible	Negligible	Slight	Moderate

- 7.6.8. It should be noted that changes of 0% i.e. less than 0.5% will be described as negligible in accordance with the IAQM guidance¹³.

CUMULATIVE EFFECTS

- 7.6.9. As outlined in the IAQM guidance¹⁴, there is the potential for fugitive dust emissions from a construction site to cause adverse air quality impacts within 250m of the boundary. As such, there is the potential for cumulative dust effects to occur during demolition and construction of the Proposed Development should activities be undertaken concurrently on any other sites within 500m of the boundary. Any committed developments within 500m of the Site will, therefore, be reviewed to ensure consideration of cumulative effects from committed schemes within the local area.
- 7.6.10. There is the potential for cumulative operational phase road vehicle exhaust emission effects should other committed developments generate traffic which utilise the same routes as movements generated by the operational Proposed Development. Traffic generation associated with the relevant committed developments will, therefore, be included within the assessment in order to ensure consideration of cumulative impacts from committed developments within the local area.

7.7 LIMITATIONS AND ASSUMPTIONS

- 7.7.1. For the assessment of road vehicle exhaust emissions during the construction and operational stages there will be a number of potential sources of error, particularly in terms of model inputs, due to the complexities of pollutant dispersion and atmospheric chemistry. However, conservative estimates of emission magnitudes and their level of effect/significance will be produced as a number of worst-case assumptions will be incorporated into the model.

¹³ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹⁴ Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

8 TRANSPORT AND ACCESS

8.1 INTRODUCTION

- 8.1.1. This chapter of EIA Scoping Report examines the environmental impact of the various transport modes associated with the Proposed Scheme.

8.2 CONSULTATION

- 8.2.1. This chapter has been prepared in consultation of the following information:
- TfGM initial consultation, 8th January 2024
- 8.2.2. As part of the pre-application process, the following statutory stakeholders are proposed to be consulted:
- Transport for Greater Manchester;
 - Rochdale Borough Council;
 - Oldham Metropolitan Borough Council;
 - National Highways; and
 - Active Travel England.

8.3 STUDY AREA

- 8.3.1. The study area comprises the red line boundary that covers a total area of approximately 25.29 ha to the north of Stakehill Industrial Park in Middleton, Rochdale.

8.4 BASELINE CONDITIONS

- 8.4.1. The baseline conditions will be informed by a series of site visits, desktop reviews and datasets including but not limited to:
- Local, regional, and national policies;
 - Local highway network;
 - Personal injury accident analysis;
 - Traffic flows and highways capacity;
 - Parking provision and standards;
 - Public transport provision; and
 - Active Travel provision and Public Rights of Way.

NATIONAL POLICY

National Planning Policy Framework

- 8.4.2. The latest version of the NPPF was published in December 2023. The Framework identifies that the purpose of the planning system is to contribute towards sustainable development. It maintains that plans and decisions should apply a presumption in favour of sustainable development.
- 8.4.3. Paragraph 110 of the NPPF states that *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

- (b) safe and suitable access to the site can be achieved for all users;
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

8.4.4. Paragraph 111 of the NPPF states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

8.4.5. Furthermore, paragraph 113 of the NPPF states:

8.4.6. ‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’

Planning Policy Guidance

8.4.7. The Government’s Planning Practice Guidance (PPG) supplements the NPPF. The PPG clarifies the over-arching principles of Travel Plans, Transport Assessments and Transport Statements. The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required and outlines the process for determining the scope of the assessment. The PPG has been considered in the production of the TA.

REGIONAL POLICY

Greater Manchester Transport Strategy 2040

8.4.8. In February 2017, Transport for Greater Manchester (TfGM) published the Greater Manchester Transport Strategy 2040 which sets out the vision for Greater Manchester and provides a plan to *“establish a fully integrated, high-capacity transport system across Greater Manchester”*.

8.4.9. The four key elements of TfGM’s transport vision are:

- Supporting sustainable economic growth;
- Protecting the environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

8.4.10. For the vision to become reality, the transport system must *“connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills”*. It also must help create better places: supporting new development and regeneration, reducing the dominance of cars and goods vehicles, and improving the environment.

8.4.11. The transport strategy sets out seven reinforcing principles to meet the needs of residents, businesses and visitors. These are: integrated; inclusive; healthy; environmentally responsible; reliable; safe and secure; and well maintained and resilient.

8.4.12. As such, *“TfGM will continue to work with planning authorities and developers to better integrate transport and new development in accordance with the principles of:*

- Reducing the need to travel by car, and the distance travelled;
- Maximising accessibility by sustainable modes;

- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- Maximising opportunities to provide additional public transport; and,
- Designing to encourage active travel.”

Places for Everyone

- 8.4.13. Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.
- 8.4.14. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development.
- 8.4.15. Places for Everyone is at an advanced stage of preparation, having been subjected to a Regulation 19 Publication Version consultation in August and October 2021, and submitted to the Secretary of State for examination on 14th February 2022. The Examination has now concluded, and the Inspector’s report, which sets out their recommendations, was received on 14th February 2024.
- 8.4.16. With respect to site specific policies, the Site forms part of an allocation for mixed-use development under Policy JPA2 Stakehill, as denoted on the Policies Map which accompanies Places for Everyone.
- 8.4.17. As set out in Policy JPA2 Stakehill, this aims to create a sustainable high-quality extension to the urban area and accommodate around 150,000 sqm of employment floorspace and around 301 residential dwellings to support new jobs within the North-East Growth Corridor of Greater Manchester. The scale of residential development on the northern part of the allocation (the application site) provides an opportunity to adopt a ‘garden village’ approach to create a locally distinctive residential offer across both the northern and southern allocation areas.

LOCAL POLICY

Rochdale adopted Core Strategy (2016)

- 8.4.18. The Rochdale Adopted Core Strategy was adopted in October 2016 and sets out the long-term spatial strategy for future development of Rochdale Borough until 2028.
- 8.4.19. In terms of accessibility, the main challenges are highlighted as follows:
- “Ensuring transport improvements are co-ordinated with, and support, future development;
 - Solving congestion at peak times across the borough;
 - Improving transport links to the city centre for employment and leisure;
 - Improving accessibility to jobs in the borough and elsewhere in Greater Manchester; and,
 - Improving public transport and other forms sustainable transport to improve air quality along the M62 and A58 road corridors and to reduce emissions.”
- 8.4.20. Chapter 11 of the Core Strategy states that *“to improve accessibility and enhance sustainable travel, our policies seek to:*
- Deliver transport improvements at a strategic, borough-wide, and local level to support development proposals;

- Ensure that development is in the most appropriate and accessible locations;
- Minimise trips, especially single occupancy car journeys, and trip length;
- Promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;
- Support measures that enhance safety and access for people with impaired mobility, protect traffic-sensitive town centres and residential communities; and,
- Reduce emissions from traffic (particularly NOx gases, PM10 particulates and CO2 levels) contributing to Greater Manchester Local Transport Plan (GMLTP) and national targets by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and take advantage of technological innovations.”

- 8.4.21. As a result, Policy T2 advocates that “[RBC] will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.”
- 8.4.22. Finally, Policy C2 also states that RBC will encourage the delivery of new housing at the Castleton corridor / Crown Business Park.
- 8.4.23. The transport policies set out above follow similar themes and promote common aims in the need of development that is accessible by active and sustainable modes of travel. These are to provide sustainable development with good access to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 8.4.24. The above analysis of relevant national, regional, and local transport policies confirms that the proposed development is therefore compliant with the aspirations of relevant transport planning policies and can specifically help contribute to their objectives.

8.5 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

- 8.5.1. The Proposed Development may give rise to effects on Traffic, Transport and Access receptors. These effects will be given consideration as part of the pre-application and design process to ensure that these effects are avoided or mitigated.
- 8.5.2. Severance – A quantitative assessment will be undertaken comparing the percentage change in vehicle and HDVs between the baseline and the forecast flows for the construction and operation stages of the Proposed Development, and by applying the rules set out in the IEMA Guidelines.
- 8.5.3. Driver Delay – A quantitative assessment will be undertaken based on the forecast level of impact upon the operational performance of road junctions within the study area of the Site for both the construction and operation stages of the Proposed Development.
- 8.5.4. Pedestrian Delay – A quantitative assessment will be undertaken comparing the percentage change in vehicle and HDVs between the baseline and the forecast flows for the construction and operation stages of the Proposed Development, and by applying the 30%, 60% and 90% rules set out in the IEMA Guidelines.
- 8.5.5. Pedestrian Amenity – A quantitative assessment will be undertaken comparing the percentage change in vehicle and HDVs between the baseline and the forecast flows for the construction and

operation stages of the Proposed Development, and by applying the 30%, 60% and 90% rules set out in the IEMA Guidelines.

- 8.5.6. Accidents and Safety – A quantitative assessment will be undertaken comparing the percentage change in vehicle and HDVs between the baseline and the forecast flows for the construction and operation stages of the Proposed Development, and by applying the 30%, 60% and 90% rules set out in the IEMA Guidelines.
- 8.5.7. Public Transport – There is no formal published guidance for the assessment of service capacity for public transport nodes. A qualitative assessment (application of professional judgment) will be undertaken for all public transport services based on the number of trips expected to be generated and the level of service available for both the construction and operation stages of the Proposed Development.
- 8.5.8. Table 8-1 presents the elements scoped in or out of further assessment.

Table 8-1 – Elements Scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Severance	Construction and Operation	✓		The Proposed development will alter the existing baseline traffic conditions and therefore the baseline and future severance of the site needs to be considered.
Driver Delay	Construction and Operation	✓		The Proposed Development will alter the existing baseline traffic conditions and therefore the baseline and future driver delay needs to be considered.
Pedestrian and cycle delay, amenity, fear and intimidation	Construction and Operation	✓		The Proposed Development will alter the existing baseline traffic conditions and therefore the baseline and future pedestrian and cycle amenity needs to be considered.
Accidents and Safety	Construction and Operation	✓		The Proposed Development will alter the existing baseline traffic conditions and therefore the baseline and future accident and safety of the site and immediate vicinity needs to be considered.
Public Transport	Construction and Operation	✓		The Proposed Development will alter the existing baseline traffic conditions and therefore the baseline and future public transport provision needs to be considered.

8.6 MITIGATION

- 8.6.1. Through statutory and non-statutory stakeholder engagement, and the production of a Transport Assessment and Travel Plan, the ES will identify any likely mitigation measures required.

CONSTRUCTION

8.6.2. The likely effects associated with the construction phase will potentially be temporary and relate to:

- Severance
- Driver Delay
- Pedestrian and cycle delay, amenity, fear and intimidation
- Accidents and Safety
- Public Transport

OPERATION

8.6.3. The likely effects associated with the operation phase will potentially relate to:

- Severance
- Driver Delay
- Pedestrian and cycle delay, amenity, fear and intimidation
- Accidents and Safety
- Public Transport

8.7 PROPOSED ASSESSMENT METHODOLOGY

8.7.1. Consideration will be given to the sensitivity of the receptor and magnitude of impact to determine the scale of the effect. Consideration will be given to the likelihood of the effect, the duration of the effect, the reversibility of the effect, the geographical extent of the effect and professional judgment applied to establish if the scale of the effect would be significant.

8.7.2. The sensitivity of the receptors will be in accordance with the following criteria:

- **Very Low** – Receptors with no sensitivity to changes in traffic, pedestrians, cyclists or public transport users.
- **Low** – Receptors with low sensitivity to changes in traffic, pedestrian or cyclist flows (i.e. strategic or major roads such as A roads, routes with no existing safety issues, routes with low volumes of pedestrians and cyclists or distant from affected roads). Or public transport receptors with low sensitivity to changes in public transport users (i.e. bus stops or those with sufficient existing network capacity where overcrowding is unlikely).
- **Medium** – Receptors with medium sensitivity to changes in traffic, pedestrian or cyclist flows (i.e. lower order roads such as B roads, specific congested junctions, accident clusters, routes with medium volumes of pedestrians and cyclists or in proximity of affected roads). Or public transport receptors with medium sensitivity to changes in public transport users (i.e. bus stops or those currently approaching network capacity where overcrowding is possible).
- **High** – Receptors with high sensitivity to changes in traffic, pedestrian or cyclist flows (i.e. local access roads such as unclassified roads, extremely congested junctions, accident blackspot locations, routes with high volumes of pedestrians and cyclists, or adjacent to affected roads with poor pedestrian or cyclist infrastructure, or exposure of sensitive vulnerable users such as elderly, school children, mobility impaired, or with ill health). Or public transport receptors with high sensitivity to changes in public transport users (i.e. bus stops or those currently operating above capacity where overcrowding is very likely).

8.8 LIMITATIONS AND ASSUMPTIONS

8.8.1. To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- Further liaison with statutory consultees will determine what the scope of the Transport Assessment to inform the ES.
- Strategic modelling and previous Places for Everyone work is not acceptable to Transport for Greater Manchester.
- The suggested mitigation provided for Places for Everyone would still need testing and agreed with all relevant stakeholders.
- Further discussions would be necessary on the potential bus improvements.
- An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

9 SOCIO-ECONOMICS, POPULATION AND HUMAN HEALTH

9.1 INTRODUCTION

- 9.1.1. This Socio-Economics, Population and Human Health Scoping Assessment identifies the likely significant effects related to socio-economics and human health generated through the construction and operation of the Proposed Development and outlines whether these require assessment and inclusion in the ES. The Socio-Economics, Population and Human Health ES Chapter will be prepared by WSP.

9.2 CONSULTATION

- 9.2.1. Consultation will be carried out with RMBC. Key contact persons relevant to four themes considered in the ES will be identified:
- Regeneration and economic development
 - Housing
 - Education infrastructure
 - Primary healthcare infrastructure
- 9.2.2. In recognition that multiple disciplines within this ES carry influence as is a wider determinant of health and to ensure a consistent approach to the assessment of human health effects in the EIA, WSP has undertaken consultation with the wider professional team for the following Chapters:
- Chapter 6 – Noise and Vibration;
 - Chapter 7 – Air Quality; and
 - Chapter 8 – Transport and Access.

9.3 STUDY AREA

- 9.3.1. In the absence of guidance or policy available to inform the definition of appropriate study areas, it is reasonable to define study areas based on an understanding of relevant local and wider economic geographies, and the extent to which Socio-Economic, Population and Human Health effects are likely to be contained within these geographies.
- 9.3.2. The assessment will be based on the following impact areas:
- A neighbourhood impact area is based on a circa 2-3 mile radius from the centre of the site, which includes the Lower Super Output Area in which the Proposed Development is located – Rochdale 021F, and within the Castleton ward. Some effects are more meaningful quantified at this scale of assessment, such as access to open space, education and health infrastructure;
 - A local impact area based on the administrative area of Rochdale Borough Council. The 2021 Census indicates that 51.0% of people working in Rochdale also live in this area suggesting a reasonable level of containment; and
 - A wider impact area defined as Greater Manchester. The 2021 Census found that the majority (91.7%) of people working in Rochdale lived within the Greater Manchester area. Therefore is it considered that the majority of socio-economic effects would be concentrated within the wider impact area.

9.4 BASELINE CONDITIONS

- 9.4.1. According to the 2021 Census, there are approximately 224,000 people living in Rochdale. The age profile of residents in Rochdale is broadly aligned with the trends seen in Greater Manchester and England, though Rochdale has a slightly higher proportion of young people aged 15 and under (20.5%) compared to Greater Manchester (19.2%) and England (17.4%)¹⁵. Rochdale and Greater Manchester both have a slightly smaller proportion of residents aged 65 and above (16.5% and 15.8% respectively), compared to England, at 18.4%¹⁶.
- 9.4.2. The area around the Proposed Development and wider industrial park is predominately residential. The Proposed Development is located nearby to town centres. Middleton town centre is located approximately 3.5 miles away and Rochdale and Oldham are both located approximately 5.5 miles from the Proposed Development. The town centres offer access to amenities and services. In addition, the Proposed Development is located nearby to amenities including schools, GPs, hospitals and supermarkets, within a 2km radius. There are several open spaces nearby such as Tandle Hill Country Park and Alkington Woods Nature Reserve.
- 9.4.3. There are 78,150 employee jobs located in Rochdale, of which over half are concentrated in five industries: Health and Manufacturing (both at 12.8%); Retail (11.5%); Education and Business Administration and Support Services (both 9.0%). Rochdale has a higher proportion of jobs in Manufacturing (12.8%) and Retail (11.5%) compared to Greater Manchester (7.0% and 8.2%, respectively) and England (7.5% and 8.5%, respectively). Conversely, Rochdale has a lower proportion of jobs in Professional, Scientific and Technical industries (3.8%), compared to Greater Manchester (11.5%) and England (9.4%)¹⁷.
- 9.4.4. Data from the 2023 ONS Annual Population Survey shows that of the working age population (those aged 16-64), residents in Rochdale have a lower rate of economic activity at 75.1%, compared to the Greater Manchester average (76.6%) and England (78.9%). Unemployment rates are lower in Rochdale (3.4%), compared to Greater Manchester (4.4%) and England (3.9%) averages. A lower proportion of residents in Rochdale are employed in jobs as Managers, Directors, Senior Officials and Professional occupations (27.7%), compared to Greater Manchester (38.9%) and England (38.2%). Conversely, a higher proportion of residents in Rochdale are employed in jobs as Process, Plant and Machine Operatives and Elementary Occupations (18.2%), compared to Greater Manchester (13.3%) and England (14.7%)¹⁸.
- 9.4.5. The Lower Super Output Area (LSOA) in which the Proposed Development is located is ranked among the 50% most deprived in England, however there are LSOAs located nearby, particularly in Oldham and Rochdale centres, where there are LSOAs ranked among the top 10% deprived in England¹⁹. The key challenges of the most deprived wards can be characterised by: high levels of employment deprivation and unemployment; high claimant count for Job Seekers Allowance; lower

¹⁵ ONS (2022), 2021 Census

¹⁶ Ibid

¹⁷ ONS (2022), Business Register and Employment Survey

¹⁸ ONS (2023), Annual Population Survey

¹⁹ ONS (2019), Indices of Multiple Deprivation

levels of education performance; a higher than average proportion of residents holding no formal qualifications; and lower levels of health.

- 9.4.6. In terms of the Local Authority's health profile, the average life expectancy for both males and females is lower than the national average. In 2022, men in Rochdale had an average life expectancy of 76.7 years, lower than the England average of 79.3 years. In 2022, women in Rochdale had an average life expectancy of 81.2 years, lower than the England average of 83.2 years. There is a higher-than-average prevalence of obesity in Year 6 children (aged 10-11 years) in Rochdale, with a rate of 25.3% compared to the national average of 22.7%. Data from the 2021 Census shows that a higher proportion of residents are considered disabled under the 2010 Equality Act (19.0%) compared to Greater Manchester (18.3%) and England (17.3%)²⁰.
- 9.4.7. There is one GP surgery located within 1.3 miles of the site, The Hive Health Centre. The latest General Practice Workforce figures (January 2024) confirms the practice has a ratio of one full-time equivalent (FTE) GP to 1,287 patients. This is below the HUDU benchmark GP to patient ratio of 1:1,800 and the practice has also identified it is accepting new patients.

9.5 MITIGATION

- 9.5.1. Mitigation measures relevant to the Socio-Economics, Population and Human Health ES Chapter are presented below. The mitigation measures negate the inclusion of relevant effects into the ES, as explained in further detail in the 'Proposed Assessment Methodology' section.
- **Primary Mitigation:** The provision of open space within the Proposed Development is an embedded mitigation.
 - **Tertiary Mitigation:** Construction Environmental Management Plan (CEMP) will be prepared to support the Application.

9.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

IDENTIFICATION OF SENSITIVE RECEPTORS

- 9.6.1. The following sensitive receptors have been identified and will be considered within the Socio-Economics, Population and Human Health ES Chapter:
- Construction workforce in the local and wider impact areas;
 - Workforce in the local and wider impact areas, across all industries;
 - Economic productivity of the local impact area;
 - Businesses operating in the local impact area;
 - Housing stock, neighbourhood and local impact areas;
 - Retail and leisure businesses located in the local and wider impact areas;
 - Primary and secondary school aged pupils, residing within the neighbourhood impact area; and
 - Local residents, all demographic profiles, residing within the neighbourhood impact area.

²⁰ ONS (2022), 2021 Census

IDENTIFICATION OF LIKELY SIGNIFICANT EFFECTS

- 9.6.2. The following effects shown in Table 10-1 have been identified and will be assessed within the EIA and reported in the ES.

Table 9-1 – Likely Significant Effects, Receptor and Relevant Development Phase

Effect	Receptor	Development Phase
Direct, indirect and induced employment during the construction phase	Construction workforce, in the local and wider impact areas	Construction Phase
Direct, indirect and induced employment supported by commercial uses once operational	Workforce across all industries, in the local and wider impact areas	Operational Phase
Economic productivity generated (Gross Value Added)	Economic productivity of the local and wider impact areas	Construction and Operational Phases
Increased employment land supported by commercial land industrial floorspaces (B2 and B8)	Businesses operating in the local impact area	Operational Phase
Housing supply and proportion of affordable housing	Housing stock, neighbourhood and local impact areas	Operational Phase
Expenditure by new residents	Retail and leisure businesses located in the local impact area and wider impact area	Operational Phase
Increased demand for education provision (early years, primary and secondary)	Primary and secondary school aged pupils, residing within the neighbourhood impact area	Operational Phase
Increased demand for primary healthcare infrastructure (GPs, dentists)	Local residents, all demographic profiles, residing within the neighbourhood impact area	Operational Phase
Social and neighbourhood cohesion	Local residents, all demographic profiles, residing within the neighbourhood impact area	Operational Phase

Source: WSP (2024)

9.7 PROPOSED ASSESSMENT METHODOLOGY

- 9.7.1. There is no overarching guidance which sets out the preferred methodology for the preparation of assessments of the likely effects of development proposals in terms of Socio-Economic or Human Health impact. There are, however, relevant legislation, policy and technical guidance as set out below, which will be used to guide the Socio-Economic, Population and Human Health ES Chapter.

Legislation

- 9.7.2. The EU Directive 2011/EU, as amended by 2014/52/EU states: The objective of EIA is “to ensure a high level of protection of the environment and of human health”; and

- 9.7.3. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specify 'population and human health' as one of five core 'factors' to be assessed in an environmental impact assessment. Thus, there is a clear requirement to ensure that health effects are considered early in the design process and that any likely significant health effects arising from the project are identified and mitigated.

Policy

- 9.7.4. The National Planning Policy Framework (NPPF)²¹ and covers key topics relating to the socio-economics assessment, including:
- Chapter 6: Building a strong, competitive economy;
 - Chapter 8: Promoting healthy and safe communities;
 - Chapter 11: Making effective use of land.
- 9.7.5. The Places for Everyone Joint Development Plan Document (PfE) 2020-2037 is a long-term plan for Greater Manchester districts. PfE was formally adopted by the nine Councils on 21 March 2024.
- 9.7.6. PfE Policy JP-P6, outlines the importance of tackling health inequalities in new development and outlines development should:
- Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;
 - Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and
 - Be supported by a Health Impact Assessment for all developments which require an Environmental Impact Assessment, and other proposals where the local planning authority considers it appropriate²².
- 9.7.7. Rochdale Core Strategy (adopted 2016) Policy C6 'improving health and well being' focuses on creating an economic, physical and social environment which promotes and supports healthy lifestyles²³.

Technical guidance

- 9.7.8. The Socio-Economic and Human Health ES Chapter will be undertaken using Government guidance and accepted methodologies for the assessment of local economic impact, including:
- The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects²⁴;
 - DLUHC has published its Appraisal Guide, which is based Green Book framework²⁵. 'Annex D: Estimating Additionality' provides guidance on quantifying the size of the additionality for residential and non-residential developments;

²¹ National Planning Policy Framework, updated as of in December 2023.

²² Places for Everyone, Publication Stage, August 2021

²³ Rochdale Adopted Core Strategy, October 2016

²⁴ HM Treasury (2022), The Green Book

²⁵ DLUHC (2023), Appraisal Guide

- The Additionality Guide, published in 2014, by the former Homes and Communities Agency (HCA), now Homes England, provides guidance to justify assumptions on deadweight, displacement, leakage and multipliers²⁶;
- The Employment Density Guide, 3rd Edition²⁷, published by the former Homes and Communities Agency provides advice to practitioners involved in regeneration and economic development projects on employment densities associated with different types of uses;
- Healthy Urban Development Unit (HUDU) (2019), Rapid Health Impact Assessment Toolkit (4th Edition)³;
- IEMA (2017) Health in Environmental Impact Assessment: A Primer for a Proportionate Approach²⁸; and
- IEMA (2022) Determining Significance for Human Health in Environmental Impact Assessment²⁹.

Proposed methodology

- 9.7.9. To assess economic effects, WSP has developed a bespoke Economic Impact Model, which is used to calculate the economic impact of the Proposed Development of both commercial and residential uses. The methodology of the Economic Impact Model is based on Government guidance and industry best practice namely the HCA Additionality Guide (2014) and the HCA Employment Densities Guide (2015). All economics impacts presented as net figures, discounting for deadweight³⁰, leakage³¹ and displacement³² as well as accounting for multipliers to present indirect and induced impacts.
- 9.7.10. To assess human health effects, the NHS London Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment Tool provides a framework for assessing characteristics of the built environment which can affect human health. The HUDU tool outlines eleven topics (or 'determinants of health') which are the social, economic and environmental conditions which influence health and wellbeing³³.
- 9.7.11. Please note that a standalone Health Impact Assessment (HIA) will be prepared to meet the validation requirements of Rochdale Borough Council. The HIA will be prepared by the same team at WSP who are undertaking the Socio-Economic, Population and Human Health ES. Though we

²⁶ Homes and Communities Agency (2014), Additionality Guide. It is noted that the Homes and Communities Agency (HCA) Additionality Guide was withdrawn in May 2022 and the Department for Levelling Up, Housing and Communities (DLUHC) published an Appraisal Guide in March 2023, which includes additionality. WSP considers it reasonable to use the HCA Additionality Guide given that it provides more detail on specific assumptions and it is widely considered to remain relevant in the consideration of additionality of local economic growth.

²⁷ Homes and Communities Agency (2015). Employment Density Guide 3rd Edition HCA London.

²⁸ IEMA (2017), Health in Environmental Impact Assessment: A Primer for a Proportionate Approach

²⁹ IEMA (2022), Determining Significance for Human Health in Environmental Impact Assessment

³⁰ Deadweight relates to any existing uses on site (the reference case).

³¹ Leakage is defined as 'the proportion of outputs that benefit those outside of the intervention's target area or group. For example, the number of jobs which would be held by those living outside of the respective impact areas.'

³² Displacement is defined as the 'proportion of intervention outputs/outcomes accounted for by reduced outputs/outcomes elsewhere in the target area.'

³³ NHS Healthy Urban Development Unit (2019), Rapid Health Impact Assessment

recognise that the ES and the HIA serve a different purpose and adopt a different methodology, we will ensure consistency in the approach and make use of the same baseline data where appropriate.

- 9.7.12. To assess impacts on the access of community facilities, comprising education provision and primary health care, the assessment uses Government guidance, such as the Education Act 1996 on statutory walking distances³⁴; Department for Education's non statutory guidance on estimating the pupil yield from housing development³⁵ and NHS guidance on benchmarking capacity in GPs.
- 9.7.13. The assessment of social cohesion brings together effects assessed elsewhere and focuses on physical connection and access to open space, provision of community facilities, range of the mix of uses in the Proposed Scheme, and alignment with the Government's definition of 'Lifetime Neighbourhoods', as well as the Greater Manchester Places For Everyone which aims to promote social cohesion and interaction and improve quality of life, through the provision of a mix of affordability of homes and uses.

Assessment of significance

- 9.7.14. The sensitivity of receptors is determined through comparison with wider regional and national trends. Through observation of a receptor's capacity for change relative to wider comparator areas and/or national standards, the sensitivity of receptors locally can be observed. Consideration is also given to the priority placed on specific receptors in strategy and policy terms, particularly in the case of more qualitatively based receptors and those where there may be a shortage of quantitative evidence. The assessment is based on professional judgement.
- 9.7.15. Once the sensitivity of the population group has been identified, the absolute impact attributable to the Proposed Development is benchmarked against the average annual rate of change in the corresponding social, economic or health characteristics or baseline. This enables a relative assessment of the magnitude that is attributable to the Proposed Development to be undertaken.
- 9.7.16. The assessment of potentially significant effects on sensitive receptors will consider the sensitivity of the receptor and the magnitude of change to determine significance, on a scale of: 'negligible', 'low', 'medium', 'high' or 'very high' for sensitivity; and 'no change', 'negligible', 'minor', 'moderate' or 'major' for magnitude. The methodology as presented in Chapter 3 of this Scoping Report will be followed as part of the determining the significance for each effect.

Socio-economic effects to be scoped out of this assessment

- 9.7.17. Please note that other environmental effects on human health associated with noise, air quality and transport will be addressed in Chapter 6: Noise and Vibration; Chapter 7: Air Quality; and Chapter 8: Transport, respectively. Effects relating to Water and Climate Change have been scoped out of this EIA, and therefore human health effects related to water and climate change will not be considered in the Socio-Economics, Population and Human Health ES Chapter. We note that a separate standalone Flood Risk Assessment will be prepared to support a planning application, in line with local and national guidance, the scope of which considers impact to human health.

³⁴ HM Government (2011), Education Act

³⁵ DfE (2023), Estimating pupil yield from housing development

9.7.18. The following non-significant effects have been identified and will not be considered further with the EIA or reported in the ES. A factual evidence base has been provided below to support this.

- **Crime levels and community safety:** The site security arrangements for the Site during the construction phase will be in line with the requirements set out in the Construction (Design and Management) Regulations 2015 and appropriate levels of security (personnel / CCTV) will be provided. The design of the Proposed Development will incorporate principles and appropriate measures from 'Secure by Design' principles. Therefore, there is unlikely to be significant effects in relation to crime and this is not considered in the ES;
- **Access to healthy food:** There are a number of local independent food outlets and supermarkets within close proximity of the Proposed Development, providing a range of food to future residents and workers. Therefore, as future residents and workers will have access to a range of healthy food options; the reduction in health caused by inaccessibility to healthy food is not considered significant and will not be considered in the ES; and
- **Access to open space:** The masterplan for the Proposed Development includes open space in the form of children's play spaces as well as open public space. Therefore, residents within the Proposed Development will have access to the provision of play and open green spaces in close proximity of the new homes. Therefore, the effect of the Proposed Development on access to open space is not considered significant and will not be included within the ES.

Cumulative Assessment

9.7.19. The Socio-Economics, Population and Human Health ES Chapter will follow the approach to Cumulative Assessment as presented in 'Chapter 10: Cumulative Assessment', which is aligned to IEMA guidance:

- Intra-relationship: combined effect of individual development; and
- Inter-relationship: several developments with insignificant impacts individually but which together represent a significant cumulative impact.

9.8 LIMITATIONS AND ASSUMPTIONS

9.8.1. To ensure transparency within the EIA process, the following limitations and assumptions have been identified.

- The assessment will be based on a desk-based study and is therefore reliant on data and information obtained from third party sources, which are predominately publicly available sources of data from the Office for National Statistics; and
- Where necessary, professional and realistic assumptions will be made and applied.

10 CUMULATIVE EFFECTS

10.1 INTRODUCTION

- 10.1.1. The term 'Cumulative Effects' is not defined in the EIA Regulations. Therefore, for the purpose of this assessment the definition used identifies two types of cumulative effects:
- Cumulative effects from a single project; and
 - Cumulative effects from different projects (in-combination with the project being assessed).
- 10.1.2. In the first type (effects interactions) the impact arises from the combined action of a number of different environmental topic-specific impacts upon a single receptor/resource.
- 10.1.3. In the second type (in-combination effects), the impact may arise from the combined action of a number of different projects (referred to as 'committed developments'), in combination with the Proposed Development, on a single receptor/resource. This can include multiple impacts of the same or similar type upon a number of projects upon a common receptor/resource.

10.2 PROPOSED ASSESSMENT METHODOLOGY

- 10.2.1. Schedule 4, paragraph 5(e) of the EIA Regulations requires an ES to include a description of the likely cumulative effects with other existing and/or approved developments, specifically:
- "The cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources."*
- 10.2.2. Regulation 4, paragraph 2(e) of the EIA Regulations states:
- "(2) The EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors:
 - (a) Population and human health;
 - (b) Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC (1) and Directive 2009/147/EC (2);
 - Land, soil, water, air and climate;
 - Material assets, cultural heritage and landscape;
 - The interaction between the factors referred to in sub-paragraphs (a) to (d).
- 10.2.3. The term 'Cumulative Effect' is not defined in either the EIA Regulations or the EIA Directive. Therefore, for the purpose of the assessment, the definition taken from Volume 11, Section 2, Part 5 of the Design Manual for Roads and Bridges (DMRB) will be used. This definition identifies two types of cumulative impacts:
- "Cumulative impacts from a single project; and
 - Cumulative impacts from different projects (in-combination with the project being assessed)."
- 10.2.4. In the first type (Effect interactions), the impact arises from the combined action of a number of different environmental factor-specific impacts upon a single receptor / resource.
- 10.2.5. In the second type (in-combination effects), the impact may arise from the combined action of a number of different projects (referred to as 'committed developments'), in combination with the

Proposed Development, on a single receptor / resource. This can include multiple impacts of the same or similar type upon a number of projects upon a common receptor / resource.

10.3 EFFECTS INTERACTIONS

- 10.3.1. The approach to the assessment of interactions of environmental effects will consider the changes in baseline conditions at common sensitive receptors (i.e. those receptors that have been identified as experiencing likely significant effects by more than one environmental factor) due to the Proposed Development.
- 10.3.2. The assessment of effect interactions will use the output of the technical assessments reported within the technical chapters. A review of the residual effects of all technical assessments will be undertaken, in line with the following steps:
- Each residual effect will be tabulated against the sensitive receptors identified;
 - Only residual effects classified as being of minor, moderate or major significance will be factored into the assessment. Residual effects of negligible or neutral significance will be excluded from the assessment as they are considered to be imperceptible effects to an environmental receptor; and
 - Those receptor groups experiencing multiple residual effects of minor significance or above will be presented. The effect interactions will be identified using the worst-case assessment from each of the technical chapters.

10.4 IN-COMBINATION EFFECTS

- 10.4.1. The assessment of in-combination effects will be desk based and the following approach has been determined as an appropriate methodology.
- 10.4.2. A list of committed developments within the study area will be developed by conducting a review of planning applications, and relevant development frameworks and policies in the area of the Proposed Development. This initial long-list will be presented to RMBC for review and comment. The long-list will include both committed developments that are proposed for further consideration and those are not proposed for further consideration as part of the assessment, along with the justification for this. Upon review by RMBC this list will be refined to a short-list for assessment in the EIA. A review of the short-list will be conducted within the month prior to submission to account for changes in the local planning context.
- 10.4.3. The long-list of committed developments will be determined based on the criteria below for those developments within 2km of the Proposed Development, or above, to the maximum study area of the technical assessments once agreed with RMBC. Each potential committed development will be assessed for inclusion on a case by case basis, using professional judgement and consultation with competent technical experts, where required. If a development meets one or more of the below criteria, it will be included in the long-list:
- The committed development is of an appropriate nature and scale to result in significant effects;
 - The committed development has the potential to overlap the construction and / or operation phases of the Proposed Development;
 - The committed development is subject to a planning application (inclusive of those undergoing consultation or appeal) or is known to be having a planning application prepared (e.g. has had a screening opinion published);

- The committed development has been identified in the local plan; and
- The committed development has planning permission.

- 10.4.4. Any development currently under construction that is expected to be completed before commencement of the construction phase of the Proposed Development will be excluded from the assessment.
- 10.4.5. The residual effects (as stated in each technical chapter of the ES) of the Proposed Development for assessed environmental factors will be used alongside details of committed developments to determine the residual in-combination effect of the Proposed Development and committed development for each environmental factor. The likely residual effects as a result of each committed development will be determined using available third-party information on said development. Assumptions towards a worst-case scenario will be used when information is not available. The committed developments assessed for each environmental factor will be determined by classifying a Zone of Influence (ZOI) for each factor. The ZOI is defined as the maximum spatial extent of which the Proposed Development has the potential to affect the factor receptors. An overall in-combination effect in relation to environmental factors and all of the committed developments will also be determined and based on the assumption of the committed developments all being completed.
- 10.4.6. Any residual in-combination effect of Moderate or higher will be considered a significant residual effect. Where practicable, suitable mitigation will be proposed.
- 10.4.7. The result of cumulative effects will be provided in the ES which will summarise the interactions between effects between effects (as assessed in the individual chapters for each topic) and will describe the findings of the assessment of cumulative effects arising from the combination of the development together with relevant committed developments in the locality.
- 10.4.8. The EIA Scoping Report is consulting on the list of projects in Table 10-1 below, to enable RMBC and the MMO to provide feedback within their formal EIA Scoping Opinion on the developments that they believe should be included as part of any cumulative assessment.
- 10.4.9. Key potential cumulative effects for consideration in the ES are expected to include the following:
- Road traffic during construction and operation;
 - Effects on landscape character.
- 10.4.10. The assessment of interaction between effects that may occur between different environmental components (such as water quality and biodiversity) will be inherent within the EIA process and will be presented in the ES chapter specific to each topic, with cross references made between topics where appropriate.
- 10.4.11. No transboundary impacts (with European Countries) are anticipated for the Proposed Development.



Table 10-1 - Proposed committed developments

Development address	Planning application reference	Description	Status as of 27 March 2024
Land at Stakehill Lane, Middleton	23/00650/HYBR	Development of up to 1500 dwellings, with new local centre, green infrastructure, ecological enhancements, SuDs, play areas, new pedestrian and cycle routes and associated access.	Application submitted on 25 th October 2023 (pending determination)

10.5 LIMITATIONS AND ASSUMPTIONS

10.5.1. To ensure transparency within the EIA process, the following assumptions and limitations have been identified for the Cumulative Effects Assessment:

- The assessment will be entirely desk-based, no site visits will be undertaken;
- The assessment will be limited to environmental factors considered in the ES, other environmental factors considered in other planning application reports will not be included;
- Consultation activities will be carried out with RMBC Inputs and comments from RMBC will be limited to those provided in their Scoping Opinion and the ES consultation process on the long-list of committed developments;
- The assessment of in-combination effects will be limited to publicly available information on committed developments, that is provided by RMBC;
- For the purposes of the assessment, professional judgement and a worst-case scenario will be used where there is a lack of information or certainty in relation to a committed development; and
- In the absence of information, it is assumed developers would implement similar mitigation measures to that of the Proposed Development.

11 NEXT STEPS

11.1 CONSULTATION ON THE SCOPING REPORT

- 11.1.1. As part of EIA process, the Scoping Report will be used to consult with statutory and non-statutory consultees. In particular, feedback is sought on:
- The environmental baseline – whether there are any receptors or further information not identified in the report that should be included in the assessment;
 - The impacts scoped into the assessment – whether there are any additional impacts that have not been considered and should be included in the EIA;
 - Assessment methodology – whether there are any additional methods or sources of guidance that should be used for the EIA.
- 11.1.2. Consultation with statutory and non-statutory consultation will continue throughout the EIA process. There is an opportunity for the public to provide feedback. In addition, a public consultation event will be undertaken to gain people's views in order to provide feedback into the Proposed development.

11.2 ENVIRONMENTAL IMPACT ASSESSMENT

- 11.2.1. Throughout the EIA process, environmental topics will identify mitigation measures and opportunities to provide environmental enhancement. Feedback from consultation, further baseline data collection and impact assessment will all contribute to development of the project design and construction proposals. Where relevant, these will be captured in a Construction Environmental Management Plan.
- 11.2.2. The EIA will be captured within an Environmental Statement, which will be submitted alongside other assessments, to accompany an application to RMBC for planning permission. Other assessments include those under the Habitats Regulations and Water Framework Directive which also require consultation with Natural England and the Environmental Agency respectively.

Appendix A

SITE LOCATION PLAN



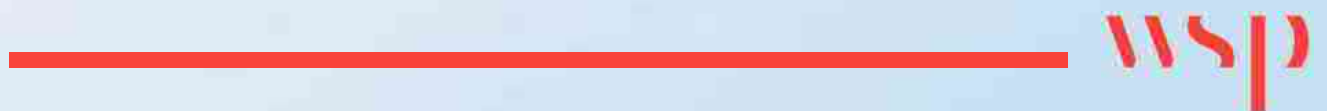


B10455 STAKEHILL INDUSTRIAL ESTATE
LOCATION PLAN

DATE 15.03.19
DRAWN BY: J. K. G. (J.K.G.)
SCALE: 1:2500 (A2) (CHECKED: A.L.)

Appendix B

THE INDICATIVE MASTERPLAN



Appendix C

THE ZONAL MASTERPLAN





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Manchester
M15 4RP

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PUBLIC