



The Milne Trust

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# LAND NORTH AND EAST OF STAKEHILL INDUSTRIAL ESTATE

Environmental Statement Volume 3  
Non-Technical Summary





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PROJECT NO. 62262051

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The Milne Trust

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Summary

Non-Technical

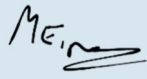
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# QUALITY CONTROL

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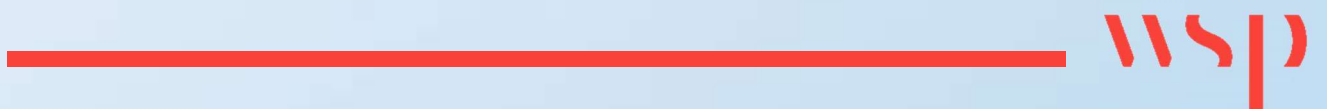
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# INTRODUCTION



# 1 INTRODUCTION

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## 1.1 OVERVIEW

- 1.1.1 The Milne Trust (the Applicant) is applying for outline planning permission for which will include residential dwellings, employment uses and associated office space, car parking, internal roads, site access, landscaping and the works associated with these. Within this document, this development will be referred to as the 'Proposed Development'.
- 1.1.2 The Proposed Development is located at Stakehill Industrial Estate in the Stakehill area of Rochdale which is located within the administrative area of Rochdale Borough Council. The Proposed Development is located directly south of the A627(M) and north of Bentley Avenue and East of Stakehill Lane.

## 1.2 ENVIRONMENTAL IMPACT ASSESSMENT

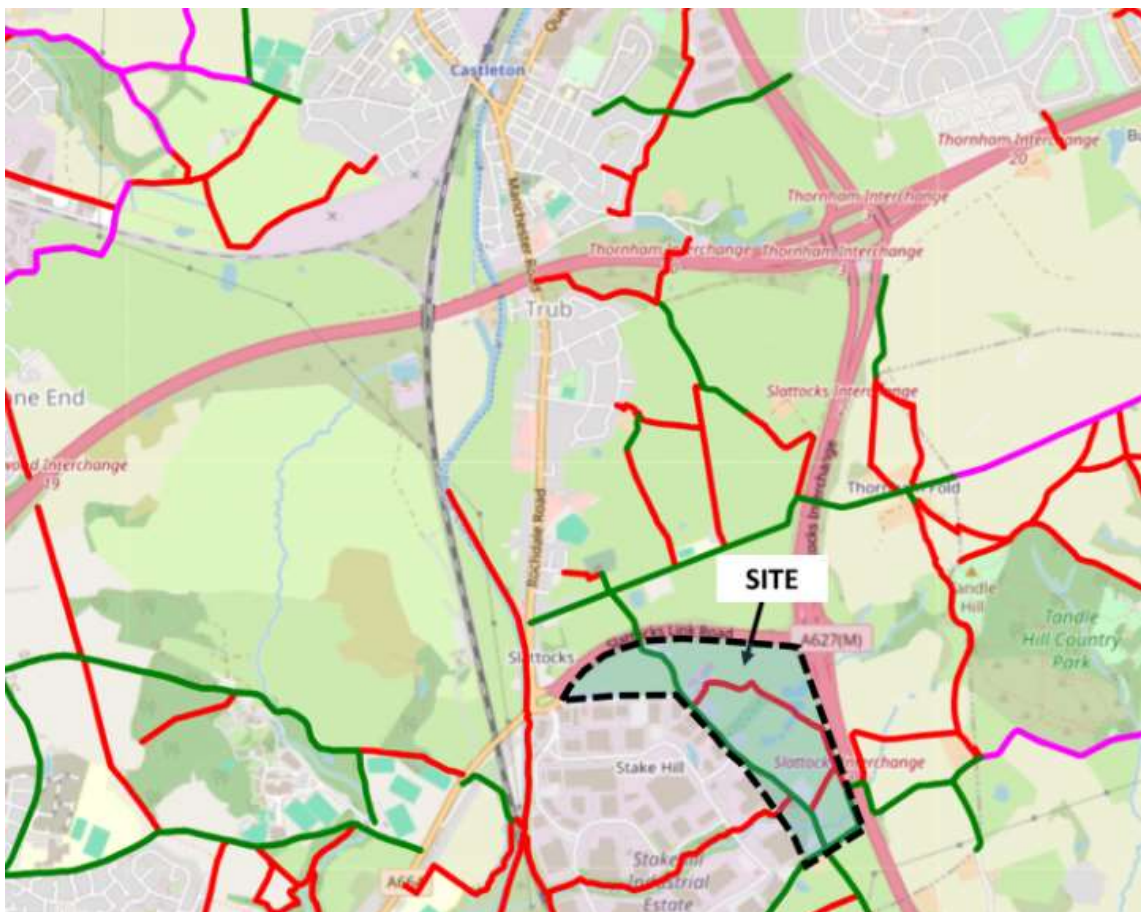
- 1.2.1 As part of the planning process, an Environmental Impact Assessment (EIA) must be completed for the Proposed Development. The term 'environmental impact assessment' describes a procedure that must be followed for certain types of projects before they can be given 'development consent'. The procedure follows the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and is a means of drawing together an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the relevant competent authority before it makes its planning decision. An Environmental Statement is the written output of the EIA and contains three parts:
- Volume 1: Main Text and Figures;
  - Volume 2: Technical Appendices; and
  - Volume 3: Non-Technical Summary.
- 1.2.2 This document is Volume 3: Non-Technical Summary (NTS) of the Environmental Statement and has been prepared using non-technical language. Volumes 1 and 2 of the Environmental Statement can be consulted for more information on any of the topics within this NTS.
- 1.2.3 The EIA has been prepared by a team of experienced and qualified experts.
- 1.2.4 WSP is responsible for the coordination, compilation and procedural review of the Environmental Statement. WSP is registered under the EIA Quality Mark operated by the Institute of Environmental Management and Assessment (IEMA) which recognises our commitment to excellence in EIA activities.



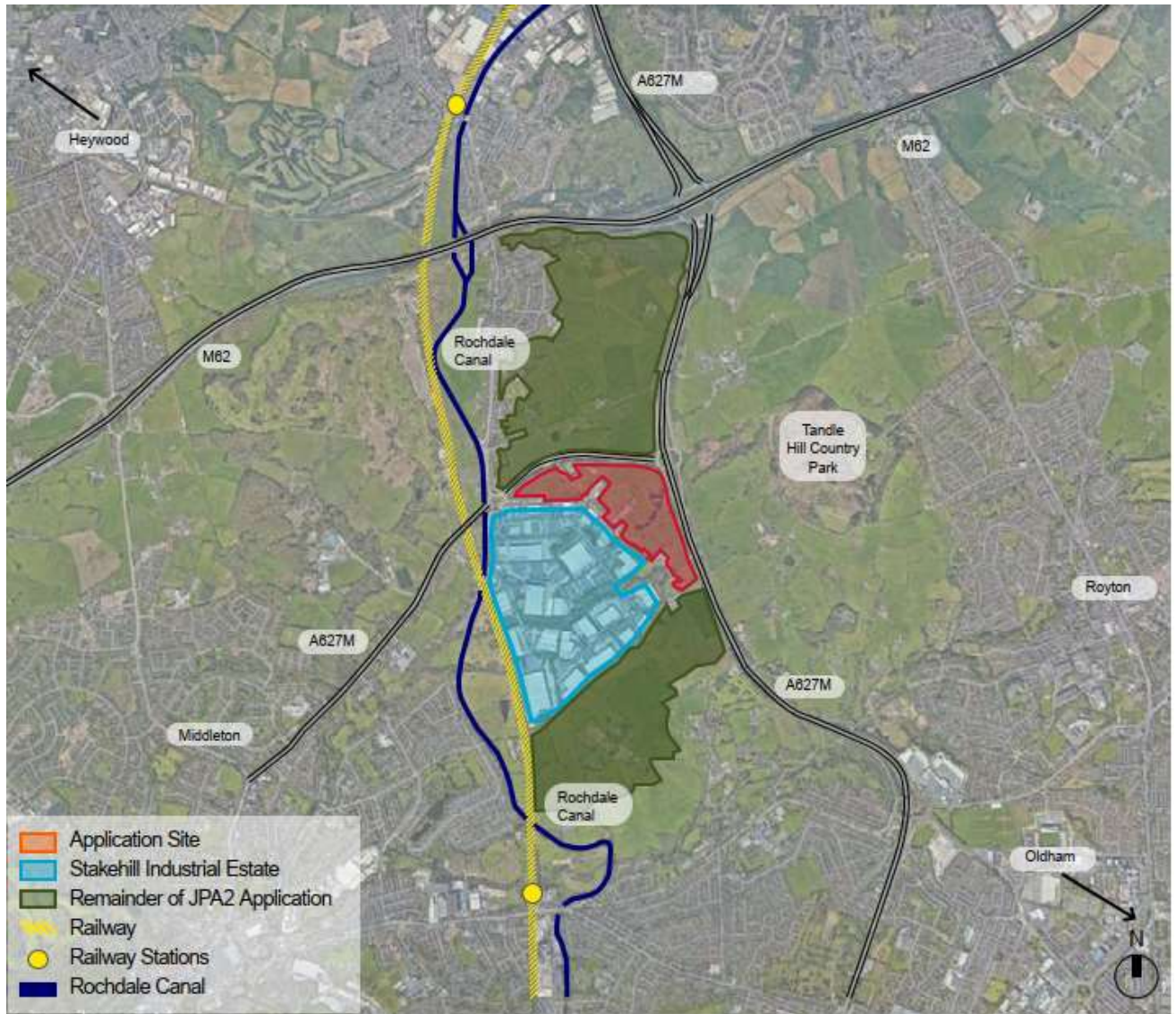
## 2 THE EXISTING SITE

### 2.1 OVERVIEW OF THE SITE

- 2.1.1 The area where the Proposed Development will be located (known as the Site) is approximately 24.86 hectares in size and is approximately 5 km south of the town of Rochdale. It is also located approximately half a kilometre south of Slattocks/Castleton area of Rochdale. It is located half a kilometre north east of the fringes of the Middleton town settlement. primarily mixed pastoral and arable land along with a number of farm buildings, ponds and internal roads. The general topography of the site slopes from the A627(M) motorway and its slip road towards Stakehill Lane at variable topographies and the majority of the site has undulating topography within. Fishing ponds are located within the central area of the site.
- 2.1.2 The northern and the eastern boundary are formed by the A627 motorway, and its associated slip road and the western, south western and southern boundary is formed by Stakehill Lane and numerous commercial properties and residential properties. The southeastern boundary is formed by further agricultural fields.
- 2.1.1 The location of the Site is shown in **Figure 2-1** below.







**Figure 2-1 - Site Location**

2.1.2 The environmental characteristics of the Site are summarised in the table below.

**Table 2-1 – Environmental Characteristics of the Site**

| Environmental Characteristic | Summary                                                                                                                                                                                                                                                                                                                                        |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ground Conditions            | Localised layers of thin Made Ground is anticipated to underlie parts of the Proposed Development. The Proposed Development is underlain by the Glacial Till Formation superficial deposits, predominantly likely to comprise of sand and gravel lenses and large boulders.                                                                    |
| Ecology                      | No statutory designated areas for nature conservation are located within the Proposed Development however the Rochdale Canal Site of Special Scientific Interest (SSSI) and the Hopwood Woods Local Nature Reserve (LNR) are located between 130m – 400m west of the Proposed Development. Non-statutory designated sites are located near the |

|                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                          | Proposed Development. The Rochdale Canal site of Biological Importance (SBI) is located 150m west of the Proposed Development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Landscape                                | <p>There are no known landscape designations within the Proposed Development.</p> <p>The Proposed Development is located entirely within National Character Area No 54 Manchester Pennine Fringe, one of the 159 broad landscape character areas identified in the National Character Map</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Air Quality                              | The Proposed Development is not located within an Air Quality Management Area. The site lies adjacent to the A627(M) AQMA declared by Rochdale Borough Council for exceedances of the annual mean nitrogen dioxide (NO <sub>2</sub> ) objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Noise and Vibration                      | There are no Noise Important Areas (NIA) within the Proposed Development. The nearest is the A627(M) located adjacent to the north and east of the Proposed Development. Closest noise and vibration sensitive receptors identified include the dwellings on Bentley Avenue, Stakehill Lane and Boarshaw Lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Water Resources, Flood Risk and Drainage | <p>The closest surface water feature is the White Brook (a Main River) located to the west of the Site and flows east to west through the study area. Upstream of the A627(M) Motorway and within the Site itself, the Whit Brook is an ordinary watercourse. It is assumed that this is culverted under the south-eastern extents of the Site, discharging to the west of Stakehill Lane.</p> <p>A tributary of the Whit Brook, is located to the south-west of the north-western extents of the Site, south of the A6644/A627(M) roundabout. This tributary flows north to south away from the Site.</p> <p>There is a series of fishery ponds within the centre of the Site, which are fed by an ordinary watercourse. This watercourse issues to the east of the Site and is culverted under the A627(M) Motorway.</p> <p>The Proposed Development lies entirely within Flood Zone 1, meaning that there is a probability of fluvial and tidal flooding of less than 0.1% every year.</p> |

### 3 DESCRIPTION OF THE PROPOSED DEVELOPMENT

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#### 3.1 OVERVIEW

3.1.1 The proposed planning application seeks permission for:

*'Outline planning application (including details of means of access) for the development residential dwellings (Use Class C3) and the erection of B2/B8 floorspace (including ancillary integral office space (Use Class E)), including car parking, internal estate roads, associated works and diversion of existing footpaths. Appearance, landscaping, layout and scale are reserved for future approval.'*

3.1.2 The Proposed Development will contain the following, as shown in **Up to 314 dwellings**;

- Up to 140,440sqft of employment floorspace;
- New public open space facilities and recreational areas;
- Active travel enhancements;
- Internal distribution roads; and
- Associated engineering, and landscaping.

3.1.3 **Figure 3-1:**

- Up to 314 dwellings;
- Up to 140,440sqft of employment floorspace;
- New public open space facilities and recreational areas;
- Active travel enhancements;
- Internal distribution roads; and
- Associated engineering, and landscaping.

**Figure 3-1 - Proposed Development Layout**



## 3.2 PROPOSED DEVELOPMENT DESCRIPTION

- 3.2.1 Overall, the Proposed Development will look to reduce the need for energy in the first instance within the Proposed Development, then provide energy efficiently before offsetting energy locally through low or zero carbon technologies. Buildings will be designed in line with the energy strategy which includes the following key measures:
- **Passive Measures:** air tightness, improved natural day lighting, a well-insulated envelope and the promotion of natural ventilation;
  - **Active Measures:** efficient plant, efficient controls, heat recovery, rainwater collection and a sustainable urban drainage strategy (SUDS); and
  - **Renewable Measures:** renewable technologies will be determined at detailed stage to provide a reduction in predicted CO2 emissions.
- 3.2.2 A key objective of the proposals are to deliver a scheme that creates a safe sense of place and a well-balanced mixed community where residential and employment uses can co-exist. This will be achieved by offering a range of different house types and sizes which reflect local needs but with a clear focus on delivering high quality family housing.
- 3.2.3 The employment area lies south east of the fishing ponds and is to be visually screened from the residential areas as far as possible by a combination of site levels and woodland buffer planting. The development will integrate with the surrounding developments to create an inclusive character.

### **3.3 DRAINAGE**

- 3.3.1 It is envisaged that the storm water will be collected by a series of rainwater downpipes, storm gullies and channel drains where it will be discharged into below ground drains.
- 3.3.2 Where possible the storm network for each plot will consist of swales, detention basins, and permeable pavements. It is recommended that permeable pavements are utilised within car parking areas. To ensure water quality, it is envisaged that storm water will undergo at least two forms of water treatment, prior to discharge.
- 3.3.3 It is proposed that foul water flows generated by the Proposed Development will connect to the main foul water network. It is envisaged that the final drainage strategy will be determined during the detailed design stage, as the development layout is finalised

### **3.4 CONSTRUCTION**

- 3.4.1 It is currently anticipated that construction will start in 2027 and is expected to be completed in 2036. It is anticipated that the standard working hours will be 0800 hours to 1800 hours on weekdays, 0800 hours to 1300 hours on Saturdays and no working on Sundays or Bank Holidays.

4.1.1 Developers are required to provide a description of reasonable alternatives considered in development of the design (for example different locations and designs).

4.2.1 No alternative sites were considered for the Proposed Development as the existing Site was already allocated for potential development within the Places for Everyone Joint Plan.

4.3.1 Five initial masterplan options were developed to ensure that multiple scenarios had been explored regarding the location of transport networks and buildings across the Site. The four alternative options not chosen are shown within **Figure 4-1** and **Figure 4-2**.

4.3.1 The context of relevant national and local planning policies, best practice guidance and development standards, baseline studies, as well as feedback obtained from key stakeholders during consultations have been considered throughout design development, including feedback from meetings with RMBC since 2018 – all of which has helped shape the current masterplan and development parameters.

4.3.2 Early pre-application discussions with RBC focused on a masterplan option that showed a fully employment related development with no residential development. However, noting the site's central location within the wider JPA 2 policy allocation, RBC encouraged the applicant to pursue a mixed employment and residential development at the site to assist with the transition between the predominantly residential development in the northern parts and the predominantly employment development in the southern parts of the JPA 2 policy allocation.

[illegible]

## Figure 4-2 - Design Alternatives

4.3.3 Option 5 (shown in 3) was chosen as the final design for the following reasons:

- Having identified the key physical features and technical constraints and opportunities on the site, the professional team interrogated the restrictions that would be imposed on any potential development proposals as a result. This exercise directly informed the evolution of the illustrative masterplan used to test the feasibility of the site technically and define what can reasonably be accommodated in terms of developable area when coupled with the effective mitigation of the site constraints.

## Figure 4-3 - Masterplan Option 5



## 5 APPROACH TO EIA

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### 5.1 OVERVIEW

- 5.1.1 Under the EIA Regulations 2017, the Proposed Development is defined as the type and scale of development that requires an EIA. An EIA has been undertaken to meet the requirements of the relevant planning legislation and policy and assesses the effects of the Proposed Development on the environment.
- 5.1.2 The EIA considers impacts during both construction and operation of the Proposed Development. The assessment of the construction stage considers temporary activities required for building the Proposed Development and their effects on the environment and local community. The assessment of the operational stage looks at the permanent presence of the Proposed Development on the environment and local community.
- 5.1.3 The findings of the EIA are reported in the Environmental Statement which has been submitted to accompany the planning application for the Proposed Development.

### 5.2 APPROACH TO THE ASSESSMENT

- 5.2.1 Environmental effects have been assessed using appropriate national and international standards or limits and guidance. In the absence of relevant standards, professional judgement by experienced technical specialists has been used.
- 5.2.2 Each effect is given a significance level based on the size of the change due to the Proposed Development and the sensitivity of the affected environmental receptor receiving the change.
- 5.2.3 Residual effects have also been assessed; these are the likely final effects of the Proposed Development, when mitigation measures to reduce or reverse negative effects, or enhance positive effects, have been taken into account.
- 5.2.4 The terms used to define environmental effects in the Environmental Statement are as follows:
- Major (beneficial or adverse) effect: where the Proposed Development would cause a substantial improvement or deterioration to the existing environment/receptor;
  - Moderate (beneficial or adverse) effect: where the Proposed Development would cause a noticeable improvement or deterioration to the existing environment/receptor;
  - Minor (beneficial or adverse) effect: where the Proposed Development would cause a perceptible improvement or deterioration on to the existing environment/receptors; and
  - Negligible: where the Proposed Development would result in no discernible improvement or deterioration to the existing environment/receptors.
- 5.2.5 For most assessments, effects considered as moderate or major are considered to be significant and those considered as minor or negligible are considered to be not significant.
- 5.2.6 Effects are described as:
- Beneficial or adverse;
  - Permanent or temporary;
  - Direct or indirect, secondary or transboundary;
  - Duration (short, medium or long-term), frequency and reversibility of effect;

- Inter-relationship between different effects (both cumulatively and in terms of likely effect interactions); and
- Significant or not significant.

- 5.2.7 In terms of the duration of an effect, generally the EIA considers that a short-term effect is up to 2 years in duration, a medium-term effect is between 2 and 10 years, and a long-term effect is greater than 10 years in duration. Any variation of this approach is explained in the relevant chapter of the Environmental Statement.
- 5.2.8 The following chapters provide a non-technical summary of the likely residual environmental effects arising from the Proposed Development during construction and operation.

## 6 HOW THE PROPOSED DEVELOPMENT WILL AFFECT AIR QUALITY

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### 6.1 OVERVIEW

- 6.1.1 The Proposed Development is located approximately 5m to the west of the Rochdale AQMA. As such, there is the potential for vehicles travelling to and from the Site to increase pollution levels in this sensitive area, as well as exposure future residents to existing poor air quality.
- 6.1.2 The main air pollutants of concern are dust and particulate matter with an aerodynamic diameter of less than 10 microns (PM<sub>10</sub>) generated during demolition and construction activities, PM<sub>10</sub> and particulate matter with an aerodynamic diameter of less than 2.5 microns (PM<sub>2.5</sub>) generated by road traffic and combustion engine emissions.

### 6.2 CONSTRUCTION EFFECTS

- 6.2.1 During the demolition and construction stage, there is the potential that emissions of dust arising from the Site which could result in a loss of amenity at nearby existing residential and commercial properties.
- 6.2.2 Based on the assessment criteria, the construction works would present a **low** risk of adverse dust impacts in the absence of appropriate mitigation. With the implementation of suitable mitigation measures, set out within the draft Construction Environmental Management Plan (CEMP) which accompanies the planning application and the Framework CEMP within the Environmental Statement, it is anticipated that dust impacts would be appropriately mitigated. Any residual adverse effects would be **not significant**.

### 6.3 OPERATIONAL EFFECTS

- 6.3.1 Concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> have been predicted for a number of worst-case locations representing existing properties adjacent to the road with the greatest change in development traffic. Impacts have also been predicted at the Rochdale Canal SAC.
- 6.3.2 The predicted pollutant concentrations would be well below the relevant air quality objectives at all of the existing receptor locations with the Proposed Development in place. Therefore the effect of the Proposed Development road traffic would not be significant.

### 6.4 SUMMARY

- 6.4.1 Overall, it is considered that **no significant effects** would result on air quality.

## 7 HOW THE PROPOSED DEVELOPMENT WILL AFFECT ECOLOGY

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### 7.1 OVERVIEW

- 7.1.1 The majority of the Site does not have high quality or priority habitat present. However, there are ecological features present that may be subject to significant effects due to the Proposed Development.

### 7.2 CONSTRUCTION EFFECTS

- 7.2.1 During the construction phase there will be decreased water quality due to surface water runoff during construction and dust deposition during construction damaging plant communities which will have a **major to moderate adverse (significant)** effect. A Construction Environmental Management Plan (CEMP) will be used to ensure best working practices are followed during construction will be categorised as **neutral (not significant)**.
- 7.2.2 There are no other significant effects as a result of the construction of the Proposed Development, there may be **slight positive (not significant)** effects on watercourse de-culverted, allowing creation of new riparian habitats. The residual effects are categorised as **moderate (not significant)**.

### 7.3 OPERATIONAL EFFECTS

- 7.3.1 The assessment has identified an increased visitor pressure/recreational impacts affecting habitats and wildlife to non-statutory designated sites within the study area (county importance/medium sensitivity). This is classed as **moderate adverse (significant)** decreasing to neutral (not significant) following mitigation such as public open space provided within the Proposed Development.
- 7.3.1 The drainage strategy will reduce the levels of agricultural chemicals entering surface and groundwater. New buildings will include nesting opportunities for birds such as House Sparrow and Swift, and new roosting opportunities for bats such as Common Pipistrelle and Soprano Pipistrelle.

### 7.4 SUMMARY

- 7.4.1 After the implementation of mitigation, no significant impacts are identified in ecology terms.

## 8 HOW THE PROPOSED DEVELOPMENT WILL AFFECT LANDSCAPE AND VISUAL RECEPTORS

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### 8.1 OVERVIEW

- 8.1.1 The site is predominantly open pasture bounded by Stakehill Industrial Park and Stakehill Lane on its western edge and by the A627M/A627M link road to its eastern and northern edges. Open pasture bounds the site to the south. A series of 5 angling ponds separate the site into two halves.
- 8.1.2 The existing site conditions show the site has urban edge characteristics with some fields used for grazing but other open land areas are unmanaged and in poor condition. Travelling south on Stakehill Lane towards the southern end of the site there are some locally attractive elements such as mature trees, defined hedgerows and wooded areas that screen off the Industrial Park.
- 8.1.3 These locally attractive landscape elements that are more rural in character.
- 8.1.4 When the site is viewed from elevated land to the east, the presence of the Industrial Park and its roofscape and the appearance of the motorway bisecting the landscape have influence. However, significant effects will be experienced from the more elevated views from Tandle Hill War Memorial.
- 8.1.5 These effects are intended to be mitigated by a new landscape strategy that strengthens and enhances existing screen planting, for example along the motorway embankments.
- 8.1.6 The landscape strategy also forms strong green edges between and around the development parcels and will include native tree, scrub, meadow and hedge planting.
- 8.1.7 It is anticipated that, with time, the main effects of the development will appear less prominent and softened by new screen planting and green edges. Any residual effects will remain as typical elements experienced as part of an urban facing view, where other urban elements (such as the
- 8.1.8 Industrial Park, housing, historic mills and the Manchester City skyline) are all commonplace.

### SUMMARY

- 8.1.9 Landscape and visual effects are inevitable due to the location of the Site; however, after mitigation the only significant landscape effects of the Proposed Development will be on views from Tandle Hill Country Park War Memorial (VP17) and the elevated portion of the path approaching this (VP18).
- 8.1.10 The Proposed Development will have a significant visual effect on two of the viewpoints assessed. These views however these are views primarily towards urban areas where industrial, historic built form, houses and taller buildings such as Manchester City Centre are typical and already prominent in the view. The development is not introducing any built form that isn't readily experienced in the current view.
- 8.1.11 Overall, it is considered that the Proposed Development can be built and operated without major significant harm to local views.

## 9 HOW THE PROPOSED DEVELOPMENT WILL AFFECT NOISE AND VIBRATION RECEPTORS

---

### 9.1 OVERVIEW

9.1.1 The potential noise and vibration effects from the construction of the Proposed Development are:

- Construction noise and vibration levels, which are expected to be temporary during construction; and
- Operational noise from machinery on-site, the on-site activities, and additional traffic.

9.1.2 The nearest sensitive receptors have been defined as those closest to the Proposed Development when considering construction works and on-site operations. The additional traffic from the operation of the Proposed Development has the potential to affect the wider road network.

9.1.3 Noise levels near the A627(M) exceed thresholds for residential amenity during both daytime and nighttime. The increase of noise levels along Bentley Avenue due to increase in road traffic (not related to the proposed development) will also result in significant effects.

### 9.2 CONSTRUCTION EFFECTS

9.2.1 Construction noise and vibration are expected to result in temporary short-term impacts on sensitive receptors, closest to where the construction works occur. These impacts can be mitigated through a Construction Environmental Management Plan (CEMP). Measures include use of quieter equipment, and acoustic barriers within the development boundary, positioning high-noise activities away from sensitive receptors where possible and engagement with local businesses to coordinate schedules and minimise disruption.

### 9.3 OPERATIONAL EFFECTS

9.3.1 Operational noise as a result of the Proposed Development is expected to affected Proposed New Residential Properties. Mitigation measures proposed include:

- Installation of acoustic barriers and strategic landscaping to reduce noise in garden areas.
- Enhanced building fabric, including 'sound-insulating' facades, double glazing, acoustic trickle ventilators, and mechanical ventilation systems to ensure internal noise levels comply with relevant standards.
- Provision of passive or active cooling solutions to mitigate overheating.
- Ensuring that operational practices of existing businesses remain unaffected and unconstrained.

### 9.4 SUMMARY

9.4.1 In summary, residual significant effects are anticipated to range from negligible to Minor Adverse (Not Significant) for all receptors after implementing mitigation:

- Proposed new residential gardens may experience reduced but noticeable noise levels from traffic and industrial activities.
- Internal noise levels in proposed residential properties will meet acceptable standards with the recommended mitigation.
- Existing residential properties will face minimal noise impacts with operational constraints and acoustic measures in place.

- Existing businesses will not experience additional noise constraints, ensuring uninterrupted operations.

## 10 HOW THE PROPOSED DEVELOPMENT WILL AFFECT HUMAN POPULATION RECEPTORS

---

- 10.1.1 The Population and Human Health ES Chapter reports the outcome of the assessment of likely significant environmental effects arising from the Proposed Development in relation to socio-economics and human health, focussing on the social determinants of health.
- 10.1.2 In order to assess the socio-economic effects of the Proposal, a baseline assessment of socio-economic indicators has identified and interpreted. The baseline assessment has been prepared through a desktop analysis of economic and social conditions. The main thematic areas considered within the baseline assessment are as follows:
- Residential population
  - Labour market
  - Employment economic productivity; and
  - Social infrastructure.
- 10.1.3 Three study areas are identified for the assessment of effects:
- A neighbourhood impact area is based a bespoke geography combining several Lower Super Output Areas (LSOA) within approximately 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 74.0% 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.
- 10.1.4 To quantify economic effects in relation to the Proposed Development, this ES Chapter is based on data analysis using a WSP bespoke Economic Impact Model, the methodology of which is based Government guidance and industry best practice namely the HCA Additionally Guide (2014) and the HCA Employment Densities Guide (2015). This method takes into account net additional effects including assessment of leakage, displacement and multiplier effects.
- 10.1.5 The following effects are reported during the construction period, which is estimated to be 4.5 years:
- Approximately 200 FTE jobs in the wider impact area, inclusive of approximately 160 FTE jobs in the local impact area; and
  - £21.1m GVA for the wider impact area, inclusive of approximately £16.7 million in GVA which could support the local impact area.
- 10.1.6 The following effects are reported during the operational phase of the Proposed Development:
- Approximately 270 FTE jobs could be supported across the wider impact area, of which approximately 220 FTE jobs could be taken up by residents within the local impact area

- £14.4 million GVA could be generated across the wider impact area, per annum, of which approximately £11.8 million GVA could help to support the local economy in the local impact area;
- Up to 140,440 sqft of employment floorspace and up to 314 new homes;
- Approximately 720 new residents, of which approximately 540 could be economically active and in employment, with a total expenditure of c. £13.3 million per annum, of which c. £4.8m per annum in the retail and leisure sectors;
- Demand generated for approximately 20 early years, 80 primary and 30 secondary places; with discussions ongoing with RBC to discuss mitigation options and potential for developer contributions;
- It is anticipated that new residents could be accommodated within existing GP provision based on baseline data that indicates sufficient spare capacity; and
- Based on the NHS HUDU framework, anticipated positive social cohesion effects among the new residential population.

## 11 HOW THE PROPOSED DEVELOPMENT WILL AFFECT TRAFFIC AND TRANSPORT RECEPTORS

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### 11.1 OVERVIEW

11.2 The assessment of Traffic, Transport and Access has established that the following additional mitigation measures are required:

11.3 Production of a Construction Traffic Management Plan.

### 11.4 CONSTRUCTION AND OPERATIONAL EFFECTS

11.4.1 Where the development generated traffic flows (including the proportion of HGVs) result in increases in background traffic flows beyond specified thresholds, an assessment has been undertaken to consider the potential effects on Severance; Driver Delay; Pedestrian and Cycle Delay; Pedestrian Amenity, Fear and Intimidation; Public Transport and Accidents and Road Safety.

11.4.2 The following residual effects have been identified:

- there is likely to be a direct, temporary, medium-term **minor adverse** residual effect on Driver Delay during construction ('**not significant**');
- there is likely to be a direct, temporary **Minor Adverse** residual effect on Severance ('**not significant**') during construction;
- there is likely to be a direct, permanent **Negligible Adverse** residual effect on Driver Delay ('**not significant**');
- there is likely to be a direct, permanent **Negligible Beneficial** residual effect on Public Transport ('**not significant**');
- there is likely to be a direct, permanent **Minor beneficial** residual effect on Pedestrian and Cycle Delay, Amenity, Fear and Intimidation ('**not significant**'); and
- there is likely to be a direct, permanent **Negligible adverse** residual effect on Accidents and Road Safety ('**not significant**').

### 11.5 SUMMARY

11.5.1 It has established that no significant effects are likely, and no mitigation measures are required in addition to those proposed within the Transport Assessment.

## 12 HOW THE PROPOSED DEVELOPMENT WILL AFFECT WATER RESOURCES, FLOOD RISK AND DRAINAGE

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### 12.1 OVERVIEW

- 12.1.1 The Site currently contains agricultural fields and contains very limited impermeable surfaces (surfaces which don't allow rainwater to pass through).
- 12.1.2 There are various ordinary watercourses within the Site, within open channel and within culvert, as well as a series of fishery ponds. The Site is located entirely within Flood Zone 1, which is defined as land at low probability of flooding from rivers and sea. However, Environment Agency Risk of Surface Water Flooding mapping depicts areas at low to high probability of surface water flooding within the Site, associated with potential overland flow routes and topographical low points.
- 12.1.3 The Site is located within the Irk (Source to Wince Brook) surface water body, which is of 'moderate' ecological status under the Water Framework Directive classifications. The Site is within the Northern Manchester Carboniferous Aquifers groundwater body, which is of 'poor' overall status.
- 12.1.4 The following aspects were considered to have the potential to give rise to likely significant effects during both the construction and operation of the Proposed Development:
- Change in Flood Risk On and Off Site;
  - Change in the Quantity and Quality of Surface Water Runoff;
  - Change in the Quality of Runoff Infiltrating to Groundwater Sources;
  - Increase in Pressure on Local Foul Water Sewer Network; and
  - Increase in Pressure on Local Potable Water Supply.
- 12.1.5 It is recommended that a suitable Construction Environmental Management Plan (CEMP) is prepared at the appropriate time to outline the methods and monitoring requirements to prevent adverse effects on the Water Environment during the construction phase.
- 12.1.6 There will be primary design mitigation measures embedded within the Proposed Development, such as a surface water drainage strategy, which will prevent adverse effects on the Water Environment during the operational phase, and diversion of one of the culverted watercourses.
- 12.1.7 Consultation with United Utilities will be undertaken with regards to the current and proposed capacity of the local foul water network and the local potable water supply. Should any network upgrades or reinforcement works be required, these will be undertaken by United Utilities to provide a sufficient foul network capacity and a sufficient clean water supply to support the Proposed Development.
- 12.1.8 Based on the available information, the effects of the Proposed Development on the Water Environment, during both the construction and operational phases, were considered to be negligible (not significant) or minor beneficial (not significant) when considering the specified mitigation measures.

## 13 CUMULATIVE EFFECTS

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### 13.1 OVERVIEW

- 13.1.1 Cumulative effects are the combined effects of likely changes (related to human activity) within a specific area over a certain period of time. These can be both direct and indirect.
- 13.1.2 For the purposes of this Environmental Statement, the following types of cumulative effects have been considered in accordance with the EIA Regulations 2017 and best practice guidance:
- **Intra-project** combined effects – the interaction and combination of different environmental effects from within the Proposed Development affecting a receptor; and
  - **Inter-project** cumulative effects – the combined effects of the Proposed Development and other projects on a receptor.

### 13.2 INTRA-PROJECT COMBINED EFFECTS

- 13.2.1 The local population, ecological receptors, and controlled waters have been assessed to experience intra-project combined effects during both the construction and operational phases. These effects are however anticipated to be **negligible** and therefore **not significant**.

### 13.3 INTER-PROJECT CUMULATIVE EFFECTS

- 13.3.1 Inter-project cumulative effects have been identified for Population and Human Health receptors only. During the construction phase the local developments in combination with the Proposed Development are likely to have a direct, temporary, medium term **minor beneficial** cumulative effect on employment during the construction phase.
- 13.3.2 During the operational phase, the combination of local developments and the Proposed Development are likely to have a direct, permanent, long term **Moderate Beneficial (significant)** cumulative effect on housing.

### 13.4 SUMMARY

- 13.4.1 Significant in-combination effects have been identified for Population and Human Health. No significant effects have been identified for the other disciplines.



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