

Northern Gateway
(JPA1.1)

Outline Planning Application

Environmental Statement

Volume 4:
Non-Technical Summary

April 2025





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Client

Northern Gateway Development Vehicle LLP (NGDV)

April 2025

1. Introduction

What is an Environmental Statement and Non-Technical Summary?

- 1.1 This document, the Non-Technical Summary (NTS), is part of the Environmental Statement (ES) that has been prepared and submitted in support of an outline planning permission (all matters reserved) (referred to as the 'Application').
- 1.2 The Application is for the delivery of a predominately B2/B8 project located within the allocation of JPA 1.1 (Places for Everyone Joint Development Plan Document, March 2024) (referred to as the 'Proposed Scheme'). The Application has been submitted on behalf of Northern Gateway Development Vehicle LLP (NGDV), who are the 'Applicant'.

The Project for Assessment and the Proposed Scheme

- 1.3 The EIA has needed to consider all likely significant effects of a wider footprint of land which is considered to be the comprehensive development project. This wider footprint of land is referred to as the 'Project for Assessment' and includes:
- **'Application Plots A - F'** relating to the Application Boundary;
 - **'Assessment Plots AA - FF'** relating to the wider Assessment Boundary;

- **'Potential Infrastructure Areas AAA - CCC'** relating to the potential supporting highways infrastructure (including the Pilsworth Road highways improvements, works to Junction 3 of the M66); and
- **'Potable Water Infrastructure Area AAAA'** relating to potable water upgrades along Pilsworth Road.

- 1.4 These are spatially defined on **Extract 3** and have been developed in order to apportion elements of the Project for Assessment into distinct areas, and aid the identification of location-specific impacts, and mitigation strategies.
- 1.5 The Project for Assessment will be delivered on approximately 570 hectares (ha) on land west of the M66. The spatial footprint of the Project for Assessment is referred to as the 'Assessment Boundary'.
- 1.6 The Proposed Scheme refers to the development for which outline planning permission is sought through the Application. The Proposed Scheme will be delivered on approximately 210ha referred to as the 'Application Boundary'.
- 1.7 Details of the Project for Assessment are provided in **Section 2**. The Proposed Scheme forms part of the Project for Assessment. The elements of the Project for Assessment which are applicable to the Application are provided in **Section 3**.
- 1.8 For the Proposed Scheme, the mitigation of environmental effects will be managed through the planning conditions. It is assumed that the same or similar mitigation will apply to the

wider Project for Assessment and will be a matter for when planning applications are made for those relevant areas.

- 1.9 The ES, comprising **Volumes 1 – 4**¹, is submitted in support of the Applications to Bury Council (BC) and Rochdale Borough Council (RBC) who are the determining authorities² of the planning application (referred to collectively as ‘the Councils’). The ES is the output of the Environmental Impact Assessment (EIA) process undertaken in accordance with the ‘EIA Regulations’³.
- 1.10 The purpose of EIA and the ES is to assess and report the ‘likely significant effects’ for the Project for Assessment (which includes the Proposed Scheme) on the environment, so that they can be taken into account by Councils when deciding whether to grant permission for the planning application.
- 1.11 Where the level of effects is different between the Project for Assessment and the Proposed Scheme, this has been clearly identified at the end of the discussion for each topic in **Section 5**.
- 1.12 In line with the EIA Regulations, the ES should include a non-technical summary of the information presented within the ES. As defined in the Planning Practice Guidance (PPG), the non-technical summary should be written in ‘plain English’, so as to

¹ **Volume 1: Primary Report and Supporting Figures; Volume 2: Technical Appendices to the Primary Report; Volume 3: Environmental Management Plan; and Volume 4: Non-Technical Summary.**

ensure that the findings reported in **Volume 1: Primary Report and Supporting Figures** (and where applicable **Volume 2: Technical Appendices to the Primary Report**) can be easily understood by non-experts (i.e., the general public).

Box 1: Contact Details

Bury Council

Address:

Knowsley Street
Bury BL9 0SW
Town Hall

Tel: 0161 253 5432

Email: development.control@bury.gov.uk

Planning Portal Website: <https://planning.bury.gov.uk/online-applications/search.do?action=simple&searchType=Application>

Rochdale Borough Council

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Number One Riverside
Smith Street
Rochdale OL16 1XU

Tel: 0300 303 8873

Email: development.management@rochdale.gov.uk

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Turley (EIA Team)

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Level 5
Transmission
6 Atherton Street
Manchester M3 3GS

² These are the local planning authorities who the Applications are submitted to. They decide whether or not to grant planning permission.

³ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (SI 2017/571).

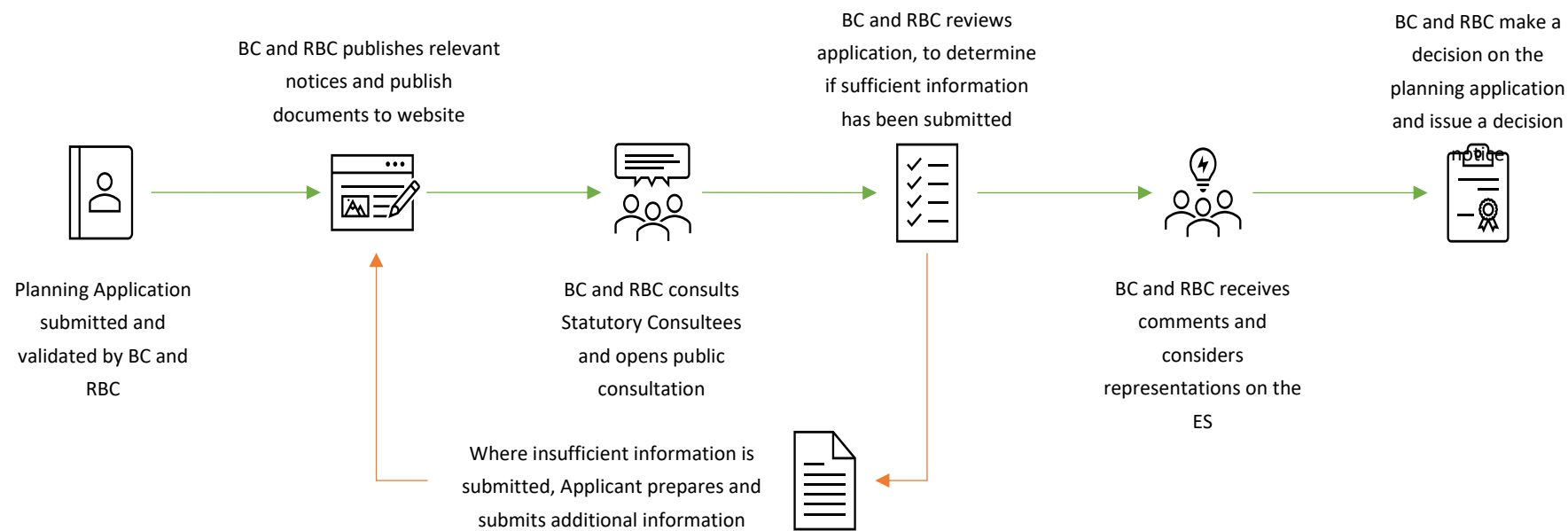
- 1.13 The EIA Regulations have various requirements of what needs to be reported in the ES (and thus summarised in the NTS), which are set out in **Appendix 1**, alongside where that information is located in this document. This is to ensure clarity that regulatory requirements have been met.

What does this NTS include?

- 1.14 As mentioned above, the NTS provides the summary of the EIA process and outputs of assessments, specifically covering the following key aspects:
- An overview of the Project for Assessment and what it includes (**Section 2**);
 - An overview of the Proposed Scheme and what it includes (**Section 2**);
 - Outline of the 'EIA Process' and the approach taken for this specific project (**Section 3**);
 - The existing relevant baseline conditions of the Assessment Boundary and surrounding area (**Section 4**), as EIA is focused on the likely 'changes' caused by the Project for Assessment;
 - A summary of the outputs of the technical assessments undertaken to determine the likely 'effects' of the Project for Assessment and if they are Significant (**Section 5**); and
- Synopsis of the evaluation of 'cumulative effects' of the Project for Assessment and with other projects (**Section 6**).

What Happens Next?

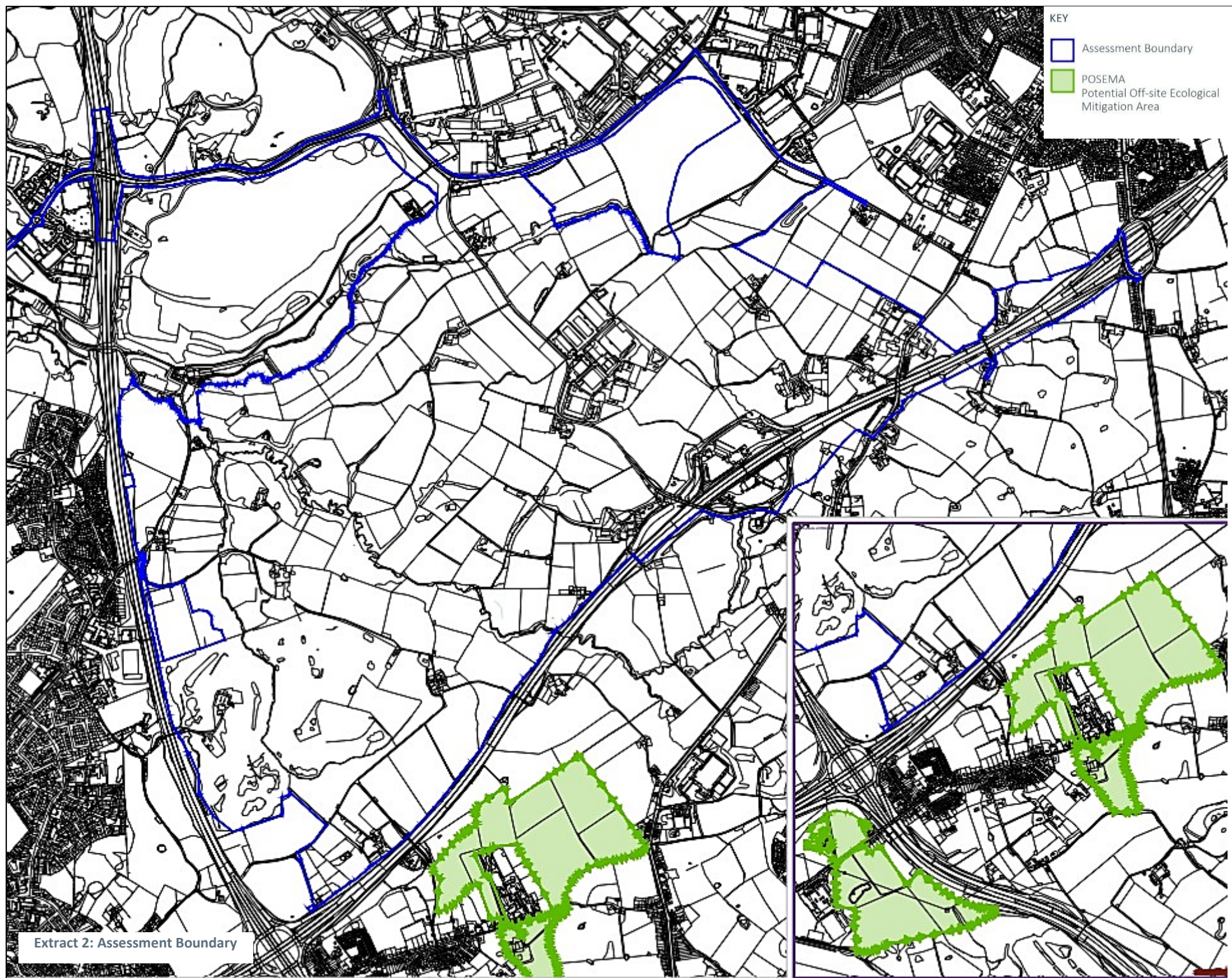
- 1.15 The ES has been submitted to BC and RBC in support of the Applications and is now with BC and RBC for determination, which follows the general process outlined within **Extract 1**. The process of determination of the planning application (once validated) is 16 weeks. BC and RBC can request an extension to this period, if agreed in writing with the Applicant.
- 1.16 The ES (**Volumes 1 – 4**) has been submitted in digital format and is available on the BC and RBC planning portal website (**Box 1**). Hard copies of the ES will be made available by BC and RBC, with their locations advertised. Further details on the location and accessibility of these hard copies can be obtained from BC and RBC (**Box 1**).
- 1.17 Electronic copies of the ES can be requested from Turley at a fee of £15 (digital file) using the contact details within **Box 1**.
- 1.18 During the determination of the planning application, members of the public have an opportunity to comment on the planning application via the BC and RBC planning portal website (**Box 1**).



Extract 1: Overview of the determination of planning application process

2. The Project for Assessment

- 2.1 As noted in **Section 1**, the spatial footprint of the Project for Assessment is referred to as the Assessment Boundary (as shown on **Extract 2**) and is considered to represent the maximum extent of all temporary and permanent works that may be required as part of the Project for Assessment. The exception to this is the potential off-site ecological mitigation area (POSEMA) (as shown on **Extract 2**). The Assessment Boundary extends to approximately 570ha.
- 2.2 Further details on the Project for Assessment and surrounding area are presented in **Section 5**.
- 2.3 As shown on **Extract 2**, the Assessment Boundary is bound to the north by Hollins/Brightley Brook, Kingfisher Park, a limited number of residential properties (Pilsworth Cottages), Pilsworth fishing lake, a sewage works and agricultural fields. To the east, the Assessment Boundary is bound by agricultural fields which is part of the consented South Heywood development for which the majority of the highways infrastructure and some housing has already been constructed. The Assessment Boundary is also bound to the south by the M62 and the village of Birch, and to the west by the M66.

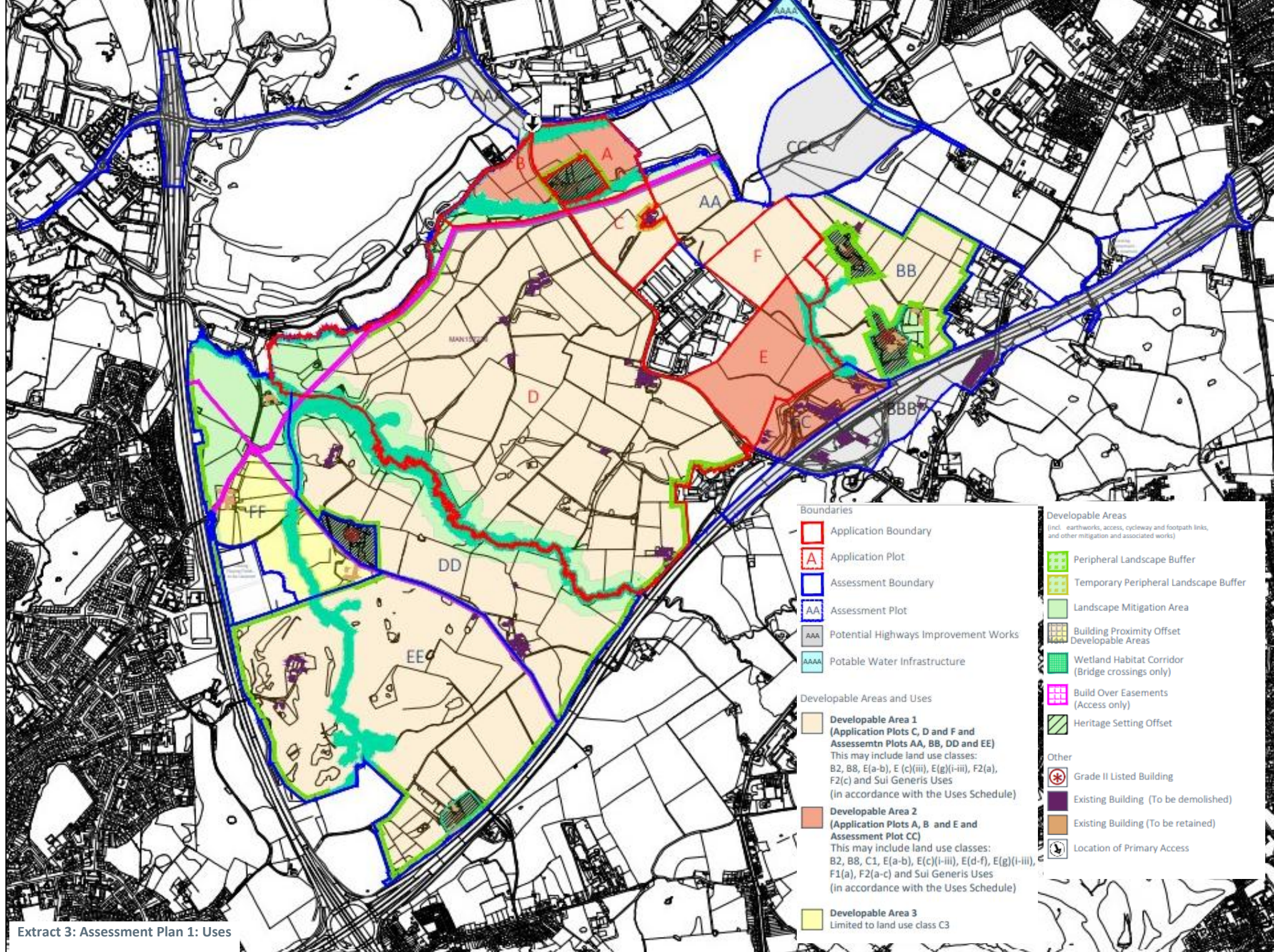


Spatial Zones

2.4 As noted in **Section 1** above, the Project for Assessment have been divided into distinct areas and are defined as:

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

2.5 These are spatially defined on **Extract 3**.



Extract 3: Assessment Plan 1: Uses

- 2.6 The key characteristics of the Project for Assessment, specifically the details assessed within the ES, are set out below.

Proposed Land Use and Maximum Quantum

- 2.7 Land use, a term used within planning applications, describes what categories of 'uses' are being proposed. Land uses are categorised by the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 2.8 The land uses and corresponding maximum quantum (i.e. the amount of floorspace of the land use) for the Project for Assessment are set out in **Appendix 2** and summarised below:
- 307,362m² of general industrial (land use B2);
 - 717,178m² of storage and distribution (land use B8);
 - 200 homes (land use class C3); and
 - 10,000m² of C1, E(a-b), E(c)(i-iii), E(d-f), E(g)(i-iii), F1(a), F2(a-c) and Sui Generis Uses.
- 2.9 For B2/B8 uses, this may include manufacturing, logistics, industrial, data centres, storage and distribution.
- 2.10 The land uses are proportioned within three types of developable areas within the Assessment Boundary as shown on **Extract 3**.
- 2.11 These will in part be offset by the replacement of existing uses, although this quantum is not known at this stage.

Maximum Building Heights

- 2.12 The heights of buildings (including homes) across the Project for Assessment will vary by location, and will respond to the existing and proposed ground levels. The maximum changes in existing ground levels and maximum building heights within Plots/Areas are set out below.

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

Plot/Area	Maximum Increase in Ground Levels (m AGL)	Maximum Change to Ground Level and Maximum Building/Structure Height (m AGL)
DD (South)	5	35
EE (North)	7	42
EE (South)	5	35
FF	6	21
Infrastructure Areas⁴		
AAA	+2m	+2m
BBB	+2m	+7m ⁵
CCC	+2m	+2m
AAAA	+2m	+2m
Potential Ecological Mitigation	0m	0m

⁴ In the absence of further information, it has been assumed that the infrastructure areas will be necessarily tied into the existing adjacent infrastructure. As a worst case, a +2m ground level change has been assumed. It is unknown whether there will be a requirement for a pedestrian/cyclist overbridge so it has been assumed that this will not be required. It is also worth noting that within **Infrastructure Area BBB**, there are already variable ground levels associated with the

- 2.13 The spatial location of the maximum heights are shown on **Extract 4**.

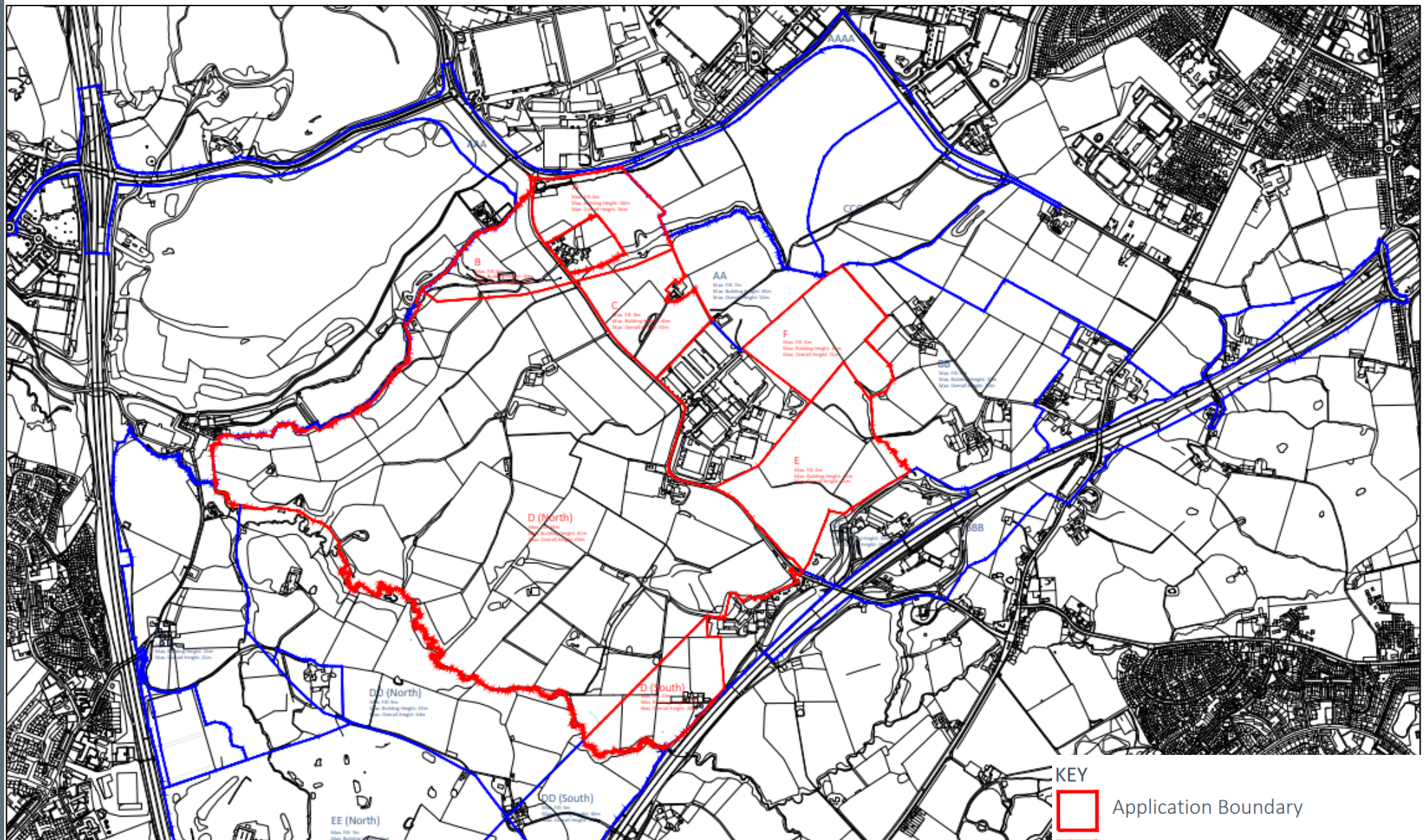
Access

Vehicular Access

- 2.14 For all Plots with the exception of **Assessment Plot FF**, vehicular traffic will access the Project for Assessment from two primary access points and two potential primary access points.
- 2.15 The primary access points are from Moss Hall Road and Whittle Lane. Access to Birch Industrial Estate will be maintained and provide connection to a primary access corridor.
- 2.16 The two potential primary access points (M62 connection within **Infrastructure Area BBB** and a potential access option from Harehill Road within **Infrastructure Area CCC**), may provide connectivity across the Assessment Boundary.

Heywood Old Road which passes below the M62. It is assumed that within this area the +2m is from the levels of the existing M62.

⁵ New infrastructure above the existing M62 carriageways may be required and this is assumed to be 7m above the carriageway, including any changes to ground levels, albeit the new infrastructure is likely to be similar to the height of existing infrastructure over the existing carriageway.



KEY

- Application Boundary
- A Application Plot
- Assessment Boundary
- AA Assessment Plot

Heights measurements listed as
Above Existing Ground Levels (AGL)

- 2.17 Primary access will be suitable for all vehicular traffic apart for HGV restrictions on Whittle Lane⁶. Secondary access points will provide active travel routes connecting to primary access corridors. Secondary roads will in due course lead off the primary access corridors to service localised Plots.
- 2.18 For the residential Plot, **Assessment Plot FF**, a primary access point suitable for all vehicle access will be provided utilising the existing Castle Road. This will be the only all vehicular access and will not connect through to the rest of the Project for Assessment; this is with the exception of a potential bus only connection to other Plots.

Pedestrian / Cycle Access

- 2.19 Pedestrian and cycle only access points will be provided from the north, south, east and west of the Assessment Boundary. Pedestrian and cycle access will be made available throughout the Assessment Boundary in the alignment of access corridors, via a combination of segregated routes, routes divorced from roads and shared routes. Existing PROW within the Assessment Boundary will be re-provided to a higher standard than is currently provided, ensuring accessibility for all users.
- 2.20 Approximately four active travel hubs are to be incorporated along primary and secondary access routes across the Project for Assessment.
- 2.21 Pedestrian and cycle provision will be incorporated into the design of the Pilsworth Road junction improvement works

⁶ This may be altered in future to provide active travel and bus access only as part of an emerging TfGM strategy.

along its length from Moss Hall Road, along Pilsworth Road to the west of the M66 (**Infrastructure Area AAA**).

Landscape and Biodiversity Strategy

- 2.22 The alignments of Hollins Brook, Whittle Brook, Castle Brook, Brightly Brook / Pilsworth Clough and parts of the un-named watercourse on the eastern border of **Assessment Plot E** will be retained in their existing alignments within the Assessment Boundary.
- 2.23 As shown on **Extract 3**, there are three key landscape/ biodiversity features as follows:

- **Wetland Habitat Corridors and Landscape Mitigation:**
 - The Wetland Habitat Corridor will be subject to limited development to accommodate intermittent flooding and retain the majority of ecological habitats. No buildings will be located within this Zone. However, some works will be required within this Zone, albeit limited to structural interventions to enable access across brooks (bridges); and
 - The Landscape Mitigation will not be subject to any buildings; however, changes in ground levels, parts of the overall drainage strategy, active

travel, highways and new landscaping will be required in this area.

- **Peripheral Landscape Buffer** – providing a c.10-20m buffer around parts of the Assessment Boundary perimeter. Existing trees and vegetation will remain in-situ within these areas (where excavation works are not required, as shown on **Extract 5** below); and
- **Landscape Mitigation Area (North West)** – to the north west of the Assessment Boundary, east and west of Hollins Brook, where existing trees and vegetation will remain in-situ within these areas (where excavation works are not required, as shown on **Extract 5**).

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

Flood Risk and Drainage Strategy

2.25 Development will be limited to within areas of low or very low flood risk within Flood Zone 1. Flood alleviation measures to reduce flood risk associated with limited areas of Flood Zone 3 adjacent to Whittle/Castle/Hollins/Brightly Brooks will be incorporated where appropriate. The flood alleviation

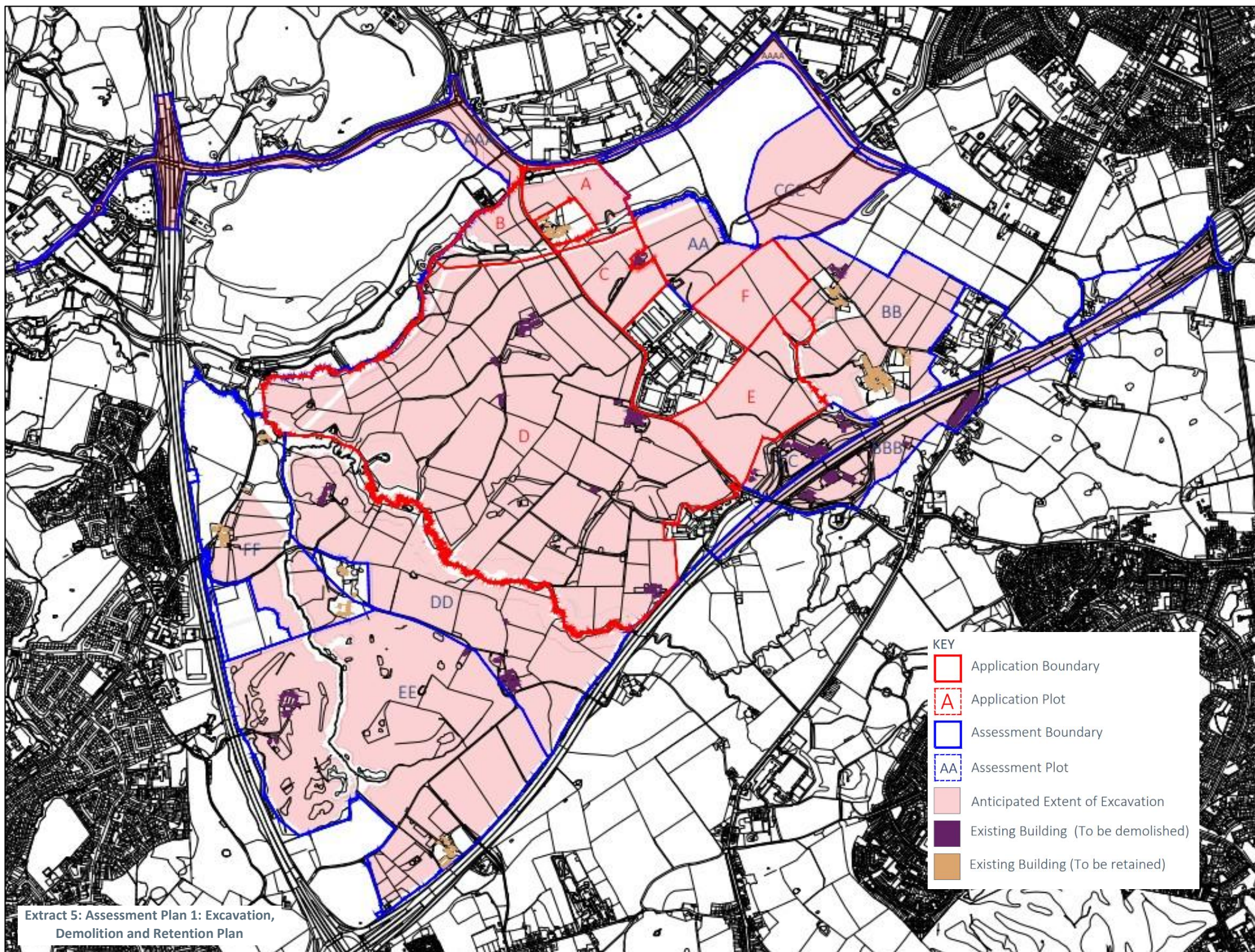
measures will ensure there no increased risk from flooding downstream.

- 2.26 The surface water drainage strategy will be designed for the Q100 year storm⁷ with an additional allowance of 45% to accommodate future changes to the climate.
- 2.27 Surface water is proposed to discharge at a rate equivalent to the existing greenfield runoff, with an ultimate outfall to Whittle Brook, Castle Brook and Brightly Brook..
- 2.28 The surface water strategy has, where possible, attempted to maintain the existing catchment regimes; however, due to the scale and topography complexities, this hasn't been possible but changes to watersheds⁸ will be mitigated through Sustainable Drainage Design and water management.
- 2.29 The principle SuDS⁹ ponds are likely to be located close to the brook corridors but outside the extent of flood zones (Wetland Habitat Corridors). Additional ponds and SuDS treatment for water quality is likely to be required within the Plots. The likely sizing of some of the ponds are considered to be large but not classified as reservoirs.

⁷ i.e., a flood event that happens only once every 100 years.

⁸ An area of land that drains or channels water (from rainfall and snowmelt) into streams, lakes and rivers.

⁹ The Surface Water Drainage Strategy will incorporate Sustainable Drainage Systems (SuDS) and be developed in accordance with the CIRIA 753 – The SuDS Manual, UU S104 SuDS guidance and local Lead Local Flood Authorities (LLFA) guidance where practical.



KEY

- Application Boundary
- Application Plot
- Assessment Boundary
- Assessment Plot
- Anticipated Extent of Excavation
- Existing Building (To be demolished)
- Existing Building (To be retained)

Extract 5: Assessment Plan 1: Excavation,
Demolition and Retention Plan

- 2.30 A strategy to control flood risk to and from the development will be agreed with the relevant stakeholders including the Environment Agency and the Bury and Rochdale Lead Local Flood Authorities. The surface water system will be designed to adoptable standards to allow maintenance responsibilities to transfer to United Utilities or other approved authority at an appropriate point in the development build out.

Foul Water Drainage Strategy

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

Potable Water Strategy

- 2.33 It is assumed that the potable water infrastructure upgrades along Pilsworth Road to the United Utilities water main (**Infrastructure Area AAAA**) would occur during the upgrades to Pilsworth Road (as well as off-site upgrades to foul water by third parties, which is required earlier in the programme)¹⁰.

Energy and Sustainability Strategy

- 2.34 The Project for Assessment will meet the requirements of the forthcoming Building Regulations 2025, including the Future Homes Standard (whereby at least a 75% carbon reduction beyond Part L 2013 will be achieved) and the Future Buildings Standard (with similar standards to be achieved for non-residential buildings).
- 2.35 The Project for Assessment will be all-electric, (although there may be certain processes that require gas or oil). The source of electricity will likely be from a mix of sources, predominantly provided by on-site solar energy utilising the expansive roof areas of much of the development. There is potential for the Project for Assessment to generate renewable energy through roof mounted wind power as well as potential for micro-hydrogen.
- 2.36 Non-residential buildings of the Project for Assessment will achieve a 25% reduction in water consumption and homes will meet the Governments higher water efficiency standard.
- 2.37 Embodied carbon will be assessed as part of each Plot/s with buildings including a Lifecycle Carbon Assessment to assess the

¹⁰ New foul water pumping station and rising main(s).

upfront embodied carbon to demonstrate how upfront embodied carbon will be reduced in line with the LETI 2020 Climate Emergency Design Guide targets.

- 2.38 Electric Vehicle Charging Infrastructure will be provided in line with Part S of the Building Regulations¹¹.

Utilities

- 2.39 Electricity for the Project for Assessment will be sourced from on-site renewable energy (see above) with the remainder being sourced from Rochdale Local Grid Supply Point. It is assumed that 4 primary sub stations will be required.
- 2.40 The existing gas mains will be utilised to serve the Project for Assessment and allow for future connections to this supply should they be necessary. There is capacity within the current gas supply to supply the Project for Assessment.
- 2.41 The existing clean water network (operated by United Utilities [UU]) will be upgraded along Pilsworth Road to the new main that UU installed at the corner of Pilworth Rd / QEII Way. These upgrades are part of the Project for Assessment (**Infrastructure Area AAAA**).
- 2.42 The foul water network (again operated by UU) will be extended along Pilsworth Road to the M66 and onwards to Pilsworth Way in the west.

- 2.43 Ultra-fast broadband, up to 1 gigabyte per second (GBPS), will be delivered.

- 2.44 Any works outside of the Assessment Boundary will be the responsibility of a third party and do not form part of the Project for Assessment.

Other Operational Strategies

- 2.45 Several additional operational strategies will be implemented as part of the Project for Assessment, in relation to the façade and building design, waste, climate resilience, lighting, and site security. These strategies have all been prepared in line with relevant best practice or technical guidance / legislation / regulation. As such, issues such as building safety will be controlled, waste managed and recycled where possible, and opportunities for crime reduced.

Construction of the Project for Assessment

- 2.46 The construction of the Project for Assessment will commence in 2026 with completion expected to be in 2045. The construction will be completed over 19 years. The Project for Assessment will be constructed in phases over the 19 year period, influenced by capacity of the surrounding road network, the delivery of off-site foul water drainage and potable water upgrades and the demand and market requirements for the various elements of the development.

¹¹ Building Regulations Part S. Available at: <https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s> [Accessed 10/02/25]

- 2.47 The initial phases of development will commence with employment and mixed uses and are likely to be within the northern part of the Proposed Scheme (**Application Plots A and B**) which will provide an extension to the existing built development. These initial phases will utilise highway infrastructure that already exists.
- 2.48 It is assumed that initial phases will also be facilitated by the local highway improvements to Pilsworth Road (from Junction 3 of the M66 / Moss Hall Road Junction). These are referred to as the 'western links' comprising Moss Hall Road and Pilsworth Road, and including the Three Arrows (Pilsworth Road – South and Fowler Welch (Pilsworth Road – North) junctions (**Infrastructure Area AAA**).
- 2.49 The improvement works to Junction 3 of the M66 are assumed to occur by 2032 to support the initial phase of development.
- 2.50 Improvements to the existing spine road, (Moss Hall Road and Whittle Lane) running south through the Application Boundary will also be required to allow initial phases of employment development in the northern part of the Application Boundary.
- 2.51 The construction stage will include various works, including but not limited to; site securement; enabling works; utilities disconnection / diversion works (as required); earthworks and infrastructure (including access and road networks); site surveys; and the construction of the Project for Assessment (including implementation of spatial zones for built

development, public realm, landscaping and ecological mitigation).

- 2.52 During construction, it is anticipated that the adjacent roads and footways/pavements will remain open, appropriately lit and protected from on-Site activities.
- 2.53 Access for construction traffic will be from the existing Moss Hall Road route via the Moss Hall Road /Pilsworth Road junction to the north and later from Castle Road to the west for the residential development¹². Depending on the implementation of potential highways infrastructure, access may also be from the south of the Assessment Boundary, via the M62 for the later phases of development. The exact routing of vehicles during construction is under determination. However, the routing of construction traffic, principally Heavy-Duty Vehicles (HDVs), is assumed to utilise the primary road network to Moss Hall Road via either the M66 and Pilsworth Road or via the M62 and Queen Elizabeth II Way.
- 2.54 Access to **Infrastructure Areas AAA-CCC and AAAA** are assumed to have their own, independent and secure construction access points from the primary and secondary access corridors determined when site construction management and programming plans are developed and compound locations are fixed.
- 2.55 As for the Proposed Scheme, a commitment has been made to adopt a series of environmental management best practices to

¹² Access improvement works associated with Castle Road do not form part of the Proposed Scheme and Application.

avoid, offset and reduce environmental effects associated with the construction. These measures will be provided within the Construction Environmental Management Plan (CEMP) and submitted to BC and RBC for approval¹³ in advance of construction activities occurring. These measures are derived from best practice measures or technical specific guidance / recommendations. As such, these measures are 'tried and tested' to effectively mitigate construction related environmental effects. These measures are set out within the Environmental Management Plan (**Volume 3 Environmental Management Plan**).

- 2.56 The EMP also provides any additional CEMP commitments associated with the wider Project for Assessment, which is presented for information only.

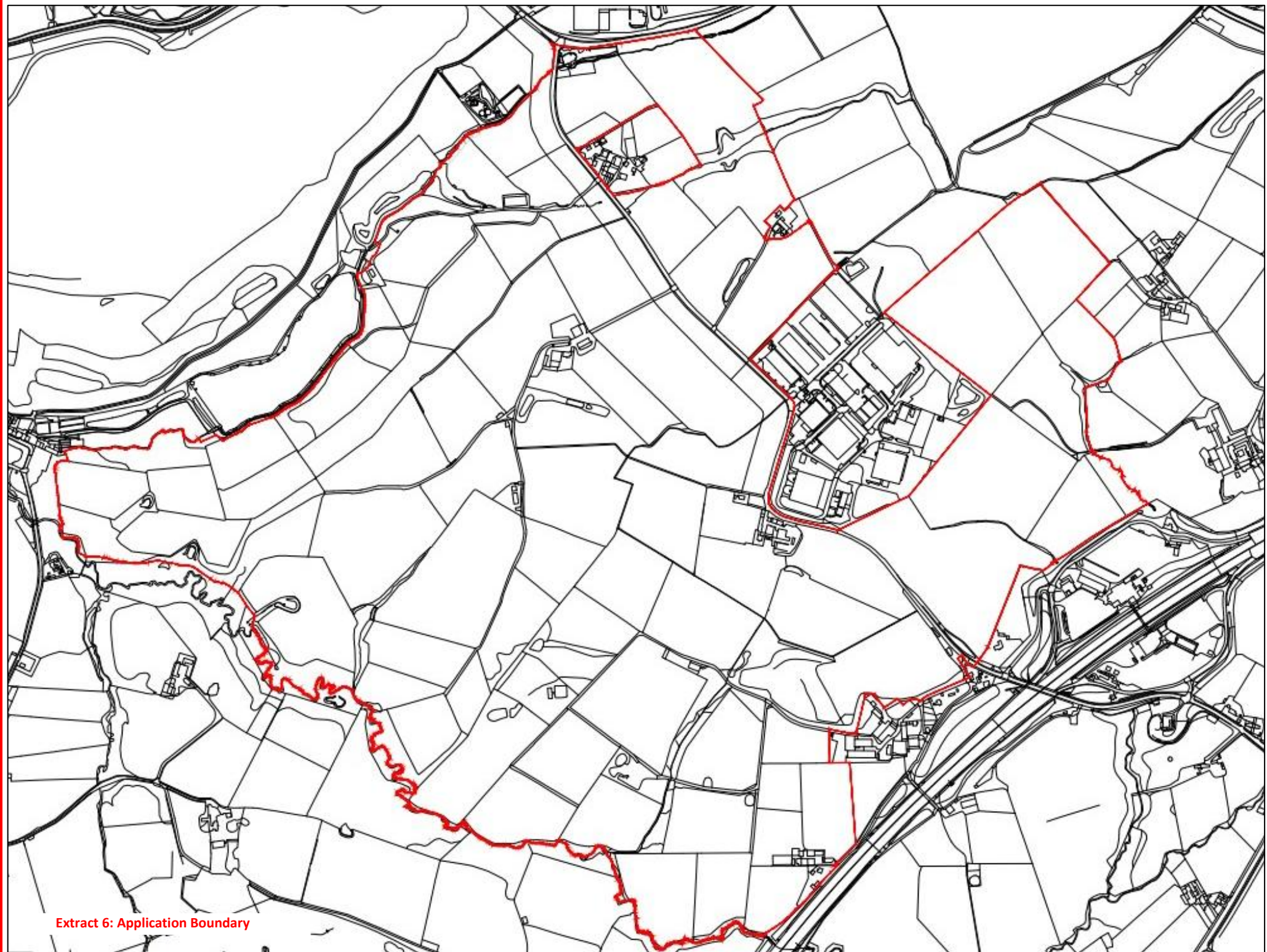
Site Working Hours and Days

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

¹³ The CEMP will be maintained and updated (as required) throughout the construction process.

3. The Proposed Scheme

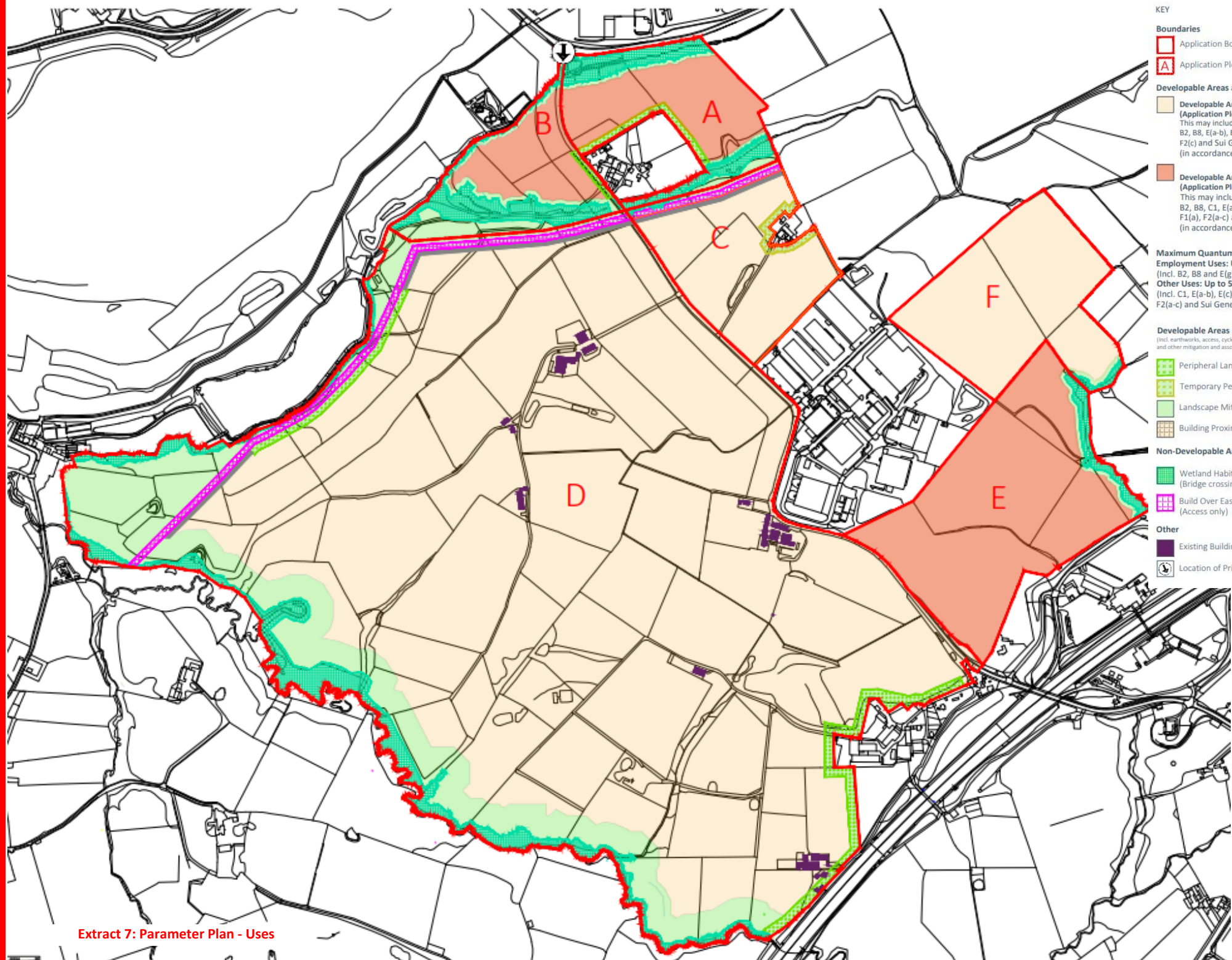
- 3.1 **Section 2** has considered the wider Project for Assessment for which the Proposed Scheme forms part of.
- 3.2 The Proposed Scheme refers to the development of an employment-led development with supporting, other uses, within the allocation of JPA 1.1.
- 3.3 The site of the Proposed Scheme (i.e., the Application Boundary) is shown on **Extract 6**. The Application Boundary includes for all potential temporary and permanent works which may take place within the boundary, and represents what outline planning consent is sought for.
- 3.4 The Application Boundary excludes the area to the west of Whittle Brook (Assessment Plots DD, EE and FF), the area immediately north of the M62 (Assessment Plot CC), the area adjacent to the consented South Heywood development (Assessment Plots AA and BB) and all Infrastructure Areas (AAA, BBB, CCC and AAAA).
- 3.5 **Section 3** confirms the parts of the Project for Assessment which form the Proposed Scheme.



Extract 6: Application Boundary

Spatial Zones

- 3.6 The Spatial Zones that comprise the Proposed Scheme include:
- **Application Plot A** – The area to the east of Moss Hall Road, south of Pilsworth Road and north of Pilsworth Clough / gas pipeline: 6790_1071;
 - **Application Plot B** – The area to the west of Moss Hall Road and north of Pilsworth Clough / gas pipeline: 6790_1071;
 - **Application Plot C** – The area to the east of Moss Hall Road, south of Application Plot A and bordered to the south by Birch Business Park;
 - **Application Plot D** – The area to the east of Whittle Brook, west of Moss Hall Road and north of the M62;
 - **Application Plot E** – The area to the south of Birch Business Park, east of Moss Hall Road; and
 - **Application Plot F** – The area to the east of Birch Business Park.
- 3.7 A potential area for ecological mitigation outside of the Application Boundary may be required to deliver Biodiversity Net Gain (BNG) or compensatory habitat for the Proposed Scheme and is shown on **Extract 2**.
- 3.8 Further details on the Application Boundary and surrounding area are presented in **Section 5**.
- 3.9 The planning application submitted is termed an ‘outline’ planning application. Therefore, the assessments were based on a series of parameters and design codes, supported by a description of them. This defines the Proposed Scheme and supporting assumptions at this stage. It is this which has been considered across all technical assessments within the ES. This is discussed further in **Section 4**.
- 3.10 The key characteristics of the Proposed Scheme, specifically the details assessed within the ES, are set out below.
- 3.11 The layout of the Proposed Scheme is shown on **Extract 7**.



- KEY**
- Boundaries**
- Application Boundary
 - Application Plot
- Developable Areas and Uses**
- Developable Area 1**
(Application Plots C, D and F)
This may include land use classes:
B2, B8, E(a-b), E(c)(iii), E(g)(i-iii), F2(a),
F2(c) and Sui Generis Uses
(in accordance with the Uses Schedule)
- Developable Area 2**
(Application Plots A, B and E)
This may include land use classes:
B2, B8, C1, E(a-b), E(c)(i-iii), E(d-f), E(g)(i-iii),
F1(a), F2(a-c) and Sui Generis Uses
(in accordance with the Uses Schedule)
- Maximum Quantum of Development**
Employment Uses: Up to 600,000 sqm.
(Incl. B2, B8 and E(g)(i-iii))
Other Uses: Up to 5,000 sqm.
(Incl. C1, E(a-b), E(c)(i-iii), E(d-f), F1(a), E(g)(i),
F2(a-c) and Sui Generis Uses)
- Developable Areas**
(Incl. earthworks, access, cycleway and footpath links,
and other mitigation and associated works)
- Peripheral Landscape Buffer
 - Temporary Peripheral Landscape Buffer
 - Landscape Mitigation Area
 - Building Proximity Offset
- Non-Developable Areas**
- Wetland Habitat Corridor
(Bridge crossings only)
 - Build Over Easements
(Access only)
- Other**
- Existing Building (To be demolished)
 - Location of Primary Access

Proposed Land Use and Maximum Quantum

3.12 The land uses and corresponding maximum quantum (i.e. the amount of floorspace of the land use) for the Proposed Scheme are:

- 180,000m² of general industrial (land use B2);
- 420,000m² of storage and distribution (land use B8);
- 5,000m² of C1, E(a-b), E(c)(i-iii), E(d-f), E(g)(i-iii), F1(a), F2(a-c) and Sui Generis Uses.

3.13 The land uses are proportioned within two types of developable areas (Developable Area 1 and 2) within the Application Boundary as shown on **Extract 3** and **Extract 7**.

3.14 The land uses within Developable Area 1 and Developable Area 2 are the same as that for the Project for Assessment.

Maximum Building Heights

3.15 The heights of buildings across the Proposed Scheme will vary by location and will respond to both the existing ground levels.

3.16 The heights of Application Plots A to F are detailed in Section 2 and are shown on **Extract 8**.

Application Plot/Area	Maximum Increase in Ground Levels (m AOD)	Maximum Change to Ground Level and Maximum Building Height (m AOD)
A	6	36
B	6	36
C	8	53
D (North)	24	69
D (South)	10	40
E	6	51
F	6	51
<u>Potential Ecological Mitigation</u>	0m	0m

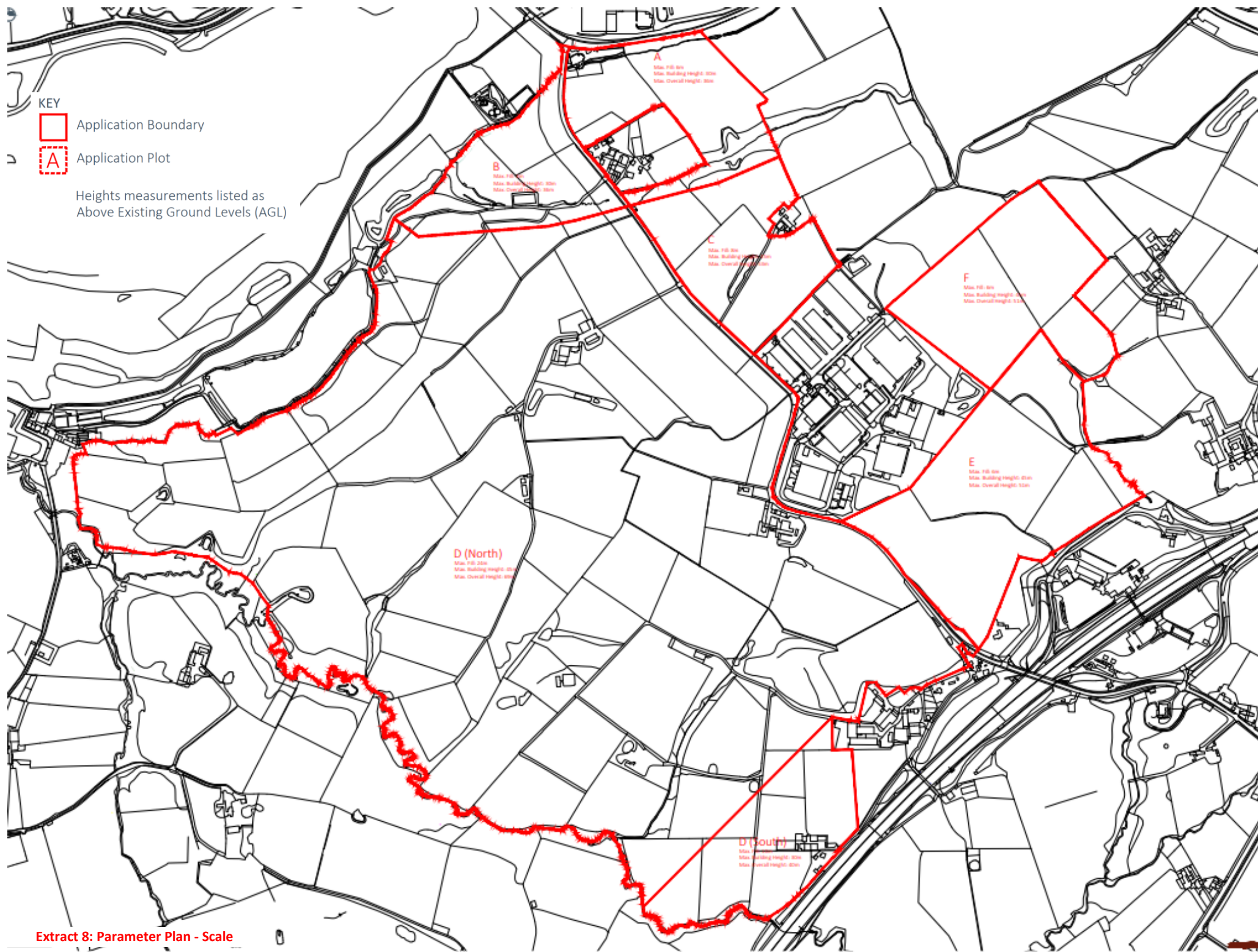
Access

Vehicle Access

3.17 For all Application Plots, access corridors will be delivered through the Proposed Scheme from two access points, providing connectivity across the Application Boundary.

3.18 The primary access points are from Moss Hall Road and Whittle Lane as detailed in **Section 2**.

3.19 Secondary access points will provide active travel routes connecting to primary access corridors. Secondary roads will in due course lead off the primary access corridors to service localised Plots.



Pedestrian/Cycle Access

- 3.20 Pedestrian and cycleway access will be made available throughout the Proposed Scheme in the alignment of access corridors, via a combination of segregated routes, routes divorced from roads and shared routes.
- 3.21 Pedestrian and cycleway access routes will connect to the wider Project for Assessment and surrounding area. Existing PROW within the Assessment Boundary will be re-provided to a higher standard than is currently provided, ensuring accessibility for all users. A network of replacement footpaths/cycleways will be delivered with reference to the Greater Manchester's Streets for All Design Guide (2023).
- 3.22 Approximately two active travel hubs are to be incorporated along primary and secondary access routes across the Proposed Scheme.

Landscape and Biodiversity Strategy

- 3.23 The landscape and biodiversity strategy is the same as that detailed in **Section 2** and as shown in **Extract 7**.

Flood Risk and Drainage

- 3.24 The flood risk and drainage strategy is the same as that detailed in **Section 2**.

Foul Water Drainage Strategy

- 3.25 The foul water strategy is the same as that detailed in **Section 2**.

Energy and Sustainability Strategy

- 3.26 The energy and sustainability strategy is the same as that detailed in **Section 2**. However, as the Proposed Scheme does not include for residential development, the specific requirements for the homes are not of relevance to the Proposed Scheme.

Utilities

- 3.27 The utilities required for the Proposed Scheme are the same as that detailed in **Section 2**. This is with the exception of the potable water infrastructure upgrades along Pilsworth Road. These upgrades, although required for the Proposed Scheme are not part of the Application.

Other Operational Strategies

- 3.28 The other operational strategies that will be implemented for the Project for Assessment are the same as detailed in **Section 2**.

Construction of the Proposed Scheme

- 3.29 The construction activities, anticipated phasing and access to the Application Plots are as described in **Section 2**.

Site Working Hours and Days

- 3.30 The site working hours and days are the same as that detailed in **Section 2** although working outside of these hours within Infrastructure Areas is not applicable to the Proposed Scheme.

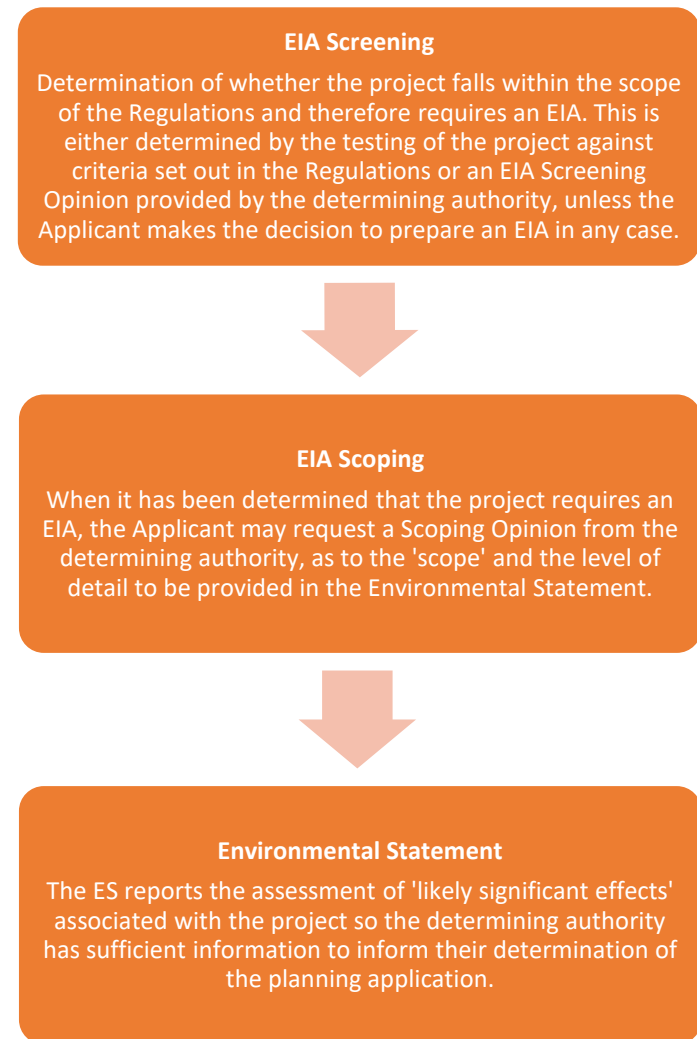
4. The EIA Process and Approach

The EIA Process

- 4.1 The aim of EIA is to protect the environment by ensuring that a determining authority (in this case, BC and RBC) when deciding whether to grant planning permission for a project, does so in the full knowledge of the likely significant environmental effects of the project and takes them into account in the decision-making process.
- 4.2 As such, EIA is a tool to assess and report likely significant environmental effects.
- 4.3 The EIA process generally comprises a series of steps, which are summarised in **Extract 9**. It should be noted that the first step (Screening) is not mandatory, and the second stage (Scoping) is voluntary. The EIA Scoping and Environmental Statement stages of the EIA process have been completed.

The EIA Process

- 4.4 The EIA Regulations specify that EIA must “*identify, describe and assess the direct and indirect significant effects*” of the development on a number of ‘factors’. These factors, generally broken down into specific sensitive receptors, have been considered/assessed within a number of technical topics and appraised at each stage of the EIA process.



Extract 9: Steps in the EIA process

The Requirement for EIA

- 4.5 The need for an EIA was recognised as the Project for Assessment is considered ‘EIA development’, principally due to the potential for likely significant beneficial and adverse effects. Therefore, an EIA Screening process was not completed, and the project moved forward to the EIA Scoping stage.

EIA Scoping

- 4.6 The EIA Scoping process, informed by a series of baseline studies, undertook a preliminary assessment in order to identify technical topics and/or specific effects which were considered ‘Not Significant’. This process was used to ‘scope’ the ES, thereby ensuring only those topics and/or effects that were likely to be Significant would be subject to further assessment and reported as part of the ES.
- 4.7 The EIA Scoping process, culminating in an EIA Scoping Report¹⁴ was submitted to BC and RBC on 17th October 2024. A Scoping Opinion has not been received to date; however a number of consultation responses have been received and are provided in **Volume 2, Appendix 2.2** and a response to the consultations provided in **Volume 2, Appendix 2.3**.

¹⁴ The EIA Scoping Report has been submitted with the ES, as **Volume 2, Appendix 2.1**.

¹⁵ In some instances, specific effects within topics were scoped out following the EIA Scoping process as they were identified to not be

- 4.8 Within the EIA Scoping Report, it was proposed to scope out the following technical topics because no likely significant effects were anticipated:

- Lighting;
- Waste;
- Minerals;
- Major Accidents and/or Disasters; and
- Microclimate:
 - Daylight, Sunlight, Overshadowing,
 - Glint and Glare; and
 - Wind.

- 4.9 The ES has reported the assessment of ‘*likely significant effects*’ for the following technical topics¹⁵:

- Socio-Economics and Human Health;
- Transport and Access;

significant following further design information or assessment for example. Where this is the case, it is clearly documented in **Volume 1, Technical Chapters 7 – 18**.

- Noise and Vibration;
- Air Quality;
- Biodiversity;
- Hydrology, Flood Risk and Water Quality;
- Ground Conditions and Contamination;
- Agriculture and Soils;
- Archaeology;
- Built Heritage;
- Landscape and Visual; and
- Climate Change.

4.10 In terms of the wider comments made through the EIA Scoping Opinion, the ES has addressed each, with clear distinction on how or where it is dealt within set out within **Chapter 2** of **Volume 1** of the ES.

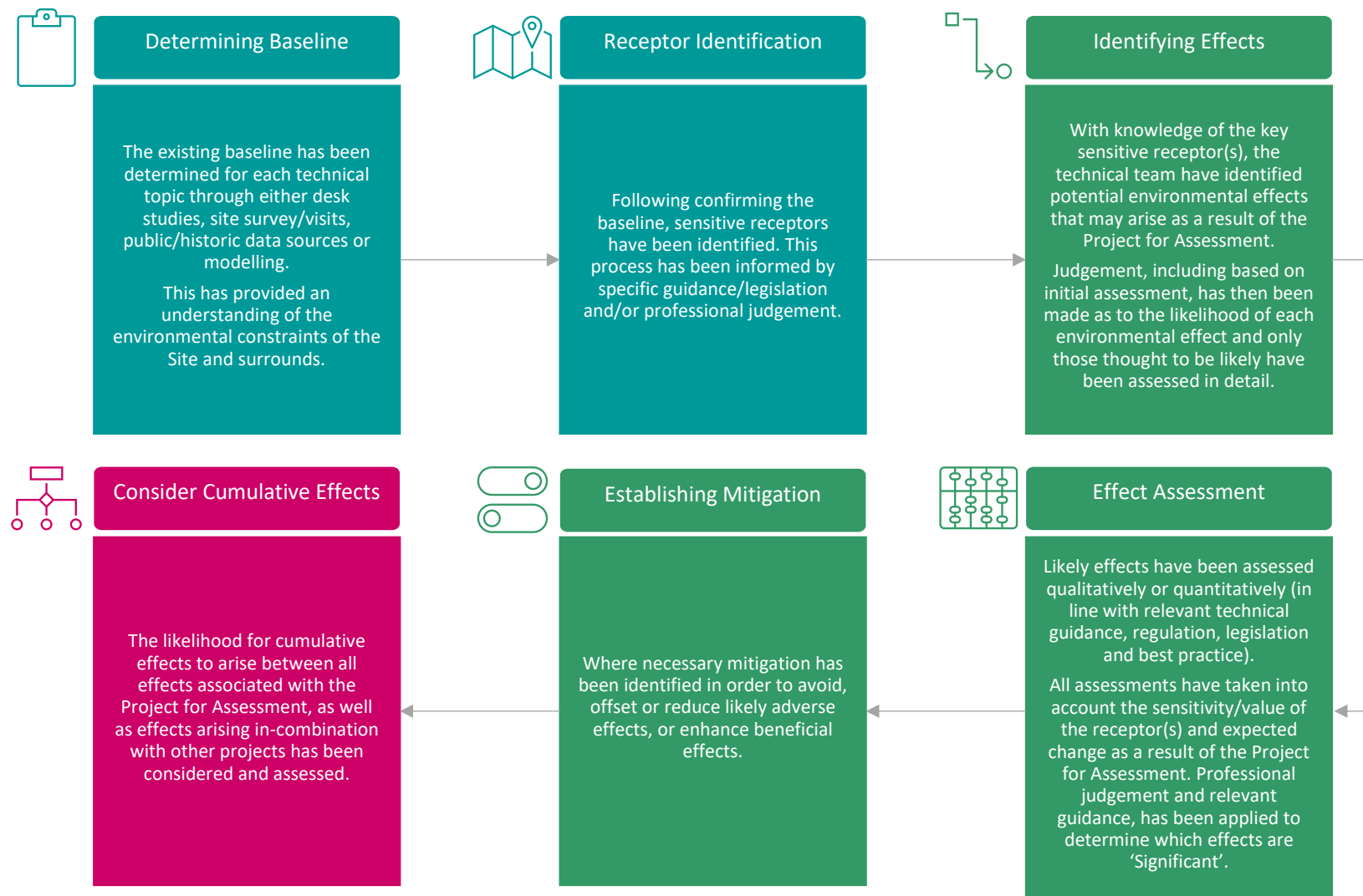
4.11 The precise approach to the assessment of likely significant effects varies somewhat between the various technical topics, reflecting relevant industry and technical guidance/regulations. The adopted methodology for each technical topic was confirmed through the EIA Scoping process. The methodologies adopted are clearly outlined for each technical topic within **Volume 1** of the ES.

4.12 Nonetheless, an overarching approach, required by the EIA Regulations that covers all technical topics is set out in **Extract 10**. The steps within **Extract 10** are colour coded, with the subsequent sections of this NTS following a similar colour coding, allowing readers to understand how each step within the assessment approach (**Extract 10**) has been completed as part of the ES.

Environmental Statement

4.13 As set out within **Section 1**, the purpose of EIA and the ES is to assess and report the 'likely significant effects' of the Project for Assessment on the environment. On this basis the summary of the technical assessments presented within this NTS (**Section 6 and 7**) concludes whether an effect was considered 'Significant' or 'Not Significant'.

4.14 Furthermore, where the determination of 'Significant' or 'Not Significant' is linked to the implementation of specific mitigation, this proposed mitigation has been noted as part of the summary within **Section 6 and 7**.



Extract 10: Overview of EIA process

5. Determining the Baseline

- 5.1 As set out within **Extract 10**; in order to determine the environmental effects of the Project for Assessment, it was necessary to establish the existing characteristics of the Assessment Boundary and the surrounding area (i.e., the existing baseline conditions).
- 5.2 As such, a summary of relevant baseline information for the various technical topics scoped into the assessment are provided below¹⁶.

Context

- The Assessment Boundary is approximately 570 ha, located in the administrative areas of BC and RBC;
- The Assessment Boundary is currently largely formed of a number of agricultural land parcels in addition to areas of woodland, grassland, ponds and watercourses (including Hollins Brook, Whittle Brook, Castle Brook, Brightly Brook, Pilsworth Clough and an unnamed watercourse). Pike Fold Golf Club is located to the west of Whittle Brook and Birch Industrial Park is located centrally. Birch Services straddles the M62 corridor to

the South. Farm and residential buildings are scattered throughout the Assessment Boundary;

- The two major highways corridors, the M62 to the south and the M66 to the west, largely form the Assessment Boundaries to west and south (with the exceptions as described above);
- The Assessment Boundary is bound:
 - To the north by Hollins/Brightley Brook, Kingfisher Park, a limited number of residential properties (Pilsworth Cottages), Pilsworth fishing lake, a sewage works and agricultural fields;
 - To the east by agricultural fields which is part of the consented South Heywood development for which the majority of the highways infrastructure and some housing has already been constructed;
 - To the south by the M62 and the village of Birch; and
 - To the west by the M66.

¹⁶ Baseline data for topics scoped out have not been set out and was provided in full as part of the EIA Scoping Report (included as **Volume 2, Appendix 2.1** and **Volume 1, Chapter 3**).

- In the wider surroundings:
 - To the north is the Pilsworth landfill and Heywood Distribution Park;
 - To the east (and north east), beyond the consented South Heywood development is the residential area of Heywood;
 - Beyond the M62 to the south are agricultural fields and the villages/towns of Bowlee, Simister and Middleton; and
 - To the west, the wider area comprises of the predominantly residential area of Unsworth.
- The area in the vicinity of Junction 3, M66 are the Pilsworth Industrial Estate, agricultural fields and the Pilsworth Landfill.

Socio-Economics and Human Health

- Analysis of Office for National Statistics (ONS) data regarding Jobseeker's Allowance (JSA) claimants highlights that 165 people in BC and RBC¹⁷ were recorded as specifically seeking employment in construction-related trades in November 2024, rising to

c. 1,100 across the Wider Impact Area (which refers to Greater Manchester Combined Authority (GMCA)) and c.2,600 across the Regional Impact Area (i.e. the North West);

- The latest Claimant Count data published by the ONS¹⁸ indicates that as of November 2024, there were c. 14,800 people in BC and RBC claiming out-of-work benefits, accounting for 5.8% of the resident population aged 16 and older. Across the GMCA, the number of claimants increases to c. 100,000 (5.5% of working-aged residents~).
- The construction sector supported 9,000 jobs in BC and RBC in 2023, equating to 5.6% of the area's workforce, a higher proportion of total employment than recorded in the GMCA (4.7%).
- As of 2023, industrial employment sectors (transport & storage and manufacturing¹⁹), accounted for 24,800 jobs BC and RBC, representing 16% of total local employment, a higher proportion than recorded across than the GMCA (12%) and North West as a whole (13%).

¹⁷ This is referred to as the Local Impact Area and is noted to be defined to cover the combined administrative areas of both Bury Council (BC) and Rochdale Borough Council (RBC).

¹⁸ ONS via Nomis (2024). Claimant Count: November 2024.

¹⁹ Unless otherwise stated, the term 'industrial sectors' (and associated employment) as used throughout **Volume 1, Chapter 07: Socio-Economics and Human Health** refers to the combined transport & storage and manufacturing sectors.

- Department of Education (DfE) data²⁰ indicates that a total of circa 10,840 people started construction apprenticeships in the North West between 2019/20 and 2021/22 (the latest year for which data is available). Assuming 3-year apprenticeships, this indicates that apprentices account for c. 5.8% of the total regional construction workforce as of 2022.
- In the same period, c. 15,300 people started apprenticeships in industrial employment sectors across the North West, equivalent to c. 3.2% of the sectors' total workforce.

Transport and Access

- The Assessment Boundary is situated to the north west of the intersection of the M60, M62 and M66 motorways.
- The Assessment Boundary is traversed by Moss Hall Road, which has speed limits ranging from 30 to 40 mph. This road is generally rural in character, supporting two-way traffic and providing access to residential properties and agricultural land. To the southeast, Moss Hall Road becomes Whittle Lane, offering access to the A4065 and Middleton.

- Pilsworth Road/Harehills Road form the northern extents of the Assessment Boundary, which provide access to Heywood and the M66 and M62 (via Queen Elizabeth Way II).
- Shared use paths are provided along Pilsworth Road, Hareshill Road and Queen Elizabeth II Way provide safe and suitable use for pedestrians and cyclists.
- The Assessment Boundary has direct connections to the following parts of the PRoW network (as shown on **Extract 11**):
 - Bury: 2WHI; 3WHI; 4WHI; 5WHI; 6WHI; 7WHI; 8WHI; 9WHI; 46WHI; 87BUR; 85BUR; 89BUR; and
 - Rochdale: Hey-Fp-74; Hey-Fp-72; Hey-Fp-75; Hey-Fp-142; Hey-Fp-164; Hey-Fp-165; Hey-Fp-166; and Hey-Fp-166.
- Bus stops are located on the A6045 Manchester Road near The Birch Hotel and are served by the Number 125 to Heywood and Middleton. Additional bus stops can be accessed at Parr Lane, near the junction with Castle Road and are served by the Number 94 and 97 providing services to North Manchester General Hospital and Bury.

²⁰ Department for Education (2022). 'Apprenticeships in England by industry characteristics' [Online]. Available at: <https://explore-education-statistics.service.gov.uk/data-tables/apprenticeships-in->

[england-by-industry-characteristics/2021-22?subjectId=3af2a1e2-384d-4ba0-8ee5-08dca06faf32](https://explore-education-statistics.service.gov.uk/data-tables/apprenticeships-in-england-by-industry-characteristics/2021-22?subjectId=3af2a1e2-384d-4ba0-8ee5-08dca06faf32)

- A highway safety review using data obtained from 'Crashmap'²¹ for a five-year period from 2018 to 2023 recorded 52 incidents on the roads assessed.

²¹ Details available at <https://www.crashmap.co.uk/>



Legend

- Proposed Scheme
(Application Boundary)
- PfE JPA1.1
Allocation
Boundary

Bury Council PROW Routes

- - - - Footpath
 - - - - Bridleway
 - - - - Restricted Route
 _____ PROW Subject to Temporary Closure

Rochdale Council PROW Routes

- Footpath

Noise and Vibration

- Generally, there are both isolated and clusters of noise sensitive residential receptors within and around the Assessment Boundary. A denser proportion of residential homes are located beyond the M62 and M66 to the south and west as well as to the east beyond Queen Elizabeth II Way.
- In addition, Pilsworth Fisheries is located adjacent to the Assessment Boundary to the north.

Air Quality

- The Assessment Boundary is partly located within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA)²²(albeit this is limited to the linear sections of the existing M62 and M66 highway infrastructure), declared due to exceedances of the annual mean standards of Nitrogen Dioxide (NO₂).
- The NO₂ concentrations at 51 positions in the vicinity of the Assessment Boundary indicated that levels were above the annual mean objective (40µg/m³)²³ at eight positions in the vicinity of the A56 - Bury New Road, A576 - Middleton Road, A58 - Bury New Road, A57 and

²² An area where air quality exceeds or is not likely to achieve the objectives for good air quality.

²³ This is taken as the annual mean for the protection of human health.

²⁴ Considered to be an annual average of 40 µg/m³ for PM₁₀.

²⁵ At the request of Bury Council.

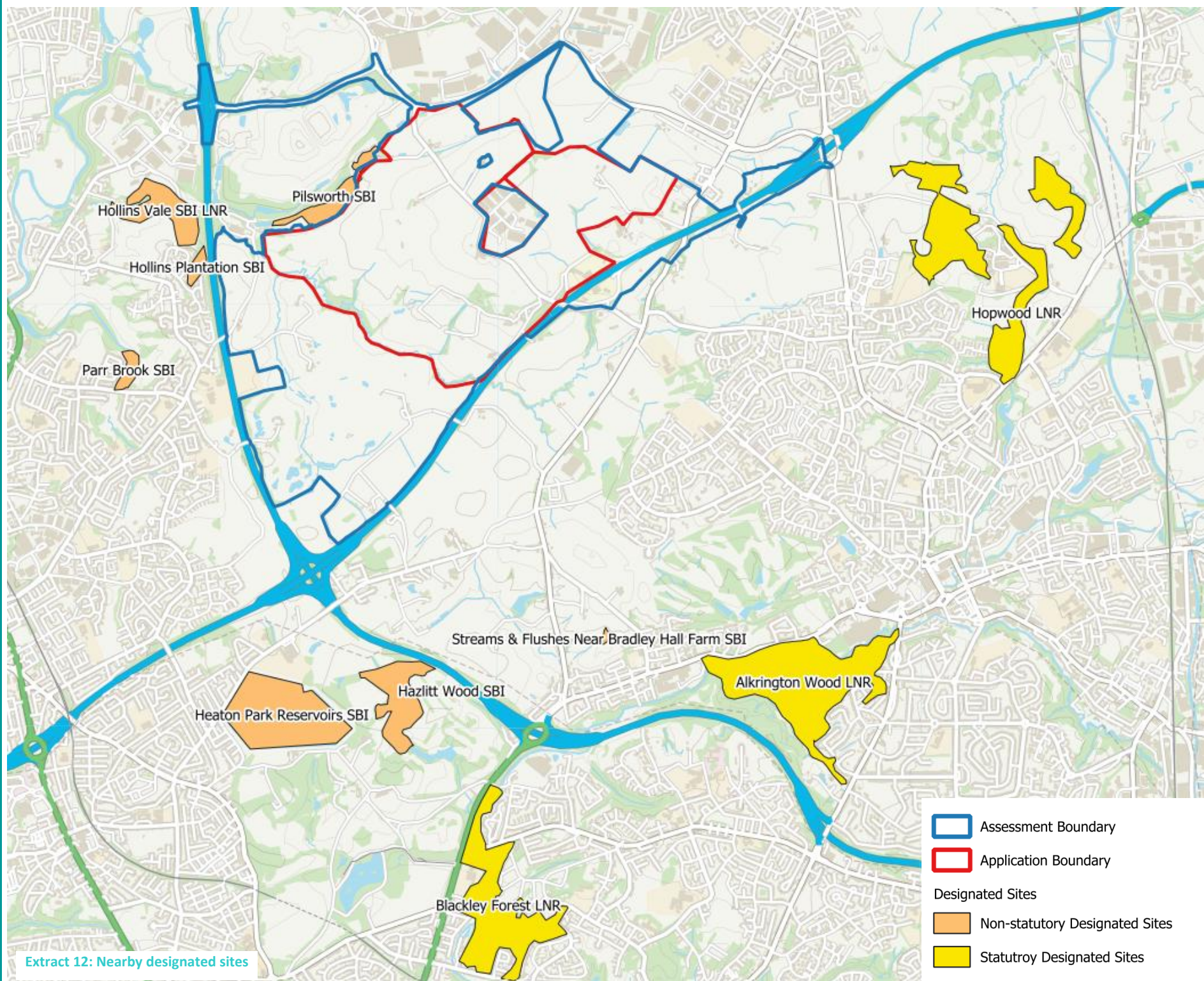
Walsh Lane in recent years (near the Assessment Boundary). Particulate matter (PM₁₀) monitoring at a nearby location indicate that concentrations are below the annual air quality objectives (AQO)²⁴.

- Project-specific monitoring of NO₂ concentrations was also undertaken²⁵ at 15 positions in the vicinity of the Assessment Boundary, which indicated that levels were above the relevant AQO at two locations and below at 13.
- On review of the background pollutant concentrations²⁶ at the Assessment Boundary, the annual mean NO₂, PM₁₀ and PM_{2.5} background concentrations are also below the relevant AQOs.
- Based on the pollutant concentrations in the vicinity, the Assessment Boundary is unlikely to have poor air quality.

Biodiversity

- There are eight non-statutory designated sites within 2km of the Assessment Boundary. These are shown on **Extract 12** and are all designated as 'Sites of Biological Importance' (SBI).

²⁶ Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by Department for Environment, Food & Rural Affairs (DEFRA) for the UK to assist Local Planning Authorities in their Review and Assessment of air quality.



Extract 12: Nearby designated sites

- The eight non-statutory designated sites include the following:
 - Pilsworth (SBI); 0km (adjacent) north;
 - Hollins plantation (SBI); 336m west;
 - Hollins vale (SBI); 473m north west;
 - Railway cutting at Heywood SBI; 661m north east;
 - Hazlitt Wood (SBI); 900m south west
 - Heaton Park Reservoir (West and East) (SBI); 941m south west
 - Parr Brook (SBI); 1.2km west; and
 - Streams and Flushes Nera Bradley Hall Farm (SBI); 1.5km south
- Ecologically important habitats within the Assessment Boundary include broadleaved woodland, hedgerows, neutral grassland, standing water/ ponds, scattered trees (of local importance), and wet ditches.
- Other habitats present within the Assessment Boundary include artificial unvegetated surfaces, buildings, dense scrub, hardstanding, and modified grassland improved grassland, neutral semi-improved grassland, poor semi-improved grassland, broadleaved plantation woodland, dense scrub, dry ditch, scattered scrub, tall ruderal, and

standing water; however these are noted to be of negligible ecological importance.

- Desk-study and survey works have identified that the Assessment Boundary can support badgers, bats, birds and amphibians (including great crested newts (GCN)). 'Other fauna', most notably hedgehog and brown hare, are also likely to be supported at the Assessment Boundary.

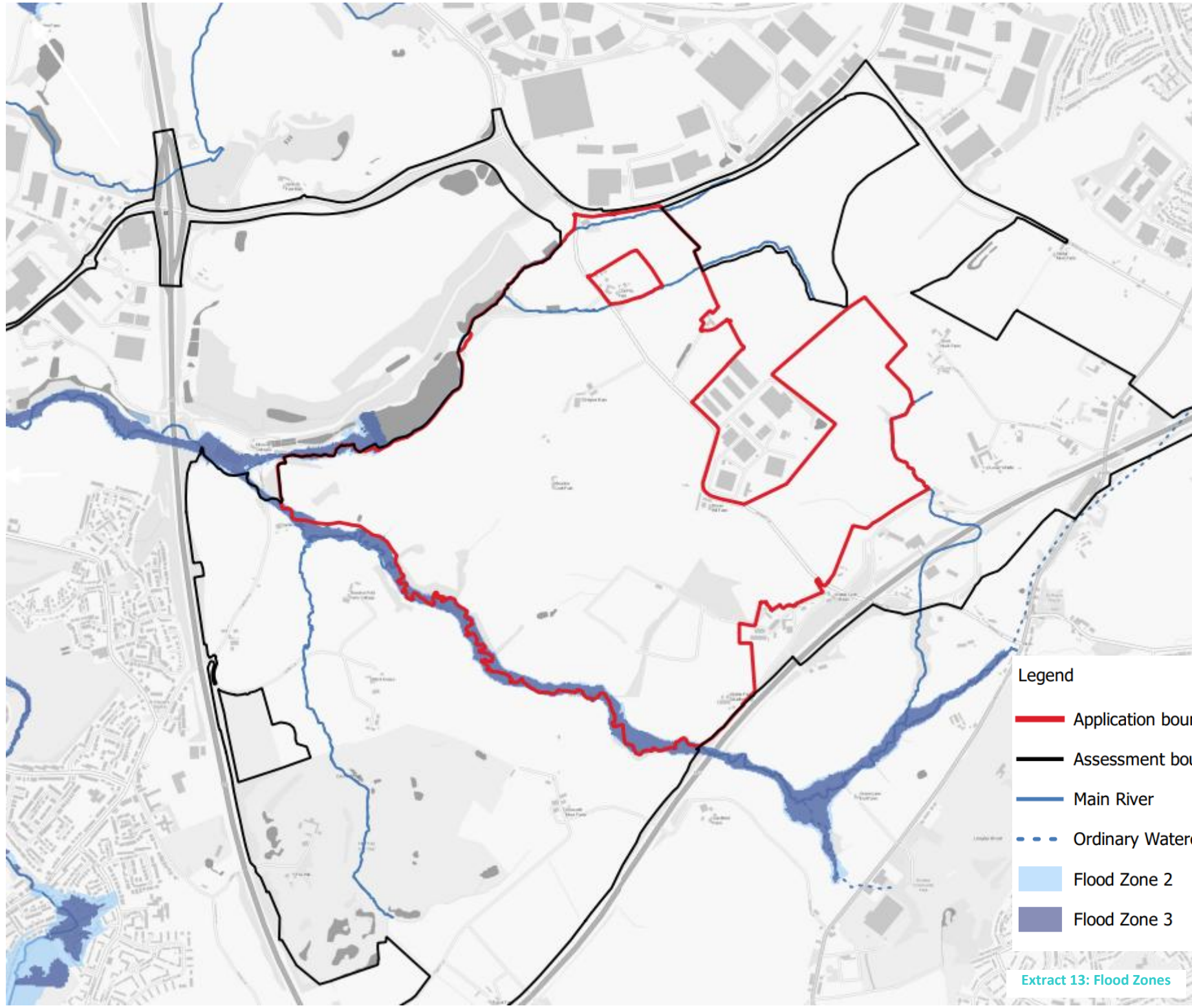
Hydrology, Flood Risk and Water Quality

- Brightley Brook and Pilsworth Clough flow east to west and join to form Brightley Brook in the north of the Assessment Boundary. In the east, an unnamed Ordinary Watercourse flows in a southerly direction out of the Assessment Boundary where it joins Whittle Brook before flowing northward through the Assessment Boundary. Castle Brook is located to the west and flows northwards. Castle Brook joins with Whittle Brook, which then further downstream meets with Brightley Brook to form Hollins Brook, which flows west out of the Assessment Boundary. The location of the brooks are shown on **Extract 19**.
- The Assessment Boundary is underlain by Unproductive Superficial deposits and by bedrock deposits which are

classified as Secondary A²⁷. The chemical status of the groundwater is classified as poor. The Assessment Boundary is not located within a Source Protection Zone (SPZ)²⁸.

²⁷ Permeable strata capable of supporting water supplies at a local rather than strategic scale and in some cases forming an important source of base flow to rivers.

²⁸ SPZs are zones which show the level of risk to the source from contamination.



Legend

- Application boundary
- Assessment boundary
- Main River
- Ordinary Watercourse
- Flood Zone 2
- Flood Zone 3

Extract 13: Flood Zones

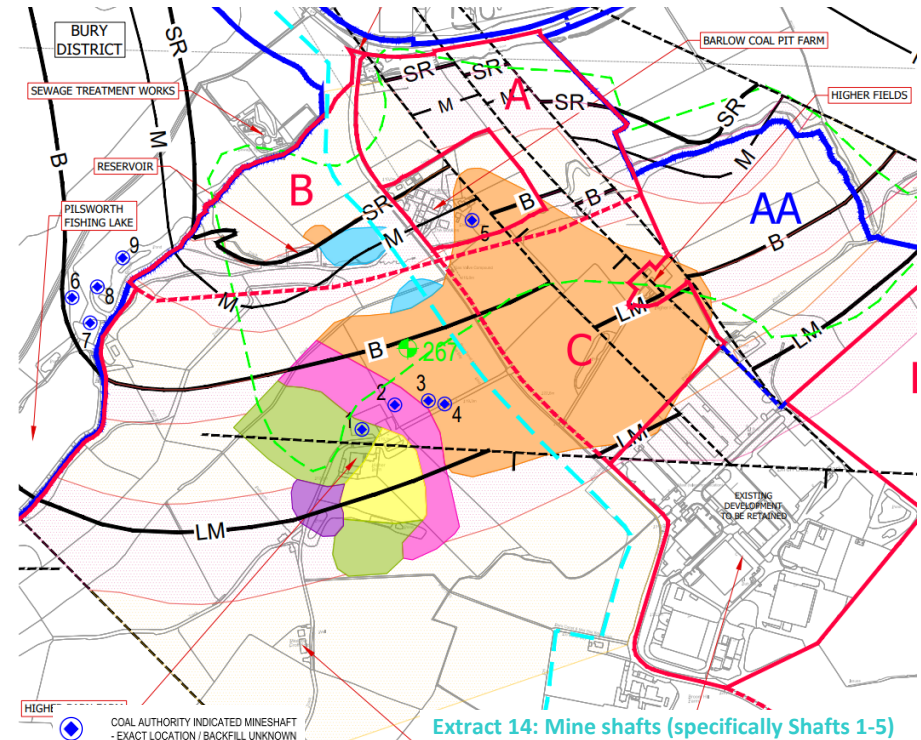
- The Assessment Boundary is mainly located in Flood Zone 1²⁹ with areas of Flood Zone 2 and 3 (i.e., medium and high flood risk zones respectively) located along Hollins Brook, Whittle Brook and Brightley Brook. The extent of Flood Zone 2 is considered to be the floodplain. The location of the flood zones is shown on **Extract 13** above.
- Area of surface water flooding maps from the Environment Agency³⁰ indicate areas of flooding throughout the Assessment Boundary, predominantly to the east of the Assessment Boundary. The far north west of the Assessment Boundary are identified at risk of reservoir flooding.
- Potable water connections are present to existing development within the Assessment Boundary. Existing developments have their own foul water infrastructure and treatment system; there are no known foul water assets recorded within the Assessment Boundary.

Ground Conditions and Contamination

- Five mine shafts of unknown condition are shown as present (noted in **Extract 14**).

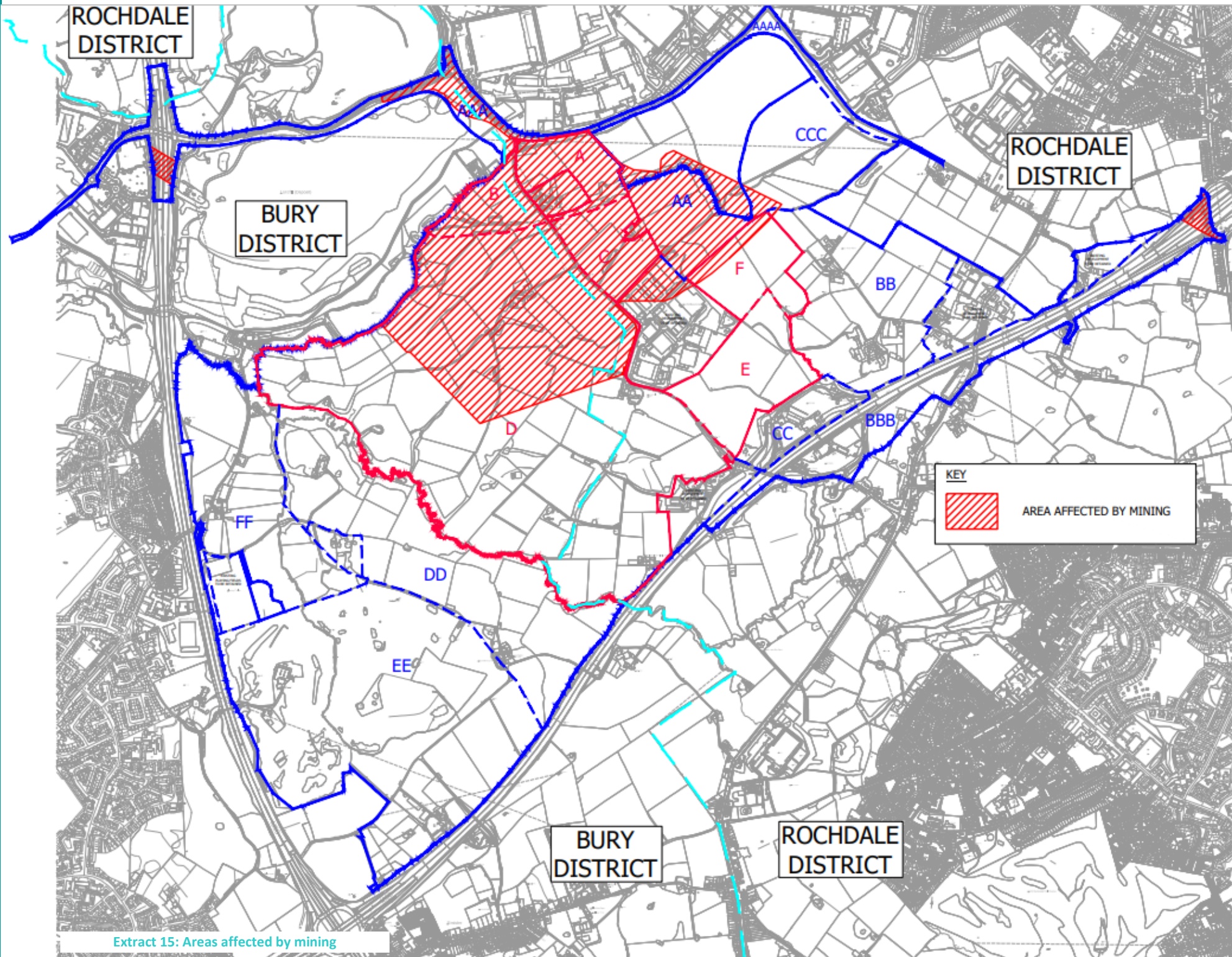
²⁹ Flood zones are designated areas based on flood risk. Areas within Flood Zone 1 are deemed to have less than a 1 in 1000 (0.1%) annual probability of flooding in any given year. Flood Zone 1 is the lowest risk flood zone.

- The Mining (MRA) Remediation Authority Interactive viewer indicated the Assessment Boundary falls within a Coal Mining Reporting Area with Application and Assessment Plots falling within Development High Risk Areas with respect to shallow coal (shown in **Extract 15**).



Extract 14: Mine shafts (specifically Shafts 1-5)

³⁰ Check Your Long Term Flood Risk, 2024, Environment Agency. Available at: <https://check-long-term-flood-risk.service.gov.uk/risk>



Agriculture and Soils

- The Assessment Boundary includes to 22ha of Best and Most Versatile (BMV) land³¹ and circa 304ha of the agricultural land which is not considered BMV.
- Mapped soil information shows three soil associations across the Assessment Boundary, the most prevalent type of soil being fine loamy, fine loamy over clayey and clayey soils.
- There are a very large number of ownership titles (nearly 80) within the Assessment Boundary but the number of operational farm holdings is limited³². The principal tenanted holding is Higher Barn Farm which is occupied on a secure tenancy³³.

Archaeology

- Archaeological evaluation undertaken as part of the assessment has identified a concentration of

archaeological remains within the Assessment Boundary, as follows:

- An area of earthworks at the east of Assessment Plot FF, to the east of Castle Brook Farm, alongside an oval cropmark, interpreted as a possible Prehistoric camp however an alternate interpretation is that these features could relate to backfilled ponds;
 - A medieval ridge and furrow alongside the shrunken and then-deserted medieval settlement and iron smelting site at Meadowcroft Fold. The settlement was largely agricultural however excavations have also recorded evidence of medieval iron smelting activity; and
 - A further medieval iron working site has been identified through excavations at Whittle Brook.
- Additionally, it is likely that non-designated archaeological assets³⁴ are anticipated be present across the Assessment Boundary from all time periods.

³¹ Agricultural land was further defined as either being classified as 'Best and Most Versatile' (BMV) or other agricultural land falling outside of this definition. BMV agricultural land (i.e. Grades 1, 2 and 3a on MAFF's 1988 Agricultural Land Classification system) is considered to be a finite national resource, and is given special consideration in national policy (as set out in the National Planning Policy Framework (NPPF), Paragraph 187).

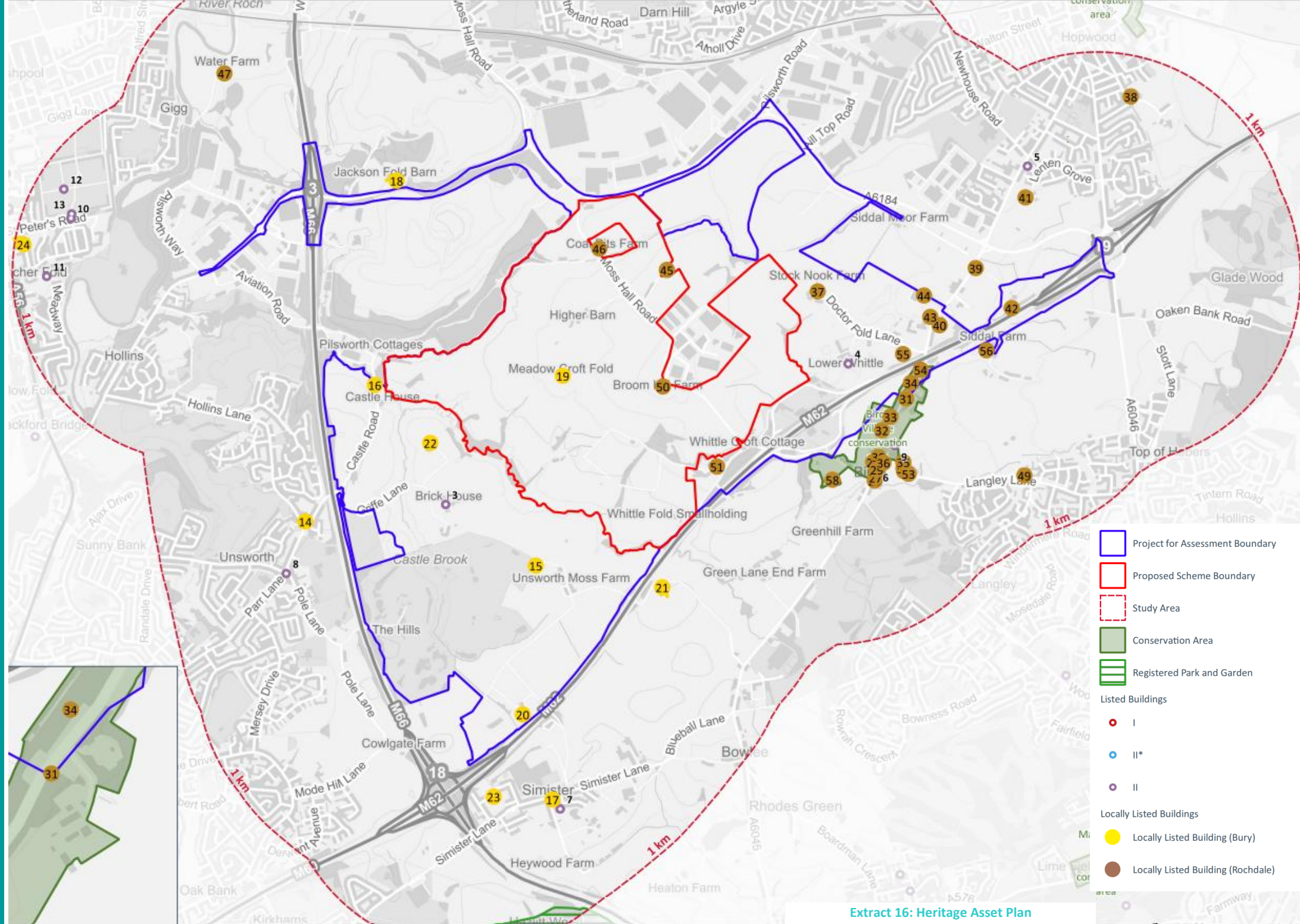
³² This includes Broom Hill Farm, Higher Barn Farm and Thurston Fold Farm, with a number of other smaller land holdings.

³³ This is an agricultural tenancy arrangement that protects a tenant farmer's security of tenure.

³⁴ The identification of an asset as a 'non-designated heritage asset' means having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. These can also be of archaeological nature.

Built Heritage

- The designated and non-designated heritage assets within the Assessment Boundary and in the surrounding area are shown in **Extract 16** below (references to the Heritage Asset Plan ('HAP') numbers/map references are provided throughout this document in brackets).
- There are two listed buildings within the Assessment Boundary but outside of the Application Boundary – Brick Farmhouse (HAP 3, Plot DD) and Lower Whittle Farm (HAP 4, Plot BB) (both grade II listed).
- The Temple to the north east of Heaton Hall (HAP 1, grade II* listed) is situated over 1km to the south west of the Assessment Boundary on a high point within Heaton Park, a grade II Registered Park and Garden.
- Alkrington Hall (HAP 2, grade II* listed building) is an 18th century Palladian house over 2km from the Assessment Boundary but with extensive views across the landscape to the north west, towards the area within the Assessment Boundary.
- Part of the Assessment Boundary falls within the Birch Village Conservation Area, which is situated to the south of the M62 and Birch Services.



Landscape and Visual

- The Assessment Boundary is situated across four identified Landscape Character Types (LCT) and Landscape Character Areas (LCA) as follows³⁵:
 - Incised Urban Fringe Valleys LCT / LCA25 River Roch;
 - Reclaimed Land/Wetlands LCT / LCA26 Prettywood, Pilsworth and Unsworth Moss;
 - Mosslands and Lowland Farmland LCT / LCA26 Prettywood, Pilsworth and Unsworth Moss; and
 - Urban Fringe Farmland LCT / LCA27 Simister, Slattocks and Healds Green.
- In terms of visual amenity, the undulating nature of the Assessment Boundary provides opportunities to obtain panoramic views towards the surrounding land uses, which are backdropped by elevated land of Knowl Hill to the north, and the Peak District in the distance to the east. Lower lying parts of the Assessment Boundary are more contained, with containment afforded by a combination of topography and woody habitats.

³⁵ Identified within the Greater Manchester Landscape Character and Sensitivity Study (GMLCSS).

³⁶ These are a category of gases emitted from the planet's surface (largely due to human activities) that intensifies the greenhouse effect and contributes to climate change.

- The Project for Assessment will be visible from nearby locations (in particular, road users, local routes, motorway overbridges, nearby footpaths (specifically those that form a comprehensive footpath network throughout the western and eastern extents of the Assessment Boundary) and long distance footpaths (specifically the Rochdale Way long distance footpath), byways, listed assets, community parks, and in longer distance views.

Climate Change

- The current greenhouse gas (GHG) emissions³⁶ for the Assessment Boundary are unknown in quantitative terms. For the purposes of the GHG emissions assessment, the existing baseline emissions are assumed to be zero³⁷.
- The table below presents the most recent (2022) data on baseline GHG emissions at the local authority (Rochdale and Bury) and the regional level (North West)³⁸.

³⁷ This is an approach that helps ensure a reasonable 'worst-case' scenario regarding the GHG effect of the Project for Assessment.

³⁸ As sourced from the latest (2022) UK Government local authority and regional carbon dioxide emissions national statistics: 2005 to 2024.

Geographical Area	2022 GHG Emissions (tonnes CO ₂ e)
Bury and Rochdale	1,899,500
Greater Manchester	11,930,400
North West	40,593,000
Assessment Boundary	0

Natural Evolution of the Site and Reasonable Alternatives

- 5.3 The EIA Regulations require the provision of, as far as reasonably possible, as estimation of the future natural evolution of the Assessment Boundary (i.e., future baseline) were the Project for Assessment not to go ahead (i.e., no development scenario).
- 5.4 The EIA Regulations also require “*a description of the reasonable alternatives studied by the developer*”, including in relation to alternative sites; design; or technology.
- 5.5 As stated in EIA Scoping Report (**Volume 2, Appendix 2.1**), the Applicant has not considered ‘alternative sites’, and ‘alternative technologies’, and therefore, the remaining consideration is alternative design.
- 5.6 It is likely that with the absence of the Project for Assessment, the Assessment Boundary would not be developed, meaning that the Assessment Boundary would continue to be used for primarily agricultural purposes and the current management regime would continue. This is with the exception of:

- Increase in total employment across the Greater Manchester Combined Authority and the North West region, with a decrease in construction sector, manufacturing, and transport and storage employment;
- Slight increase in transport volumes across the links for assessment considered;
- Continued decrease in air pollutant concentrations and improvement in air quality;
- Expansion to the areas of Flood Zones 2 and 3 and surface water risk (due to the impacts of climate change), and increased pressure on water availability; and
- Reduction in greenhouse gas emissions (carbon budgets reducing to achieve net zero).

5.7 The design of the Project for Assessment has evolved in response to studies, surveys and modelling to take account of the environmental constraints and opportunities. In addition, consultation with stakeholders have also informed the design development process.

5.8 An overview of how alternative design options have been discounted in order to avoid, reduce or offset environmental impacts is provided below:

- **Biodiversity** – During the design process, Brooks within the Project for Assessment³⁹ and adjacent habitats were identified to be retained to avoid environmental impacts. Various options were evaluated in terms of the associated widths of the brook corridors, and in particular the widths of the Wildlife Habitat Corridor to ensure that they retained key habitats and functioned successfully. The final Wildlife Habitat Corridor footprint reduces environmental impacts when compared with narrower corridors or/and a greater level of removal of vegetation.
- **Built Heritage** – As part of the design process, the number of historic farmsteads proposed/assumed to be demolished reduced, removing or lessening the environmental impact on these assets given the potential for cumulative impact on local non-designated heritage assets. The setting of both designated and non-designated heritage assets were also considered during the design process with setbacks included following evaluation with and without setbacks⁴⁰. The final design reduces indirect impacts to Brick Farmhouse and Lower Whittle Farmhouse.
- **Hydrology, flood risk and water quality** – The management of flooding has been a key principle of the design. All sources of flood risk and associated

environmental impacts have been avoided, as set out below:

- As outlined above, the brook corridors and their retention was evaluated early on. This included the consideration of a number of options in relation to the uses adjacent to the brooks and the width of the corridors. In co-ordination with the biodiversity and landscape requirements, two distinct buffers were appraised. The final solution results in a Wildlife Habitat Corridor abutting each brook, and then adjacent to the Wildlife Habitat Corridor, a Landscape Mitigation Area.
- Limited works will take place within the Wildlife Habitat Corridor (the extent of the current and future flood zone). No buildings will be built within the Landscape Mitigation Area, thereby avoiding any risk of flooding to existing and future infrastructure and buildings (and users).
- The drainage strategy considered a number of options, including larger attenuation facilities and on-Plot attenuation. The final spatial footprint allows for large attenuation facilities within the Landscape Mitigation Area which remains outside of the Wildlife Habitat Corridor but in proximity to the brooks, which hydrologically provides the

³⁹ The primary ecological value within the Project for Assessment are the brook corridors, which include Hollins Brook, Whittle Brook, Castle Brook, Brightly Brook, Pilsworth Clough and an unnamed watercourse.

⁴⁰ These setbacks are defined as 'Heritage Setting Offsets'.

simplest solution with the least engineering requirements.

- **Air Quality** – Residential development is assumed outside of the Application Boundary within Assessment Plot FF. Future residents may to be impacted by pollutant concentrations from the nearby M66. Modelling was undertaken, which confirmed that buffers already in place, driven by other environmental impacts would avoid air quality impacts.
- **Noise** – There are various measures that could be incorporated into the design of Plot FF and other measures to ensure compatibility between this residential Plot and commercial/industrial uses. Whilst specific uses are not known at this stage, initial buffers based on estimates were incorporated. This included 50m from the M66 and a stand-off of 20m between the different uses to at least provide some degree of separation.
- **Landscape and Visual** – During the design process, the Brooks were identified as a key landscape feature. As set out above, various options were evaluated in terms of the associated widths of the brook corridors. At the outset of the design process, peripheral landscape buffers were not proposed. However, following design advice, it was considered essential to maintain a buffer around the Assessment Boundary and ensure that the existing vegetation within was retained. This was to help soften the impact of the development. Visual impacts from receptors were also informed by a heights

workshop which resulted in the reduction and graduation in some maximum heights, which helped with the integration of proposed built form.

6. Effects of the Project for Assessment and the Proposed Scheme

- 6.1 A summary of the assessment in the ES and the identified 'likely significant effects' reported within **Volume 1: Main Text and Figures**, taking each topic in turn, is provided below.
- 6.2 The summary is reflective of the scope of assessments, as discussed within **Section 4** and therefore technical topics or effects 'scoped out' have not been reported. Assessments within **Volume 1** have considered effects arising from the construction and operational stages of the Project for Assessment, however, where the text only considers a single stage, this is due to that fact that effects associated with the other stage were 'scoped out'.
- 6.3 As with the requirements of the Non-Technical Summary, to be written in plain English, the summaries of assessments presented below are not overly detailed and parties interested in understanding the specifics of an assessment process or output are directed to **Volume 1**.
- 6.4 A summary of the technical topics is provided in the table opposite, where:

- No significant effects were identified – denoted by ✖;

- Significant adverse effects were identified – denoted by ✔;
- Significant beneficial effects were identified – denoted by ✔; and
- A mixture of significant adverse and beneficial effects were identified – denoted by ✔.

Technical topic	Significant effects for the Project for Assessment?		Significant effects for the Proposed Scheme?	
	Construction Stage	Operational Stage	Construction Stage	Operational Stage
Socio-economics and human health	✓	✓	✓	✓
Transport and Access	✓	✓	✓	✓
Noise and Vibration	✓	✓	✗	✓
Air Quality	✗	✗	✗	✗
Biodiversity	✗	✗	✗	✗
Hydrology, Flood Risk and Water Quality	✗	✗	✗	✗
Ground Conditions and Contamination	✗	N/A	✗	N/A
Agriculture and Soils	✓	N/A	✓	N/A
Archaeology	✓	N/A	✓	N/A
Built Heritage	✓	✓	✗	✗
Landscape and Visual	✓	✓	✓	✓
Climate Change	✗	✗	✗	✗

Socio-Economics and Human Health

What effects were considered?

6.5 The following effects were considered in **Chapter 7: Socio-Economics and Human Health**:

- Employment generation during construction and operation; and
- Access to skills and training during construction and operation.

What receptors were considered?

- Labour force in BC and RBC; and
- Labour force in the GMCA and North West.

What did the assessments identify?

6.6 During the construction stage, a total of 355 additional full time jobs⁴¹ could be generated during construction across the North West, inclusive of 165 jobs in BC and RBC. Of the 355 FTE positions 200 are provided by the Proposed Scheme, 95 of which could be from BC and RBC.

⁴¹ Taking into account leakage of jobs being taken outside of the local and wider impact areas; the displacement (i.e. a proportion of jobs being taken by those who, in the absence of the Project for

6.7 As of 2023, the local area's construction sector supported 9,000 jobs, with the industry creating an additional circa 100 jobs per annum on average (since 2018). Therefore, the additional net direct construction jobs generated will contribute towards sustaining employment going forwards, and could grow the existing local sector by circa 135% and 75% for the Project for Assessment and Proposed Scheme respectively. Overall, despite being temporary, this effect was considered to be beneficial and Significant (given the number of jobs created).

6.8 The creation of additional jobs and activity within the construction sector is likely to improve the ability of people in BC/RBC and GMCA to access employment and training opportunities. The assessment identified that a total of 1,100 people in GMCA (including 165 in BC/RBC) are recorded as claiming JSA and specifically seeking employment in the construction sector as of November 2024. The construction of the Project for Assessment could support the equivalent of the completion of circa 118 apprenticeships (66 of which are generated by the Proposed Scheme), based on a typical construction apprenticeship lasting 3 years. The creation of jobs will provide new opportunities for local people seeking roles in the construction sector to access employment. Over the course of the construction period, the Project for Assessment will provide opportunities to support a large cohort of roles which is considered beneficial and Significant.

Assessment / Proposed Scheme, could otherwise be working on alternative construction projects locally); and indirect employment and financial benefits for the construction sector.

- 6.9 During operation, it is estimated⁴² that a total of 17,255 full time jobs could be generated from the Project for Assessment (10,400 jobs of which are generated by the Proposed Scheme) across the North West, inclusive of the 8,325 jobs (5,015 jobs from the Proposed Scheme) in BC/RBC.
- 6.10 As of 2023, industrial sectors in BC/RBC supported 24,800 jobs; however, these sectors have reduced in size year on year, from 32,000 in 2018. Across the GMCA, industrial employment also fell, by 8% during the same period. The operational stage jobs generated by the Project for Assessment will, therefore, contribute towards sustaining the declining employment in the sector within BC/RBC and the GMCA going forwards. Considering the impact of the Project for Assessment in the context of these baseline trends and the permanent, long-term period over which employment will be generated, Significant beneficial effects are likely.
- 6.11 The new jobs created by the operation of the Project for Assessment could therefore provide opportunities for a proportion of those people in BC/RBC, GMCA and beyond in the wider North West region. On-Site occupiers at the Project for Assessment could also provide apprenticeship and other training opportunities once operational. It was estimated that circa 535 (of which 310 are from the Proposed Scheme) apprenticeship opportunities could be supported on an ongoing basis during the operation of the Project for Assessment. Given the number of opportunities and considering the number of residents of both BC/RBC and the

wider North West area currently claiming benefits associated with being out of work, effects are considered to be beneficial and Significant.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.12 **No:** The effect levels (beneficial and Significant) are the same for the Proposed Scheme as they are for the Project for Assessment.

Transport and Access

What effects were considered?

- 6.13 The following operational effects were considered within **Chapter 8: Transport and Access:**
- Increase in community severance;
 - Increase in driver delay;
 - Increase in Non-Motorised User (NMTU) delay, fear and intimidation and a reduction in amenity;
 - Increase in accidents and reduction in safety during the construction and operational stage;
 - Impact to Public right of Way (PRoW) Network; and

⁴² In line with ONS data and published guidance.

- Increased demand on Public Transport..

What receptors were considered?

- Communities;
- Drivers;
- Non-Motorised Users (NMUs) i.e. pedestrians, cyclists and horse riders; and
- Users of the Public Transport Network.

What did the assessments identify?

- 6.14 It has been considered that the greatest changes in traffic will be during the operational stage. Therefore, the operational assessment is considered to represent any impacts during construction.
- 6.15 All impacts are as a result of changes in traffic flows.
- 6.16 An increase in severance (which refers to the perceived division within a community caused by major traffic arteries) was identified in relation to parts of Moss Hall Road and Pilsworth Road due to increases in traffic flows by more than 60%.

- 6.17 Delays for drivers will likely occur on the M62 Westbound Off-Slip and parts of Hollins Brow Manchester Road and Pilsworth Road.
- 6.18 An increase in NMU delay of more than 360 seconds and a reduction in amenity will likely occur on sections of Pilsworth Road and Moss Hall Road.
- 6.19 Increases in fear and intimidation (a traffic effect experienced by pedestrians depending on the volume of traffic, heavy goods vehicle (HGV) composition, its proximity to people or the lack of protection⁴³) are likely on parts of Hareshill Road, Queen Elizabeth II Way, Pilsworth Road, Manchester Road.
- 6.20 The perception of severance, driver/NMU delay, fear and intimidation and reduction in amenity can be mitigated through implementation of a Travel Plan and active travel measures⁴⁴; however, given the increase in traffic flows, effects are considered to be adverse and Significant.
- 6.21 There are no inherent concerns regarding the existing network infrastructure's ability to operate safely. Facilities to accommodate all transport users, including segregated footways, shared-use paths, and crossing points, are present. Given the low level of accidents on the local road network effects in relation to accidents and safety are adverse but Not Significant.

⁴³ This includes factors such as narrow pavement widths, as well as the speed and size of vehicles.

⁴⁴ Active travel refers to modes of transportation that involve physical activity such as walking or cycling.

- 6.22 Whilst the Project for Assessment will extinguish all existing PROW within the Assessment Boundary, they will be re-provided to a higher standard than currently available, ensuring accessibility for all users. The effects on PROW are therefore considered to be Beneficial and Significant.
- 6.23 Existing levels of public transport, such as bus services, in the vicinity of the Assessment Boundary are poor. Public transport provision would be provided through the implementation of Transport for Greater Manchester 'Transport Framework Document' for Northern Gateway which would extend existing bus services 125, 475 and 18 through the Project for Assessment and new bus services X1 and 91/92 could be provided. The effects on public transport are therefore considered beneficial and Significant.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.24 **No:** The effect levels (a mixture of beneficial and adverse) are the same for the Project for Assessment as they are for the Proposed Scheme. With the exception of accidents and safety, all effects are considered to be Significant.

Noise and Vibration

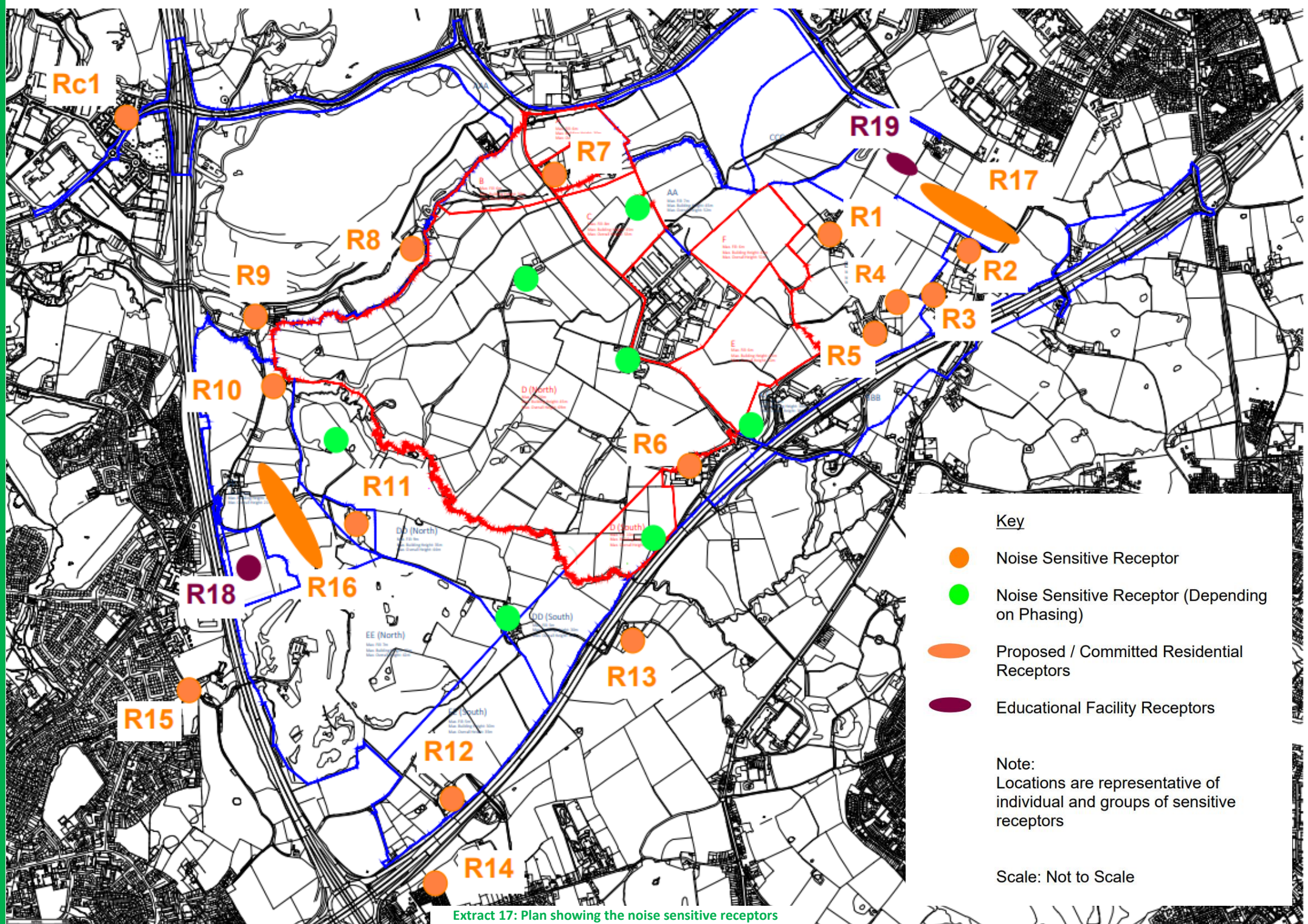
What effects were considered?

- 6.25 The following effects were considered in **Chapter 9: Noise and Vibration**:
- Noise and vibration effects from construction works;

- Construction traffic noise on the road network;
- Noise from proposed commercial and industrial uses;
- Noise from proposed energy infrastructure;
- Noise from general activities (i.e., vehicle movements on the internal access roads and car parking);
- Noise from development generated road traffic and new highway infrastructure; and
- Noise from existing and reasonably foreseeable future noise sources.

What receptors were considered?

- 6.26 This includes both existing and proposed human receptors (particularly, residential, educational, and recreational properties near the Assessment Boundary). The location of these sensitive receptors are presented in **Extract 17**.



What did the assessments identify?

- 6.27 The most notable sources of noise during construction would be during periods of earthworks, construction of infrastructure and the construction of substructures. Detailed, specific mitigation measures have been set out as part of the CEMP. With respect to works associated with the potential highways infrastructure, it would be expected that a Code of Construction Practice (CoCP) (or similar) would be provided to set out controls and management measures specific to the proposed works.
- 6.28 It was concluded that the effect of construction noise from the Project for Assessment upon all identified residential and educational receptors was adverse and Significant, mainly as a result of the potential highways infrastructure being less certain at this stage.
- 6.29 The primary sources of vibration during the construction activities would be anticipated to be driven piling, vibratory roller/compaction plant, surface breaking and bulldozer movements⁴⁵. Vibration from construction activities is anticipated to have adverse and Significant effects on all sensitive residential receptors, even with the implementation of CEMP measures and CoCP. A similar conclusion can be made for vibration as to that above for noise, i.e. the conclusion is due to less certainty on the mitigation associated with the potential highways infrastructure.
- 6.30 There are already large volumes of traffic on the local and wider road network and therefore the changes in traffic noise during construction are generally small by comparison. However, for the potential highways infrastructure, higher construction traffic levels are possible alongside partial or full closures of carriageways during night-time hours. Therefore effects are considered adverse and Significant for all existing residential receptors.
- 6.31 During operation, all existing and future sensitive receptors considered will experience an adverse effect, but one that is Not Significant. This is as a result of subsequent, future acoustic design when the detail of the uses is fully known. At this stage, strategic mitigation has been set out. This includes; noise control at source; setting noise limits; buffers; acoustic barriers; orientation of buildings; and trading and delivery restrictions. There is generally confidence that this will be successful in reducing noise from the different uses proposed.
- 6.32 The only exception to this is noise associated with operational traffic on a few sections of roads where Significant and adverse effects have been identified. These are principally along Moss Hall Road and in relation to any works associated with the M62. Separation distances or/and acoustic barriers are recommend as part of the detailed design stages, alongside traffic management. Nevertheless, such effects on these limited sections of road are considered to be adverse and Significant.

⁴⁵ Other sources of vibration would be present but are likely to generate lower levels of vibration.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.33 **Yes:** Effects during construction are adverse but Not Significant for the Proposed Scheme. This is as a result of the greater level of certainty in the mitigation that have been set out for the Proposed Scheme.
- 6.34 For some of the operational effects, there are some differences at some receptors, albeit the overall conclusions for each effect remain the same.
- 6.35 Effects on proposed residential properties is not relevant to the Proposed Scheme as no residential use is proposed.

Air Quality

What effects were considered?

- 6.36 The assessment examined the effects of increased traffic arising from the construction and operation of the Project for Assessment on the existing air quality, specifically NO₂, PM_{2.5} and PM₁₀⁴⁶.

What receptors were considered?

- 6.37 77 locations, labelled R1 to R77 (including residential properties, educational facilities and medical centres) along the relevant road links (as set out in **Extract 18**).

⁴⁶ These are mostly coarse particles and relatively of smaller size.

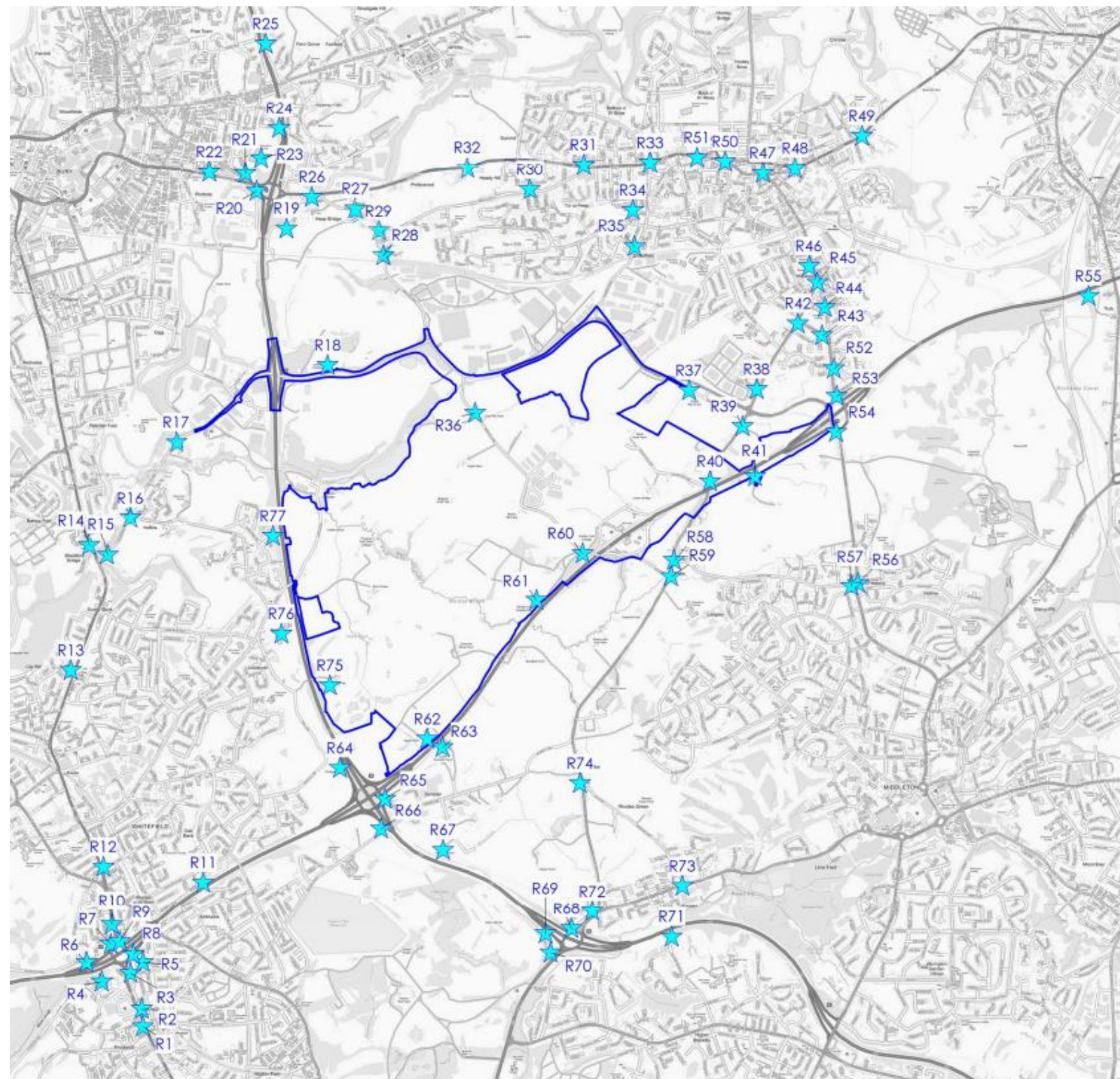
Legend



Assessment
Boundary



Sensitive
Receptor



What did the assessments identify?

- 6.38 The air quality assessment focused on changes in air quality emissions as a result of changes in traffic flows and associated road vehicle exhaust emissions. It has been considered that the greatest changes in traffic will be during the operational stage. Therefore, the operational assessment is considered to represent any impacts during construction.
- 6.39 Changes in air quality emissions was not considered to lead to an exceedance of the relevant air quality objective levels⁴⁷ at all 77 locations. This is with the exception of a residential property off Moss Hall Lane (R36), which was identified to have a large change in the annual mean NO₂ and PM_{2.5} concentrations. This is due to the change in traffic flow on Moss Hall Lane and proximity of the property façade to the roadside. To mitigate the increase in NO₂ and PM_{2.5} concentrations at R36, recommended measures comprise the realignment of Moss Hall Lane to create an increased separation distance between the emission source and the property facade. The increased distance would also result in greater dispersion and dilution of emissions prior to impacting the property, and overall reducing the effect on the R36.
- 6.40 Overall, it was determined that effects as a result of operational stage emissions were considered to have a negligible to adverse effect at all receptors, which is considered to be Not Significant.

⁴⁷ i.e., 40ug/m³ for NO₂, and 40ug/m³ and 25ug/m³ for PM₁₀ and PM_{2.5} respectively.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.41 **No:** The conclusions for the Proposed Scheme are the same as they are for the Project for Assessment.

Biodiversity

What effects were considered?

- 6.42 The following effects were considered in **Chapter 11: Biodiversity**:
- Overall loss of habitat and degradation to retained habitats during the construction and operational stages;
 - Risk of killing/ injury/ loss of habitat and disturbance to populations of wildlife during the construction and operational stages; and
 - Degradation through recreational pressure during the operation of the Project for Assessment.

What receptors were considered?

- Ecologically important habitats (i.e. of Habitats of Principal Importance⁴⁸). This includes broadleaved

⁴⁸ Section 41 of the Natural Environment and Rural Communities (NERC) Act.

woodland, hedgerows, neutral grassland, standing water/ ponds, scattered trees, and wet ditches;

- Non-statutory designated sites (these are all designated as SBIs); and
- A range of protected species including amphibians, bats, badgers, birds (breeding and over-wintering) and other fauna (including brown hares and hedgehogs).

What did the assessments identify?

- 6.43 Construction activities will result in the removal of large areas of the ecologically important habitats outlined above. However, the Statutory Biodiversity Metric (SBM) mandate a 'like-for-like' replacement of habitats. This alongside other protection measures to retained habitats (as part of the CEMP) will reduce the effect. This varied between negligible and minor beneficial and is Not Significant.
- 6.44 The construction of the Project for Assessment will result in the loss of habitats for the range of protected species outlined above.
- 6.45 With the implementation of appropriate development licence method statements/strategies (to be approved by Natural England and committed to as part of the CEMP), the killing or harm to protected/notable species during construction works will be limited. In addition, the provision of safeguards committed to as part of the CEMP and avoiding habitat clearance during certain seasons will minimise the risk to foraging and commuting species. New habitats and provisions

will be provided for amphibians, bats, badgers and birds. On this basis, effects are considered to be Not Significant.

- 6.46 It is expected that the operation of the Project for Assessment will increase public pressure on the SBIs, with the nearest SBI noted to be the Pilsworth SBI, adjacent to the north. The SBI currently has no public access, and is largely designated for the open-water habitat. Given this, it is unlikely to be adversely effected through recreation, even if access were permitted. All other SBI's identified within the assessment are located 336m, or further, from the Assessment Boundary and it is considered unlikely that future employees would travel to and use these SBIs. Therefore, effects are considered to be negligible and Not Significant.
- 6.47 The retained and newly created habitats (as outlined above) have the potential to be adversely affected through increased levels of human activity. However, the operational stage management of habitats will be controlled via the implementation of a Landscape Ecological Management Plan (LEMP) which will contain measures to prevent degradation of retained habitats and to further enhance their value. With these mitigation measures in place, effects are considered to be negligible and Not Significant.
- 6.48 There are likely to be potential operational effects on a number of protected and notable protected species (as outlined above). Ongoing management of the proposed habitats and landscaping (through the LEMP) will safeguard protected species, therefore, effects are concluded as negligible and Not Significant.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.49 **Yes:** Wet ditches habitat is not present within the Application Boundary. Therefore during the construction stage, no effects in relation to this habitat type is anticipated.
- 6.50 Other than that, the effect levels (a mix of beneficial and adverse and Not Significant) are the same for the Project for Assessment as they are for the Proposed Scheme.

Hydrology, Flood Risk and Water Quality

What effects were considered?

- 6.51 The following effects were considered in **Chapter 12: Hydrology, Flood Risk and Water Quality**:
- Flood risk from any source;
 - Changes to the function and quality of Main Rivers and underlying groundwater resources as a result of construction within or in close proximity;
 - Increased demand on existing drainage networks and Waste Water Treatment Works; and
 - Increased demand on water resources and associated infrastructure.

What receptors were considered?

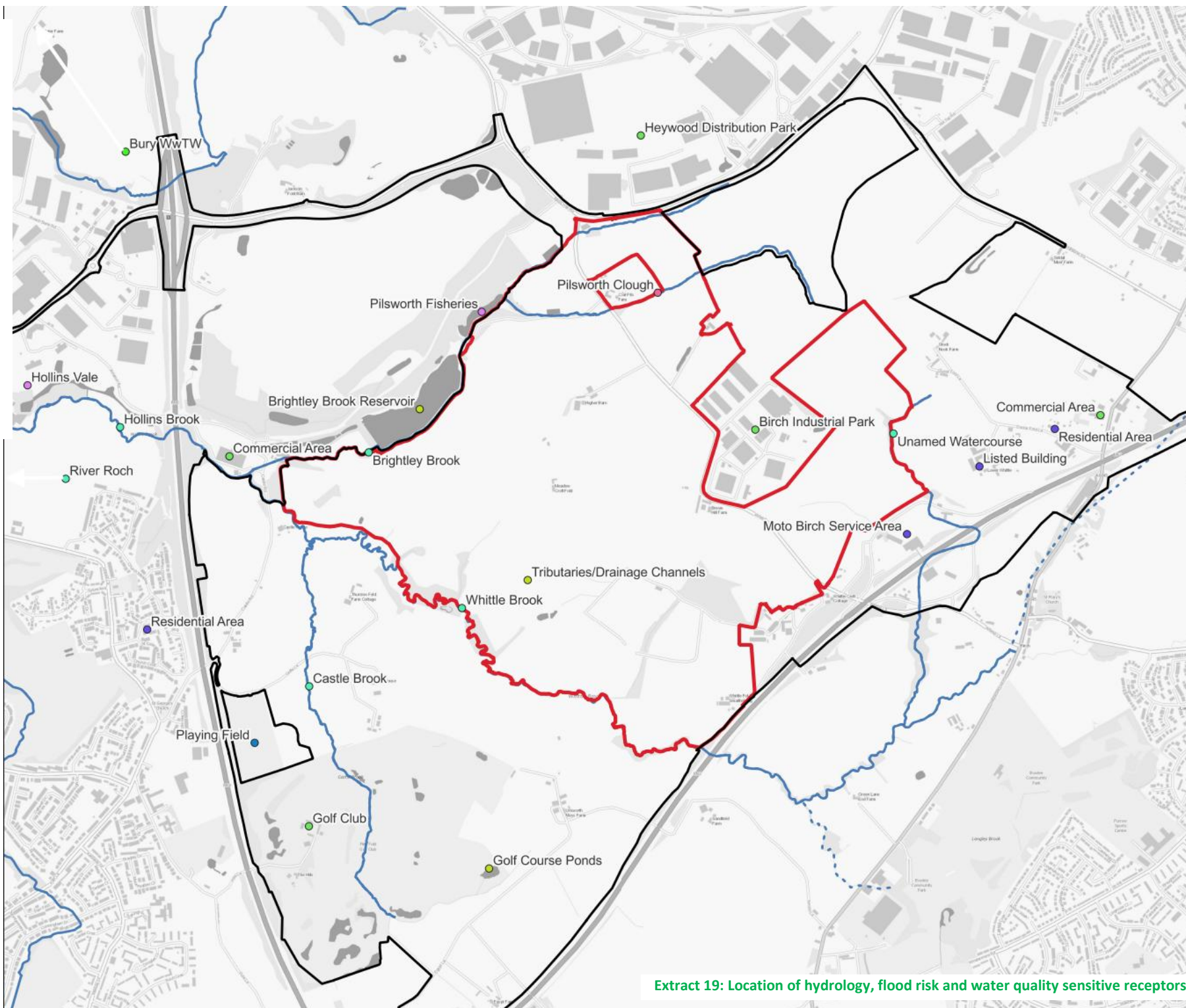
- Commercial properties within the Assessment Boundary; Heywood Distribution Park; Moto Birch Services Area; Pike Fold Golf Club; residential properties within the Assessment Boundary and the Hotel at Moto Birch Services;
- Main Rivers (Brightley Brook, Pilsworth Clough, Brightley Brook, an unnamed Ordinary Watercourse, Whittle Brook, and Castle Brook (the location of which are shown on **Extract 19**)) and ponds;
- Hollins Vale SBI / LNR and Pilsworth Fisheries SBI;
- Northern Manchester Carboniferous Aquifers (Secondary A Aquifer);
- Downstream waterbodies within the area of interest (Hollins Brook and River Roch);
- Waste Water Treatment Works; and
- Reservoirs and existing drinking water infrastructure.

Legend

- Application boundary
- Assessment boundary
- Main River
- Ordinary Watercourse

Receptors

- Less Vulnerable Infrastructure
- Main River
- More Vulnerable Infrastructure
- Non-Stat Site
- Ordinary Watercourse
- Water-compatible development
- Waterbody
- WwTW



Extract 19: Location of hydrology, flood risk and water quality sensitive receptors

What did the assessments identify?

- 6.52 To mitigate flooding across the Assessment Boundary, Plots will be located outside of Flood Zones 2 and 3. Temporary surface water drainage will be installed during construction and a permanent drainage strategy will be implemented during operation (as detailed in **Section 2**). The drainage strategy will ensure there are no additional flows leaving the Assessment Boundary and that the discharge rate remains the same, thereby mimicking the existing drainage conditions.
- 6.53 Changes to water quality within the Main Rivers may occur from construction activities, particularly drainage and bridge construction within the Wetland Habitat Corridor. During operation, runoff of emission pollutants (such as oil and petrol) from hardstanding and discharge of treated coolant water (e.g. from a potential data centre) may occur and enter watercourses. Potential changes to water quality will be mitigated through the CEMP, permanent drainage strategy and a Water Framework Directive (WFD) Assessment will be prepared for each Plot/s during the detailed design stage. The purpose of a WFD is to ensure that any development does not compromise the objectives of the particular water body in question. If a data centre is constructed a Water Demand and Disposal Assessment will be undertaken and appropriate water management mitigation implemented.
- 6.54 Consultation with United Utilities has taken place and the increase in foul water from the operation of the Project for Assessment can be accommodated. The foul water strategy as

detailed in **Section 2** will ensure foul water infrastructure is in place.

- 6.55 Increased demand for drinking water will be mitigated through water efficiency measures (detailed in **Section 2**) and the water infrastructure upgrades along Pilsworth Road (Infrastructure Area AAA). As outlined above, demand for non-drinking water resources will be managed through a Water Demand and Disposal Assessment, as required. This will ensure that there is no impact on the Northern Manchester Carboniferous Aquifers.
- 6.56 Effects in relation to hydrology, flood risk and water quality are considered to be negligible and Not Significant, largely as they have been considered as part of the design and wider capacity studies.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.57 **No:** The effects levels (negligible and Not Significant) are the same for the Proposed Scheme as they are for the Project for Assessment.

Ground Conditions and Contamination

What effects were considered?

- 6.58 The following effects were considered in **Chapter 13: Ground Conditions and Contamination**:
- Potential risk of mining and ground collapse.

What receptors were considered?

- Construction workers; and
- Existing and proposed buildings (commercial and residential) and infrastructure within / near the Assessment Boundary.

What did the assessments identify?

- 6.59 As noted within the **Section 5**, the Assessment Boundary is located partially within a 'Coal Mining Reporting Area' and 'Development High Risk Areas', with known mine workings⁴⁹ and mine entries⁵⁰.
- 6.60 Mine workings and mine entries will be investigated in accordance with a Permit obtained from the overseeing body, the Mining Remediation Authority. Both may be excavated with mine workings treated and mine entries excavated. At this stage, there is still the flexibility for mine entries to be built over, although this will be avoided where possible.
- 6.61 With these mitigation measures in place, the effect is concluded to be negligible and Not Significant.

⁴⁹ A mine or part of a mine from which minerals are being or have been extracted.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.62 **No:** The effect levels (negligible and Not Significant) are the same for the Proposed Scheme as they are for the Project for Assessment.

Agriculture and Soils

What effects were considered?

- 6.63 The following effects were considered in **Chapter 14: Agriculture and Soils**:
- Loss of agricultural land;
 - Loss of or damage to soil resources; and
 - Reduction in farmable area and business viability.

What receptors were considered?

- The assessment considered the effects of the construction of the Project for Assessment on the following:

⁵⁰ Mine entries are entrances into mine workings.

- The existing agricultural land resource (including BMV⁵¹ agricultural land and other agricultural land);
- The existing soil resource; and
- The existing main tenant farm holding.

What did the assessments identify?

- 6.64 The construction of the Project for Assessment will result in the permanent loss / removal of 325.7ha of agricultural land. This includes the loss of approximately 22ha of BMV land. This loss of agricultural land cannot be mitigated. The loss of 22 ha of BMV land is considered to be adverse and Significant, albeit the loss of the residual agricultural land is considered to be Not Significant as a result of it being of lower quality and value.
- 6.65 The soil resource at the Assessment Boundary may be lost or damaged due to handling during construction, earthworks and the re-instatement of land. A detailed Soil Resources Management Plan (SRMP) will be implemented to ensure that the detailed design of open spaces and green infrastructure as part of the Project for Assessment will include appropriate measures to re-use displaced soil resources and ensures that that soil damage is avoided. With these mitigation measures in

place, effects arising from the loss of or damage to soil resources are considered to be adverse but Not Significant.

- 6.66 The Project for Assessment will result in the loss of farmable area which directly impacts the business viability of the existing tenant farm (Higher Barn Farm)⁵¹ on-site. This is considered to be adverse and Significant.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.67 **Yes:** There are differences in the effect levels for the loss of BMV land. It is considered to be Not Significant for the Proposed Scheme and Significant for the Project for Assessment as a result of the Project for Assessment just exceeding the 20 hectare threshold set out by Natural England.

Archaeology

What effects were considered?

- 6.68 **Chapter 15: Archaeology** covers the damage or loss of archaeological remains.

What receptors were considered?

- Castle Brook – Potential Prehistoric Camp;

⁵¹ Applicable to Higher Barn Farm only as it is the tenanted holding with any security of tenure. All other rented land is opportunistic and therefore not relied on by the occupiers.

- Meadowcroft Fold – Medieval Settlement and Iron Smelting Site;
- Whittle Brook – Medieval Iron Smelting Site; and
- Non-Designated Archaeological Assets³⁴ Across the Project for Assessment.

What did the assessments identify?

6.69 The loss of archaeological remains as a result of the Project for Assessment will be preceded by a programme of archaeological investigation⁵² which will be agreed in consultation with Greater Manchester Archaeological Advisory Service (GMAAS). The programme of archaeological works will potentially result in the partial or complete removal of archaeological remains which is considered to be adverse and Significant.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

6.70 **Yes:** Castle Brook is located outside of the Application Boundary and therefore not relevant to the Proposed Scheme.

⁵² It should be noted that trial trench evaluation for Meadowcroft Fold has been completed to the satisfaction of GMAAS.

Built Heritage

What effects were considered?

6.71 The following effects were considered in **Chapter 16: Built Heritage** (during the construction and operational stages):

- Impact on the value of Birch Village Conservation Area;
- Impact on the value of listed buildings and Registered Parks and Gardens (RP&Gs), as a result of change within their setting; and
- Impact on the value of non-designated heritage assets as a result of their demolition (construction stage only).

What receptors were considered?

6.72 The receptors considered within the ES includes the following⁵³:

- Birch Village Conservation Area;
- A number of listed buildings and a Registered Park and Gardens (RP&G), as follows:

⁵³ As noted above under 'Determining the Baseline', references to the Heritage Asset Plan ('HAP') numbers/map references are provided in brackets.

- Heaton Park (grade II RP&G);
- Temple to the north east of Heaton Hall (grade II* listed building) (HAP 1);
- Alkington Hall (grade II* listed building) (HAP 2);
- Brick Farmhouse (grade II listed building, HAP 3); and
- Lower Whittle Farmhouse (grade II listed building (HAP 4).
- Non-designated heritage assets, as follows:

BC Draft local list:

- Moss Side Barn/Farm Griffe Lane (HAP 15);
- Meadowcroft Fold Farmhouse and Barns (HAP 19); and
- Thurston Fold (HAP 22).

RBC Local List:

- Birch Mill (HAP 34);
- Lodge View (HAP 54);

- Higher Fields Farm (HAP 45); and
- Broomhill Farm (HAP 50).

What did the assessments identify?

6.73 During the construction stage, there will be an adverse impact of the value of Birch Village Conservation Area. This is due to several activities such as the demolition of Birch Mill⁵⁴ and Lodge View⁵⁵ and general construction activities (associated with the overall development and in particular the potential highways works within and in close proximity to the Conservation Area). The effect is considered to be adverse and Significant for the Project for Assessment.

6.74 In relation to the listed heritage assets outlined above, the conclusions during the construction stage are as follows:

- There is likely to be an adverse but Not Significant effect upon the value of Brick Farmhouse, given its location within the Assessment Boundary and the demolition of farmsteads which are noted to contribute to the overall historic character of the wider landscape in which Brick Farmhouse is experienced;
- Whilst Lower Whittle Farmhouse is also within the Assessment Boundary, an adverse effect upon the value is likely but this is considered to be Not

⁵⁴ This is a 19th century spinning mill, noted to make contribution to the character and appearance of the Birch Village Conservation Area through its local architectural interest.

⁵⁵ A former workers housing that makes a very limited contribution to the significance of the Birch Village Conservation Area through its association with Birch Mill.

Significant. This is because of its enclosure and the limited contribution made by its setting;

- Heaton Park and Temple to the north east of Heaton Hall will experience adverse but Not Significant effects due to limited visibility of construction activity and the intervening distance, landscape, and topography; and
- With respect to Alkrington Hall, the effect will relate only to the most elevated aspects of construction work due to the intervening distance, topography and landscape and therefore, effects have been concluded as negligible and Not Significant.

6.75 The construction of the Project for Assessment will also result in the loss of the non-designated heritage assets outlined above. The value of these assets vary as a result of their current condition and degree of alteration. An appropriate historic building recording of the assets to be demolished will be undertaken which records their architectural and historic interest including any evidential value. Effects are considered to be adverse and Not Significant.

6.76 Once constructed and operational, there will be an adverse effect on the value of Birch Village Conservation Area arising from the combination of the development of land in the north of the conservation area for potential highways works and the visual impact of development. Regarding the design of the highways works, it is assumed that consideration will be given

(through the Development Consent Order (DCO⁵⁶) process) to whether the potential highways works can be further distanced from the village and Birch Mill to minimise adverse effects. Nevertheless, effects are considered to be adverse and Significant for the Project for Assessment.

6.77 In relation to the listed heritage assets considered within the assessment, the conclusions during the operational stage are as follows:

- There will be visibility of the Project for Assessment in views looking from Heaton Park and the Temple, and Alkrington Hall, filtered by deciduous trees within the foreground. Overall, whilst the quality of views from these assets will be diminished by the urbanising effect of the Project for Assessment, its historic fabric and appreciation of its architectural interest will not be affected. Therefore, effects, whilst adverse, are considered to be Not Significant; and
- Regarding Brick Farmhouse and Lower Whittle Farmhouse (which both sit within the wider Assessment Boundary), the property and the associated garden will be retained with appropriate offsets from new development, with a landscape buffer that will retain part of the fields surrounding the farmstead. The impact of the loss of the farmsteads is overall limited due to a lack of visual or associative relationship and intervening distance. With respect to

⁵⁶ The DCO is a legal application required to obtain consent for undertaking a Nationally Significant Infrastructure Project (NSIP).

Lower Whittle Farmhouse, the proposed Wetland Habitat Corridor and Landscape Mitigation Area will also provide further intervention / buffer. Given the design measures and mitigation proposed, adverse effects are likely for both listed buildings but these are considered to be Not Significant.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.78 **Yes:** There are differences in the effect levels for Birch Village Conservation Area and Brick Farmhouse. The effect during construction and operation on Birch Village Conservation Area is considered to be Not Significant for the Proposed Scheme as the Proposed Scheme excludes the potential highways works which are the key contributor to the effect.
- 6.79 For Brick Farmhouse, the effect of the Proposed Scheme is considered to be minor and adverse, when compared to the Project for Assessment which is considered to be moderate and adverse; however, the effect is considered to be Not Significant in both scenarios as the effect is limited to that part of the asset's heritage significance which is drawn from setting (i.e., the immediate surroundings of the asset in which the architectural and historic interest of the building is principally experienced, and the historic fabric of the building will not be affected).
- 6.80 Effects of the Project for Assessment on all non-designated heritage assets assessed are considered to be adverse but Not Significant. However, four of the non-designated heritage

assets: Moss Side Barn/Farm Griffe Lane (HAP 15), Thurston Fold (HAP 22), Birch Mill (HAP 34) and Lodge View (HAP 54); are outside of the Application Boundary and their demolition is therefore not proposed as part of the Proposed Scheme.

Landscape and Visual

What effects were considered?

6.81 The following effects were considered in **Chapter 17: Landscape and Visual** (during the construction and operational stages):

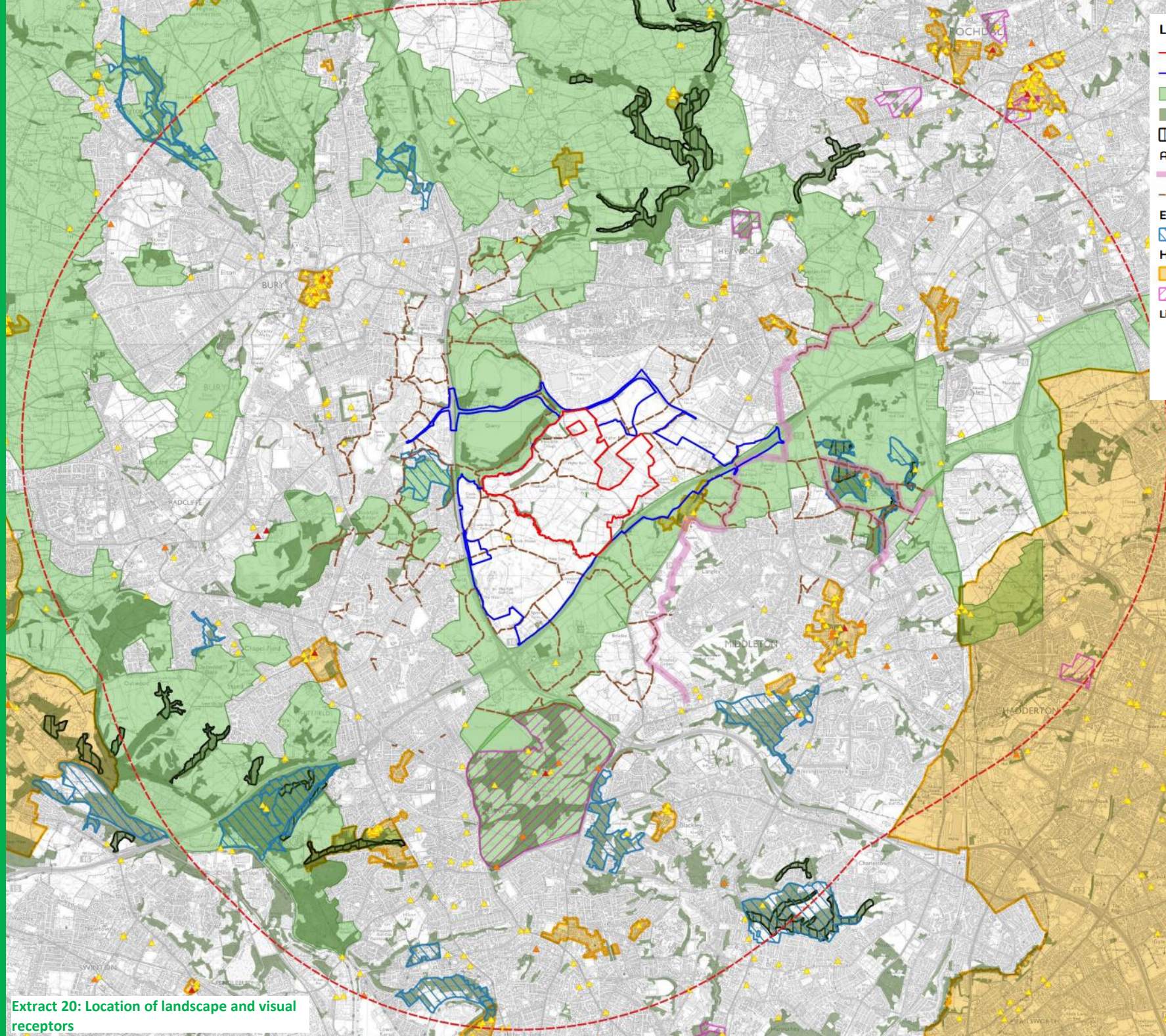
- Changes to landscape character; and
- Changes to the character and amenity of views.

What receptors were considered?

- Local Landscape Character:
 - Mosslands and Lowland Farmland; and
 - Urban Fringe Farmland;
- Landscape Character Area (LCA) No. 26 Prettywood, Pilsworth and Unsworth Moss;
- LCA No. 27. Simister, Slattocks and Healds Green;
- The character and features of the Assessment Boundary and Application Boundary; and

- Users of a number of roads, footpaths, PRowS, long distance paths, and open fields. Specifically the following:
 - Users of footpaths and roads within the western extents of the Assessment Boundary;
 - Users of Unsworth Academy Playing Fields;
 - Users of footpath BY/12WHI / Pole Lane;
 - Users of footpath BY/9WHI / Egypt Lane;
 - Users of footpaths BY/8WHI and BY/46WHI;
 - Users of footpath BY/3WHI;
 - Users of Rochdale Way Promoted Long Distance Footpath;
 - Users of footpaths RD/Hey/Fp72, RD/Hey/Fp75 and RD/Hey/Fp74; and
 - Users of footpath BY/1WHI (along the south-eastern edge of Pilsworth Quarry) to the north.

6.82 The landscape and visual receptors are shown on **Extract 11** and **Extract 20**.



LEGEND

Application Boundary

Assessment Boundary

Green Belt

National Forest Inventory

Ancient Woodland

Access

Rochdale Way Promoted Footpath

Public Rights of Way (PRoW)

Ecology Designations

Local Nature Reserves

Heritage Designations

Conservation Area

Heaton Park Registered Parks and Gardens

Listed Buildings

Grade I Listed Building

Grade II* Listed Building

Grade II Listed Building

What did the assessments identify?

- 6.83 The construction of the Project for Assessment would have a Significant and adverse effect upon the local landscape character and LCAs outlined above. This is because there will be large scale loss of vegetation and reprofiling of topography and construction activity.
- 6.84 The same conclusion can be made for the effects upon the visual amenity of the roads, footpaths, PRoWs, long distance paths, and open fields defined above. This has been considered to be adverse and Significant.
- 6.85 Once operational, the Project for Assessment would result in a permanent change of use from agricultural land to a predominantly urban development. Again, this is considered adverse and Significant for all of the receptors considered above. This is with the LCA No. 26 Prettywood, Pilsworth and Unsworth Moss which concluded adverse but Not Significant effects after 15 years (following the establishment of vegetation).

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.86 **Yes:** During operation, it was concluded that for users of footpaths BY/8WHI and BY/46WHI one receptor, effects after 15 years (following the establishment of vegetation) were

⁵⁷ Carbon sequestration is the long-term process of storing carbon in a carbon pool (this can be plants, soils, geologic formations, and the ocean).

considered to be Not Significant for the Proposed Scheme. This is for

Climate Change

What effects were considered?

- 6.87 The effects of greenhouse gas emissions (GHG) during the construction and operational stages has been considered within **Chapter 18: Climate Change**.
- 6.88 The operational stage of the Project for Assessment covers the following:
- The generation of energy consumed by the operation of the proposed buildings;
 - Energy emissions as a result of an increase in local trips, from residents, employees and commercial operation; and
 - Emissions due to carbon sequestration⁵⁷.

What receptors were considered?

- The global climatic system.

What did the assessments identify?

- 6.89 The construction stage of the Project for Assessment will result in GHG emissions both on and off-site from a range of activities including the manufacture of construction materials and products, the transport of workers, materials and waste on- and off-site, the consumption of fossil fuels and electricity by site plant and vehicles, and the treatment of residual construction waste.
- 6.90 The construction stage of the Project for Assessment is estimated to result in total emissions of 578,497tCO₂e⁵⁸, equating to annual construction emissions of circa 30,447 tCO₂e across the 19 year construction period. However, the performance of the Project for Assessment will be in line with appropriate standards⁵⁹ (which represents good practice regarding construction carbon) and would, therefore, make an appropriate contribution to the UK net zero trajectory. Therefore, although adverse effects are concluded, these were considered to be Not Significant.
- 6.91 Similarly, the occupation of the Project for Assessment will result in GHG emissions from the generation of energy consumed by the operation of the proposed buildings. The Project for Assessment is estimated to result in GHG emissions of 749 tCO₂e during the assumed first year of occupation (2035) and 683 tCO₂e in 2037, and accumulating to 2,132 tCO₂e across assumed operational stage. The estimated annual

⁵⁸ tCO₂e is a common unit of measure for GHG emissions and footprint.

⁵⁹ Such as the LETI 2020 design target for upfront embodied carbon.

⁶⁰ The 2025 and 2030 UKNZB operational energy targets.

operational energy demand of c.38 - 64kWh/m² for the range of uses proposed aligns with relevant targets⁶⁰, which is considered to represent good practice regarding operational carbon. Therefore, the Project for Assessment is considered to make an appropriate contribution to the UK net zero trajectory. Considering the above, GHG emissions during operation from the proposed buildings, whilst adverse, are considered to be Not Significant.

- 6.92 The operation of the Project for Assessment will result in an increase in local trips from employees and commercial operation⁶¹. Overall, it is anticipated that in line with the relevant zero emissions vehicles strategy, GHG emissions as a result of the operation of the Project for Assessment will reduce over time, with a majority of vehicles likely to be 'net zero' by the time the development is fully operational. Given that the Project for Assessment's approach to reducing operational transport emissions are considered to align with the UK's net zero trajectory, effects are likely to be adverse but Not Significant.
- 6.93 As requested by a EIA Scoping consultation response (see **Volume 2, Appendix 2.2**), estimates of the carbon sequestration of the existing Assessment Boundary and the

⁶¹ It should be noted that residential trips are likely to have been relocated from other areas of the road network and have been excluded from the assessment.

Project for Assessment have been calculated⁶². The assessment of carbon sequestration shows that the Proposed Scheme will result in a net reduction in carbon sequestration of circa 156 tonnes per year, primarily as a result of the urban development proposed. As part of the Project for Assessment, all green and blue infrastructure and compensatory habitat will mitigate the anticipated impacts of climate change in accordance with relevant guidance⁶³. Given this, effects are considered to be negligible and Not Significant.

- 6.94 A combined assessment of GHG emissions has been provided considering the construction and operational (building operation, transport and green infrastructure) GHG emissions, which identified that effects are adverse but Not Significant as the approach to reducing construction stage, operational building and transport emissions, and green infrastructure mitigation aligns with current good practice.

Are there differences between the effects for the Project for Assessment and the Proposed Scheme?

- 6.95 **No:** The effect levels (overall minor adverse and Not Significant) are the same for the Proposed Scheme as they are for the Project for Assessment.

⁶² This has made using data extracted from Natural England's report on carbon storage and sequestration of natural habitats and the habitat types and areas (ha) provided for the Proposed Scheme.

⁶³ England Biodiversity Strategy and Natural England Climate Change Adaptation Manual.

7. Cumulative Effects

- 7.1 It is a requirement of the EIA Regulations for the EIA to assess the 'cumulative' effects arising from the Project for Assessment / Proposed Scheme.
- 7.2 There is no standard set methodology for the assessment of cumulative effects, but it is common (and in accordance with accepted guidance) for two types of cumulative effects to be considered, namely:
- **Effect Interactions** – which considers different effects within the project itself affecting the same receptors, either within the Site or in the local area; and
 - **In-Combination Effects** – which considers effects from the Project for Assessment alongside those from other existing or approved projects impacting upon a common receptor.
- 7.3 For both types of cumulative effects there needs to be a 'common receptor'. By this it is meant that the same receptor is considered in either two or more topics (for effect interactions) or by the Project for Assessment / Proposed Scheme and another existing or approved project (for in-combination effects). If there is an absence of a common receptor it is considered that a cumulative effect does not occur.
- 7.4 Identifying, interpreting and communicating cumulative effects can often be technical and complicated, making it difficult to

explain the outputs in 'plain English'. However, the process and outputs are set out below.

- 7.5 The assessments have focused on the Project for Assessment which includes the Proposed Scheme. This ensures that all cumulative effects are comprehensively assessed. Where there are nuances between the Project for Assessment and Proposed Scheme which are relevant to cumulative conclusions, there are clearly outlined within this Chapter.

Assessment of Effect Interactions

- 7.6 Effect interactions considers multiple effects generated by the Project for Assessment impacting upon the same receptor / receptor category. These are assessed under 'factors', which is essentially broad environmental topics in accordance with the EIA Regulations.
- 7.7 During construction, there are two effect interactions which are considered to be Significant.
- **Population and human health (local residents)** – associated with the interaction of adverse effects associated with an increase in traffic traffic noise, traffic emissions and views experienced by users of the public rights of way; and
 - **Cultural heritage** – there is an effect interaction, albeit this is driven by Birch Village Conservation Area, as a result of direct impacts and change within its setting from the potential highways infrastructure. However, this is considered to be Not Significant for the Proposed Scheme.

79.8 During operation, there is one effect interaction which is considered to be Significant, very similar to those considered at the construction stage.

- **Population and human health (local residents)** – associated with the interaction of adverse effects associated with operational noise (including traffic noise), small changes in air quality (from traffic emissions) and views experienced by users of the public rights of way.

7.9 For both the construction and operational stages, there are also Significant beneficial effects from employment generation and training opportunities, although these cannot balance or outweigh the adverse effects set out above.

Assessment of In-Combination Effects

7.10 The assessment of in-combination effects considered 16 Cumulative Projects (shown on **Extract 21**) on a technical topic-by-topic basis. The purpose of the in-combination assessment is to understand whether there are in-combination effects (in which case there needs to be a common receptor); how the in-combination effect differs from that considered at the project level and whether there are any in-combination effects that are significant (particularly if they were not considered significant at the project level).

7.11 From the in-combination assessment completed, the following topics have concluded that there are no in-combination

effects: archaeology; and ground conditions. Whilst there are in-combination effects across the following topics, the conclusions at the project level do not change⁶⁴: transport and access; noise and vibration; air quality; biodiversity; hydrology, flood risk and water quality; built heritage and landscape and visual.

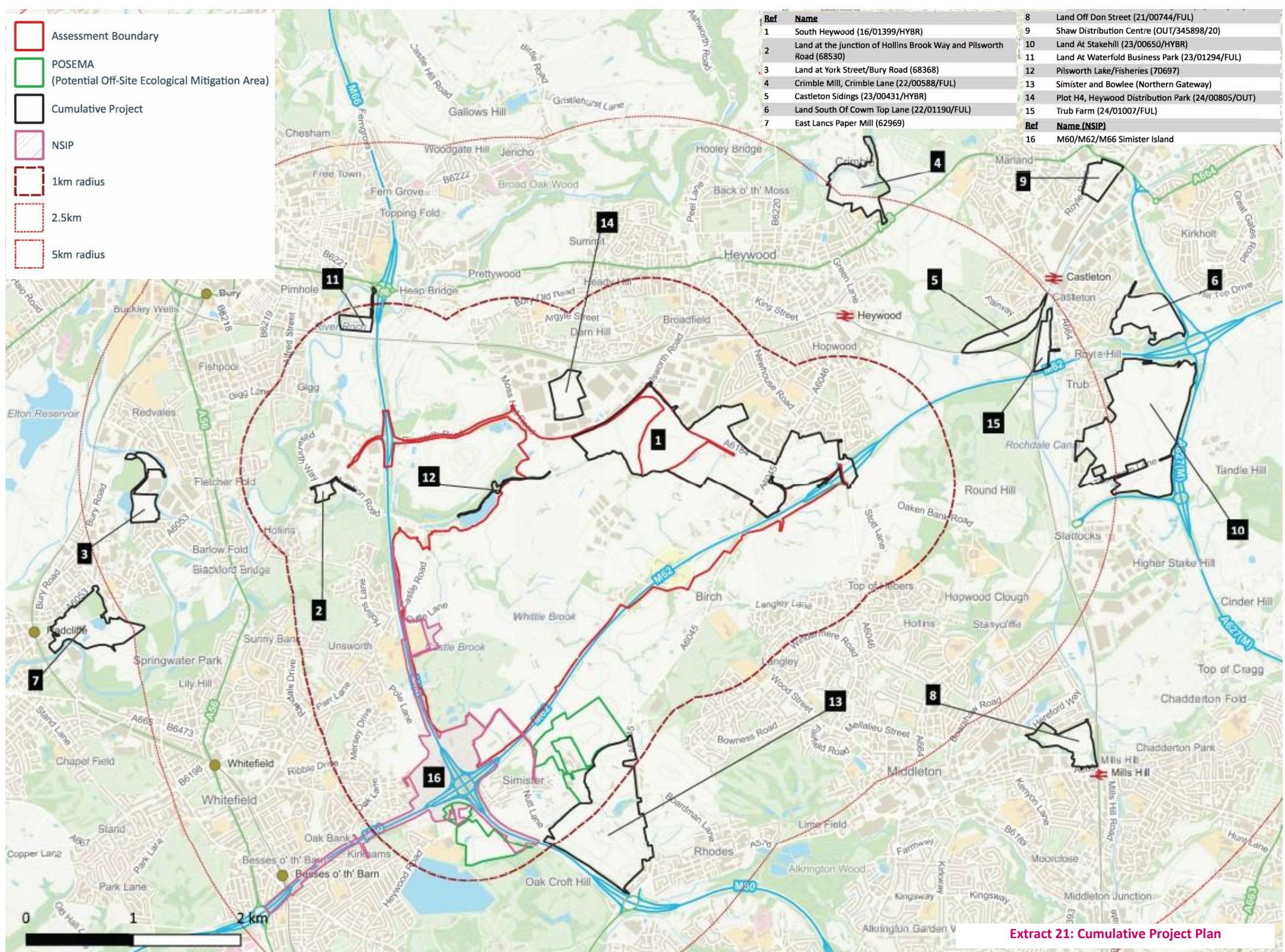
7.12 The assessment of in-combination effects in relation to socio-economics and human health, concluded that construction related effects were greater (even more beneficial), with both effects concluding an effect of major beneficial as opposed to moderate beneficial at the project level, although both effects remain Significant as they were at the project level. Operational effects remained the same as assessed at the project level, albeit only because conclusions at the project level were already major beneficial and significant.

7.13 The assessment of agriculture and soils concluded that there were no in-combination effects in relation to soil resources and that the effects on farm business viability was the same as that considered at the project level. There is an increase in the loss of agricultural land (including best and most versatile land), however, the conclusions at the project level remained the same (up to moderate adverse and Not Significant). However, the in-combination effect for the Proposed Scheme will increase from minor to moderate adverse. This still remains Not Significant.

⁶⁴ i.e. the in-combination effect is no better or worse than that reported at the project level.

- Assessment Boundary
- POSEMA
(Potential Off-Site Ecological Mitigation Area)
- Cumulative Project
- NSIP
- 1km radius
- 2.5km
- 5km radius

Ref	Name	Ref	Name (NSIP)
1	South Heywood (16/01399/HYBR)	8	Land Off Don Street (21/00744/FUL)
2	Land at the junction of Hollins Brook Way and Pilsworth Road (68530)	9	Shaw Distribution Centre (OUT/345898/20)
3	Land at York Street/Bury Road (68368)	10	Land At Stakehill (23/00650/HYBR)
4	Crimble Mill, Crimble Lane (22/00588/FUL)	11	Land At Waterfold Business Park (23/01294/FUL)
5	Castleton Sidings (23/00431/HYBR)	12	Pilsworth Lake/Fisheries (70697)
6	Land South Of Cowm Top Lane (22/01190/FUL)	13	Simister and Bowlee (Northern Gateway)
7	East Lancs Paper Mill (62969)	14	Plot H4, Heywood Distribution Park (24/00805/OUT)
		15	Trub Farm (24/01007/FUL)
		Ref	Name (NSIP)
		16	M60/M62/M66 Simister Island



Appendix 1: Regulatory Compliance Checklist

Regulation 18, Paragraph 3 (e) of the EIA Regulations requires “a non-technical summary of the information referred to in sub-paragraphs (a) to (d)” to be provided. Schedule 4, Paragraph 9 of the EIA Regulations requires “A non-technical summary of the information provided under paragraphs 1 to 8” to be provided. For clarity around compliance with the EIA Regulations, the schedule below identifies where the information from paragraphs a to d of Regulation 18a and paragraphs 1 to 8 of Schedule 4 is located in this Non-Technical Summary.

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
(a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development	1. A description of the development, including in particular: (a) a description of the location of the development; (b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; (c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.	Section 2: The Proposed Scheme; and Section 4: Determining the Baseline
(d) a description of the reasonable alternatives studied by the developer, which are relevant to the	2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by	Section 2: The Proposed Scheme

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment	the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	
-	3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	Section 4: Determining the Baseline
-	4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	Section 4: Determining the Baseline; and Section 5: Effects of the Proposed Scheme
(b) a description of the likely significant effects of the proposed development on the environment	5. A description of the likely significant effects of the development on the environment resulting from, inter alia: (a) the construction and existence of the development, including, where relevant, demolition works;	Section 5: Effects of the Proposed Scheme Section 6: Cumulative Effects

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
	(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters); (e) 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; (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; (g) the technologies and the substances used. The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).	

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
-	6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Section 5: Effects of the Proposed Scheme
(c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment	7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Section 5: Effects of the Proposed Scheme
-	8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(3) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	Section 3: The EIA Process and Approach; and Section 5: Effects of the Proposed Scheme

Appendix 2: Maximum Quantum of Development: Project for Assessment

Use Class ⁶⁵	Use	Maximum quantum
B2	General industrial	307,362m ²
B8	Storage and distribution	717,178m ²
C3	Dwellings	200 homes
C1	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels)	10,000m ²
E(a)	Display or retail sale of goods, other than hot food	
E(b)	Sale of food and drink for consumption (mostly) on the premises	
E(c)(i)	Financial services	
E(c)(ii)	Professional services (other than health or medical services)	
E(c)(iii)	Other appropriate services in a commercial, business or service locality	
E(d)	Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink)	
E(e)	Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)	
E(f)	Creche, day nursery or day centre (not including a residential use)	
E(g) ⁶⁶ (i)	Offices to carry out any operational or administrative functions	

⁶⁵ Excludes 175,460m² of B2/B8 from the 1,200,000 m2 already consented through South Heywood (Planning application reference: 16/01399/HYBR).

⁶⁶ E(g) Uses which can be carried out in a residential area without detriment to its amenity.

Use Class ⁶⁵	Use	Maximum quantum
E(g)(ii)	Research and development of products or processes	
E(g)(iii)	Industrial processes	
F1(a)	Provision of education (this will not include schools)	
F2(a)	Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres	
F2(b)	Halls or meeting places for the principal use of the local community	
F2(c)	Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)	
Sui generis	• fuel stations; • 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended)); • retail warehouse clubs (being a retail club where goods are sold, or displayed for sale, only to persons who are members of that club); • public houses, wine bars, or drinking establishments; • drinking establishments with expanded food provision; and • hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises).	
This may also include the re-provision of the existing MSA.		
Total Maximum Quantum		1,034,540 m ² 200 homes

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