Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Environmental Statement

Volume 1: Main Report

On behalf of **Bloor Homes North West**

Project Ref: 332010570 | Date: June 2024

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Revision	Date	Description	Prepared	Reviewed	Approved

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1. Introduction

1.1 Project Background

1.1.0 Environmental Statement ('ES') has been prepared by Stantec UK Limited ('Stantec') on behalf of Bloor Homes North West ('the Applicant') in relation to a hybrid planning application for the construction of 312 residential dwellings and a primary school at land to the west of Hollingworth Road and the reconfiguration of and extension to the existing car park at land to the east of Rakewood Road in Littleborough (the 'Proposed Development').

1.1.1 The description of development is as follows:

> *'Planning application seeking full permission for residential development including the construction of vehicular/pedestrian accesses, landscaping, open space and associated works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road; and outline permission for the development of a primary school (access into the school site to be considered – all other matters reserved for future approval).'*

1.1.2 The Site is located within the administrative boundary of Rochdale Borough Council ('RBC'). The Hollingworth Road land parcel is identified as residential allocation ('Policy JP Allocation 20: Land North of Smithy Bridge') in the Places for Everyone ('PfE') document, which became part of the statutory development plan in March 2024.

1.1.3 The purpose of this ES is to document the assessment of the likely significant effects of the construction and operation of the Proposed Development such that they can be considered by RBC in determining the planning application. Mitigation measures have been identified as part of the assessment process and such measures are included as appropriate in this ES.

1.2 Terms and Definitions

1.2.1 For ease of reference the following terms have been used throughout the ES (unless the context dictates otherwise):

- **'the Site'** – land proposed for the Proposed Development (the extent of which is shown on the Site Location Plan within Appendix A) and which lies within the JPA 20 Allocation area:
  - 'the Hollingworth Road land parcel' – land at Hollingworth Road located to the immediate west of B6225 Hollingworth Road, north of Smithy Bridge and south-west of Littleborough, in the north-eastern part of Rochdale, Greater Manchester; and
  - 'the Rakewood Road land parcel' – land located off Rakewood Road, proposed to accommodate the proposed extension to the Hollingworth Lake Country Park car park.
- **'Proposed Development'** – the application for which planning permission is being sought, as described in Volume 1: Chapter 3;
- **'the Applicant'** – Bloor Homes North West;
- **'Illustrative Masterplan'** – an indicative view of how the scheme could look. This is included in **Appendix B**;
- **'Parameter Plans' –** plans for approval that establish parameters for the outline element of the proposed development (primary school). These are included in Appendix C;

- **'RBC'** – Rochdale Borough Council, the determining authority;
- **'GMCA'** – Greater Manchester Combined Authority, responsible for strategic spatial planning across Greater Manchester, is a statutory consultee for this application;
- **'Primary mitigation'** – modifications to the location or design of the development made during the pre-application phase that are an inherent part of the project, and do not require additional action to be taken;
- **'Secondary mitigation'** – actions that will require further activity in order to achieve the anticipated outcome. These may be imposed as part of the planning permission;
- '**Tertiary mitigation'** – actions that would occur with or without input from the EIA feeding into the design process, including actions that will be undertaken to meet other existing legislative requirements, or actions that are considered to be standard practices used to manage commonly occurring environmental effects.
- **'Impact'** – in relation to the outcome of the project (such as removal of habitat); and
- **'Effect'** – the consequent implication in environment terms.

1.2.2 A full glossary of terms and definitions is provided in **Volume 1: Chapter 12** of the ES.

1.3 The Environmental Statement and Other Documents

1.3.1 This document presents the findings of an Environmental Impact Assessment ('EIA') undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations').

1.3.2 The EIA has sought to identify mitigation measures to mitigate likely significant adverse environmental effects that might arise as a consequence of constructing and operating the proposed development. The assessment process has also sought to determine the residual environmental effects that will remain after mitigation has been incorporated.

1.3.3 The EIA comprises this overview (Volume 1), the environmental assessment for the Hollingworth Road land parcel (Volume 2), the appendices relating to the Hollingworth Road land parcel (Volume 3), supporting reports relating to the Rakewood Road land parcel (Volume 4), and the Non-Technical Summary (NTS) (Volume 5). The purpose of the NTS is to provide a summary of the proposals and their environmental effects in a way that will be easily understood by non-technical readers.

1.3.4 The document is structured as follows:

- Volume 1 – Overview:
  - Chapter 1: introduces the planning application;
  - Chapter 2: describes the Site and surrounding area;
  - Chapter 3: describes the characteristics of the Proposed Development;
  - Chapter 4: describes the construction and site management for the Proposed Development;
  - Chapter 5: describes the consideration of alternatives;
  - Chapter 6: provides the methodology adopted to undertake the EIA;

- Chapter 7: summarises the planning policy context to the proposed development;
- Chapter 8: signposts the Hollingworth Road Assessment (Volume 2 & 3)
- Chapter 9: signposts to the Rakewood Road Assessment (Volume 4)
- Chapter 10: cumulative effects and impact interactions
- Chapter 11: schedule of mitigation and monitoring
- Chapter 12: glossary of abbreviations used in the ES.

- Volume 2 – Hollingworth Road
  - Chapters 1-10: comprises the technical assessments of the potential environmental effects of the Proposed Development at the Hollingworth Road land parcel
- Volume 3 – Appendices (Hollingworth Road land parcel)
- Volume 4 – Appendices (Rakewood Road land parcel)
- Volume 5 – Non- Technical Summary

1.3.5 The technical appendices contain the topic specific survey work or technical detail supporting the individual assessments, along with key documents to support the main report.

1.3.6 A scoping exercise was undertaken as part of the EIA and the process is described in **Volume 1: Chapter 6 (Assessment Methods).**

1.3.7 A number of technical and non-technical reports for part of the planning application submission, to assist RBC in determining the application, including the following:

- Planning Statement (Stantec);
- Design and Access Statement (Stantec);
- Transport Assessment (Curtins);
- Framework Travel Plan (Curtins);
- Crime Impact Assessment (Greater Manchester Police);
- Health Impact Assessment (Stantec);
- Landscape and Biodiversity Management Plan (Stantec);
- Agricultural Land Survey (RAC);
- Minerals Assessment (Wardell Armstrong);
- Habitat Regulations Assessment (Tyler Grange);
- Outline Construction Environmental Management Plan (RSK);
- Statement of Community Involvement (Cavendish);
- Lighting Assessment (Stantec); and

- Energy Statement (Briary).

1.4 Project Team

1.4.1 Regulation 18(5)(a) of the EIA Regulations requires that, to ensure the completeness and quality of environmental statements, '*the developer must ensure that the environmental statement is prepared by competent experts.'* Regulation 15(5)(b) requires an environmental statement to be accompanied by a statement from the developer outlining the relevant expertise or qualifications of such experts.

1.4.2 The project team for this EIA is shown in **Table 1.1.** On behalf of the Applicant and in accordance with the EIA Regulations, a statement outlining the relevant expertise and qualifications of competent experts appointed to prepare the ES is provided in **Appendix D**.

Table 1.1: EIA Project Team

Project Team	ES Chapter
Stantec	EIA Coordination Planning Policy and Context Air Quality Historic Environment Noise and Vibration Ground Conditions Socioeconomics Climate Change Landscape and Visual Impact Interactions Schedule of Mitigation and Monitoring
Tyler Grange	Ecology and Biodiversity
Betts Associates	Hydrology, Flood Risk and Drainage
Curtins	Traffic and Transport

2 Site and Surrounding Area

2.1 Site Location and Description

2.1.1 The Site comprises two parcels of land, at Hollingworth Road and Rakewood Road, with a combined total of 21.49 hectares. The Hollingworth Road land parcel is located to the immediate west of the B6225 Hollingworth Road, north-east of Smithy Bridge and south-west of Littleborough, in the north-eastern part of Rochdale, Greater Manchester. It is centred approximately at National Grid Reference SD 93341 15448.

2.1.2 The Rakewood Road land parcel is located approximately 185m to the east of the Hollingworth Road land parcel and is centred approximately at National Grid Reference SD 94042 15228. The Rakewood Road land parcel is bordered by Rakewood Road to the south, the Hollingworth Country Park car park and RSPCA buildings to the west, beyond mature trees and hedgerow bordering the land parcel. Agricultural land borders the Rakewood Road land parcel to the north and the Peak District moorlands to the east.

2.1.3 The Hollingworth Road land parcel comprises land predominantly used for the grazing of horses and cattle with field boundaries enclosed by dry stone walls and hedgerows. There are eight parcels of land in total surrounding Lower Cleggswood Farm, which is central to the land parcel. Heald Lane, which runs south to Lake Bank, is a private road and public right of way ('PRoW') which bisects the land parcel and provides access to some residential dwellings and Lower Cleggswood Farm.

2.1.4 The south-eastern part of the Hollingworth Road land parcel comprises an existing public car park for visitors to Hollingworth Lake. The car park is accessed off the B6225 Hollingworth Road via two access junctions, one of which is entry-only and the other is exit-only.

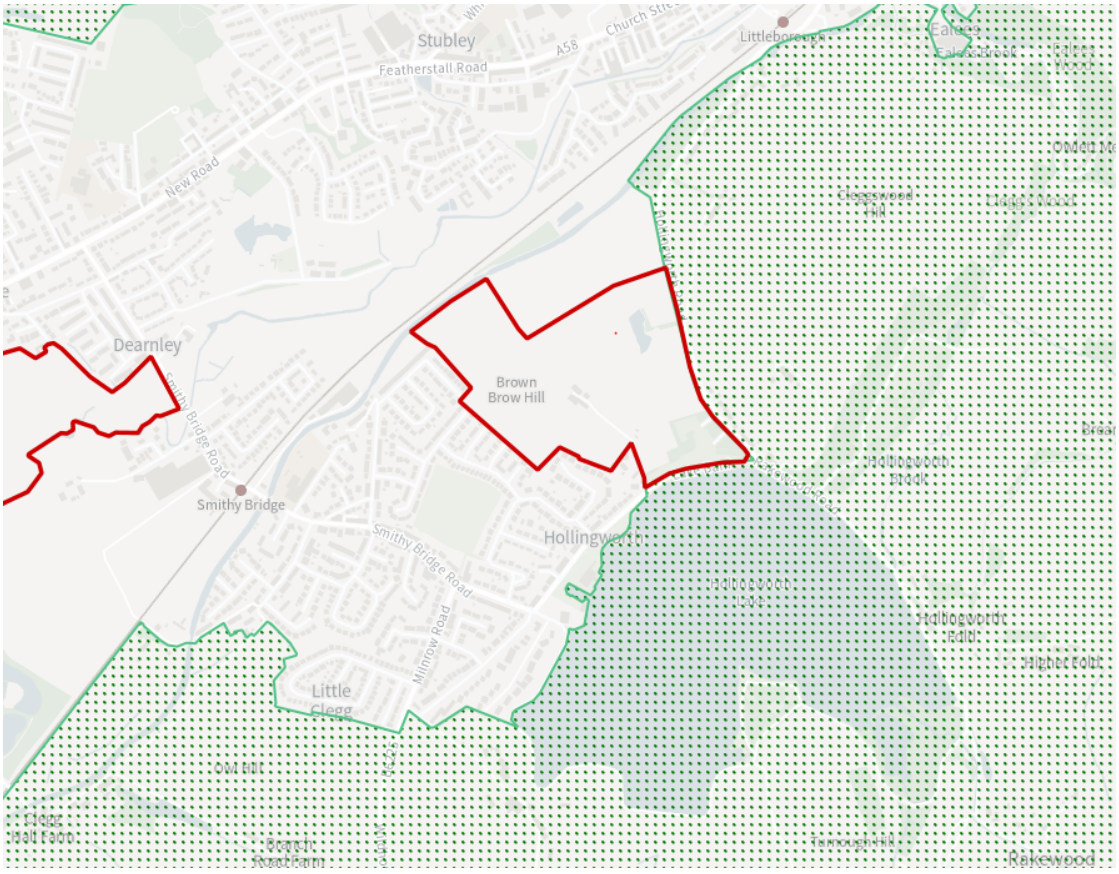
2.1.5 The Hollingworth Road land parcel is variable in topography, with the western portion of the land parcel varying between 172m Above Ordnance Datum ('AOD') and 180m AOD before falling away from a central ridge through the site to the east. The eastern portion of the land parcel varies between 159m AOD and 169m AOD. The land drops steeply towards the Rochdale Canal to the north, from 179m AOD at the central ridge to approximately 149m AOD at the canal. This variable topography is characteristic of the surrounding landscape and, as a result, the Proposed Development has been designed to accommodate this where possible.

2.1.6 The Rakewood Road land parcel is variable in topography with the western portion of the land parcel varying between 176m AOD and 173m AOD before declining to the east of the land parcel to between 170m AOD closest to Rakewood Road and 160m AOD nearest to Hollingworth Brook.

2.1.7 The majority of the Hollingworth Road land parcel is within the presently defined Liverpool and Manchester Green Belt (shaded green on the adopted Rochdale Policies Map extract overleaf).

2.1.8 The Rakewood Road land parcel lies within the designated Green Belt, but paragraph 155 of the National Planning Policy Framework ('NPPF') makes clear, under criterion c), that local transport infrastructure is exempted from the definition of 'inappropriate development', provided that a requirement for a Green Belt location can be demonstrated, the openness of the Green Belt is preserved, and it does not conflict with the Green Belt purposes. We consider that the Proposed Development within the Rakewood Road land parcel falls within the scope of paragraph 155 c).

Figure 2.1: Places for Everyone Policies Map Extract



2.2 Environmental Context

2.2.1 The Site is not located within a sensitive area as defined by the EIA Regulations.

2.2.2 There are two internationally/nationally designated sites within 10km of the Site, namely the Rochdale Canal Special Area of Conservation ('SAC') and Site of Special Scientific Interest ('SSSI') situated to the immediate north of the Hollingworth Road land parcel, and the South Pennine Moors SAC/SSSI and South Pennine Moors Phase 2 Special Protection Area ('SPA'), located 1.4km east of the Hollingworth Road land parcel and approximately 650m east of the Rakewood Road land parcel. There are no other statutorily designated sites within 2km of the Site.

2.2.3 There are no designated heritage assets within the Site boundary. The closest designated heritage assets are two Grade II* listed buildings and 16 Grade II listed buildings within 1km, the closest being approximately 120m to the south east of the Rakewood Road land parcel (3 Bear Hill). The nearest conservation area, Hollingworth Fold, is located 600m south-east of the Hollingworth Road land parcel and 150m to the south east of the Rakewood Road land parcel.

2.2.4 The Hollingworth Road land parcel, although comprising predominantly sheep grazed pasture associated with the farm complex, also includes extensive areas of vegetation both within and along the boundaries. These include defunct hedgerows with occasional scattered trees, marshy grassland within the east and south of the land parcel and broadleaved plantation woodland blocks surrounding Hollingworth Road car park comprising the south-eastern corner of the land parcel.

2.2.5 The open grassland, scattered trees and woodland block provide value for fauna including breeding birds, roosting bats and badgers. Survey work on-site between 2019 and 2022 noted

the presence of a bat roost within the farm building, a badger sett marginally off-site to the north and lapwing breeding territories. Most of the trees within the Hollingworth Road land parcel are Category B (deemed to be of moderate quality and value with an estimated remaining life expectancy of at least 20 years) and Category C (trees of low quality, with an estimated remaining life expectancy of at least 10 years or young trees that are less than 150mm in diameter which should be considered for re-planting where they impinge significantly on the Proposed Development). There are also a number of Category A trees identified on the Hollingworth Road land parcel, primarily associated with the mixed species woodland block south of the existing car park in the south-eastern corner of the site. Category A trees are those of high quality and value, capable of making a significant contribution to the area for 40 or more years. The Proposed Development has been designed to avoid the removal of these trees as far as possible, however limited and localised tree removal is proposed. No trees of high arboricultural value will be removed. For further information, see **Volume 3: Chapter 12.**

2.2.6 The Site is not located within an Air Quality Management Area ('AQMA') but an AQMA is located approximately 1.4km to the east of the Hollingworth Road land parcel, which encompasses an area along the A58 and the central road network in Rochdale. The AQMA has been declared by RBC due to dispersion modelling showing nitrogen dioxide ('NO_2") to be within 10% of the NO_2 annual mean National Air Quality Objectives (i.e. >36 µg/m^3).

2.2.7 While Rochdale Canal borders the north of the Hollingworth Road land parcel and Hollingworth Lake is located only 20m to the south, the Hollingworth Road land parcel is located within Flood Zone 1 and is at very low risk of flooding from rivers or the sea. According to Environment Agency mapping, the land parcel is also predominantly at very low risk of surface water flooding. There is a flow path running along the eastern boundary of the Hollingworth Road land parcel linking an outfall from Hollingworth Lake to the pond on the north-eastern boundary and then through the former Akzo Nobel site linking to the Rochdale Canal. As a result, the eastern part of the land parcel is at potential risk from reservoir flooding, which would be in an extreme case i.e. should a failure of Hollingworth Lake reservoir occur. Following enquiries with RBC and a review of available resources, it was concluded that no historic flooding of the Hollingworth Road land parcel related to reservoir flooding had occurred. It is also worth noting that reservoirs are regularly inspected and maintained by the asset owners and conform to the guidelines set out in the Reservoirs Act (1975). For further information see **Volume 2: Chapter 4 Flood Risk and Drainage.**

2.2.8 Hollingworth Brook is located adjacent to the northern and eastern boundaries of the Rakewood Road land parcel and is a Main River as designated by the Environment Agency. Despite this, the land parcel is located within Flood Zone 1 and is at very low risk of flooding from rivers or the sea. According to the Environment Agency mapping, the land parcel is also predominantly at very low risk of surface water flooding.

2.3 The Surrounding Area

2.3.1 The Hollingworth Road land parcel is bounded to the north by the Rochdale Canal and the former Akzo Nobel site. The latter is now controlled by Vistry Partnerships and is subject to the recently granted (April 2023) planning application for the development of up to 127 dwellings (ref: 21/01146/FUL).

2.3.2 A PRoW defines the boundary between the Proposed Development at the Hollingworth Road land parcel and the former Akzo Nobel site to the north. At the northern boundary of the Hollingworth Road land parcel, the PRoW continues as a bridge across the Rochdale Canal, leading towards a public footpath and National Cycle Network Route 66, linking Littleborough with Rochdale and West Yorkshire following the Rochdale Canal towpath.

2.3.3 Beyond the Rochdale Canal is the Calder Valley Railway Line, which runs between Todmorden and Rochdale. Beyond Hollingworth Road to the east lies agricultural land, while to the west is the residential settlement of Smithy Bridge. To the south is Lake Bank Road, which borders Hollingworth Lake and a number of residential dwellings.

2.3.4 The Hollingworth Road and Rakewood Road land parcels are well connected to existing transport links. Rakewood Road connects to the B6225 Milnrow Road, which extends away from Smithy Bridge Road and Hollingworth Lake in a southerly direction, and continues as Wildhouse Lane shortly after, before reaching Milnrow after circa 2km. From here, it is possible to access the M62 via Junction 21, connecting Liverpool and Hull via Manchester, Bradford, Leeds and Wakefield. The A58 Halifax Road is also located approximately 0.6km north of the Site. It is a main distributor road of strategic importance which forms part of the national Primary Route Network and the Greater Manchester Key Route Network.

2.3.5 The Site is located broadly equidistant from the Littleborough and Smithy Bridge railway stations, both of which are within 1km and 1.2km walking distance from the Site and are on the Calder Valley Line, offering services to Leeds, Manchester, Halifax, Preston and York.

2.3.6 The nearest bus stops are located on the B6225 Hollingworth Road to the east of the Hollingworth Road land parcel and within 400m walking distance. Additional services are accessible from bus stops along Smithy Bridge Road and the A58, approximately 1km to the west and north of the site respectively. This provides access to areas such as Rochdale town centre, Halifax town centre, and Milnrow.

2.3.7 Facilities in the vicinity of Hollingworth Lake are within a 500m walking distance of the centre of the Hollingworth Road land parcel. The facilities include a number of local amenities such as public houses, restaurants, hot food takeaways and small retail opportunities, all of which are accessible via the network of existing PRoW across the land parcel.

3 The Proposed Development

3.1 Introduction

3.1.1 It is anticipated that the Proposed Development will provide up 312 dwellings and a primary school, Use Class C3 and Use Class F1a, respectively, of the Town and Country Planning (Use Classes) Order 1987 (as amended). The description of the Proposed Development is as follows:

> *'Planning application seeking full permission for residential development including the construction of vehicular/pedestrian accesses, landscape measures, open space and associated works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road; and outline permission for the development of a primary school (access into the school site to be considered – all other matters reserved for future approval.'*

3.1.2 Demolition and enabling works will be required to facilitate the Proposed Development comprising drainage, landscape measures and utility works. Due to the variation in topography across the Site, reprofiling works will be required as well as demolition of the buildings in the centre of the Hollingworth Road land parcel, including Lower Cleggswood Farm, to create a cleared development platform for the Proposed Development.

3.2 Planning Drawings

3.2.1 This chapter should be read in conjunction with the illustrative masterplan and detailed drawings included in **Appendix B and Appendix C** for the detailed element of the application (new homes at the Hollingworth Road land parcel, and car parking facilities at the Rakewood Road land parcel). The detailed drawings and maximum parameter plans form the basis of assessment within the EIA.

3.2.2 The parameter plans define areas for built development, building heights and landscaping for the proposed primary school, but detailed information is not available at this stage and will be covered in a Reserved Matters application. The only element relating to the primary school that is submitted in detail pertains to the proposed access infrastructure.

Residential

3.2.3 The Proposed Development will deliver 312 residential units.

3.2.4 Residential properties will predominantly be two storeys in height, although there will also be some two-and-a-half-storey properties to provide focal points and variation to the character of the street scene. Some 85% of the residential properties will be for private sale and 15% will be affordable properties (shared ownership). **Table 3.1** shows the number of residential units and the proposed unit mix.

Table 3.1: Residential Unit Mix

Private (85%)		
Bedrooms	Storeys	Number
3	2	87
3	2.5	44
4	2	122
5	2.5	6
5	2	6
Total: 265		

Social Rent (15%)		
Bedrooms	Storeys	Number
2	2	31
3	2	16
Total: 47		

Non-Residential Uses

3.2.5 The primary school will be located within the south-eastern part of the Hollingworth Road land parcel, which currently comprises a public car park used by visitors to Hollingworth Lake. The school is anticipated to have a floorspace of circa 2,300 sq.m on a plot of circa 2 hectares, which will include playing fields.

3.2.6 The school will be a feature building, the final height of which will be determined at the Reserved Matters application stage. The number of parking spaces to be allocated within the primary school will also be determined during the Reserved Matters application stage.

3.2.7 For further information, refer to the parameter plans in **Appendix C.**

Car Parking

3.2.8 The Rakewood Road land parcel will accommodate the proposed extension to the cark park at the Hollingworth Lake Country Park. This will include an access route to the proposed extended car park from Rakewood Road through the existing Hollingworth Lake Country Park car park, alongside a number of existing car parking spaces, which are proposed to be re-configured. The car park will deliver 140 new parking spaces, including disabled and family parking.

3.3 Access – Pedestrians and Vehicles

3.3.1 Vehicular access to the Hollingworth Road land parcel will be from the B6225 Hollingworth Road, located on the eastern boundary of the land parcel. Two access junctions are proposed, with the northern access leading towards some of the residential units to the east of Heald Lane, and the southern access leading towards the proposed primary school and the remainder of the residential units proposed to the west of Heald Lane.

3.3.2 Whilst the immediate surrounds of the Proposed Development are currently semi-natural in nature, there are various PRoW that traverse the site. The central PRoW which runs in a north-south trajectory through the site will require a slight diversion in order to avoid the proposed swales. A similar approach is required for the PRoW to the west which connects to Brown Lodge Drive, to avoid the proposed attenuation pond. The eastern PRoW off Hollingworth road will be diverted through the scheme's highway network, with multiple connection points to the central PRoW. All other PRoWs will be retained and integrated into the layout of the Proposed Development. Additional connection footpaths will also be provided as part of the scheme to improve connections throughout the area and ensure the site delivers a high-quality design. For further information, please refer to the **Design and Access Statement** which forms part of the planning application.

Landscaping and Green Infrastructure

3.3.3 Public realm improvements will be provided as part of the Proposed Development including the provision of open space, comprising soft landscaping and improvements to existing PRoW which traverse the site, which will help to increase the permeability of the Site and link the Proposed Development with the surrounding area.

3.3.4 A Biodiversity Net Gain ('BNG') in excess of 10 per cent will be achieved across the Proposed Development.

3.3.5 The Landscape Concept Drawing which is submitted as part of the planning application (drawing ref: NW111-LS-001) shows a network of green infrastructure, providing wildlife corridors and links through the Proposed Development, from Rochdale Canal to the north, to Hollingworth Lake to the south. These green open spaces will comprise Sustainable Drainage ('SuDs') including swales and attenuation ponds, pathways for pedestrians and cyclists, habitat corridors, attractive public realm spaces including a feature square and a Neighbourhood Equipped Area for Play.

3.3.6 The Site benefits from existing landscape buffers – in the form of a woodland block, on its south-eastern boundary – which provide mitigation of visual effects. The development has been designed to retain existing trees and planting as far as possible and to enhance green infrastructure through additional landscape treatment. Further information can be found in **Volume 2: Chapter 3 Landscape and Visual** and its associated appendices.

4 Demolition, Construction and Site Management

4.1 Introduction

4.1.1 This chapter provides information on the anticipated enabling works, demolition and construction of the Proposed Development and the management of the demolition and construction phase on-site.

4.2 Construction Environmental Management Plan

4.2.1 All of the demolition and construction operations carry with them a range of issues to be dealt with in their design, preparation and execution. As a result, best practice in construction management will be required to minimise the environmental effects and disruption that could be caused by the construction project. The key document in ensuring that the works comply with best practice is the Construction Environmental Management Plan ('CEMP'). This document will be prepared by the appointed Principal Contractor (as a pre-commencement condition on the permission) with consideration to the **CEMP** submitted as part of the planning application**.**

4.2.2 The CEMP will be agreed with RBC in advance of the commencement of construction and the Principal Contractor will be responsible for implementing it. The CEMP will be a live document throughout the construction period and will be updated to respond to changes to legislation, standards, available techniques, etc. as well as any changes to construction techniques.

4.2.3 Matters addressed in the CEMP will include aspects set out in the following bullet points, as well as the construction mitigation and enhancement measures identified in each of the topic chapters of this ES. Measures include:

- **Health and Safety:** contractor's competence, risk method statements, contractor communication, welfare facilities, accident reporting, standards on personal protective equipment, display of safety notices etc;
- **Contaminated land:** compliance with the Environment Agency Pollution Prevention Guidance, method statements for storage;
- **Noise and vibration:** selection of appropriate plant, site operation hours, monitoring, complaints procedure;
- **Dust and air:** prevention and mitigation measures, complaints procedure;
- **Waste minimisation and management:** reduction, re-use, recovery, disposal (including Duty of Care), should include details of waste management and procurement policy;
- **Ecology:** timing of site clearance, tree protection (as necessary);
- **Water resources:** storage of materials, protocol for spillages; emergency planning & incident control: incident recognition training, emergency planning, incident reporting and control;
- **Site logistics & operations**: safety and security; working hours; maintaining access, general site layout including compound location, construction traffic, access routes; and
- **Community liaison:** meetings and community contact, telephone helpline, designated point of contact.

4.2.4 The implementation of the CEMP will necessitate the keeping of environmental records (environmental training, waste documentation, complaints register, monitoring records, etc.).

Such records will be kept in a dedicated file by the Principal Contractor and will be available for inspection by RBC upon request.

4.2.5 Given the location of the Proposed Development, it will be important to ensure that disturbance is minimised throughout the construction works. Community liaison will therefore be important. The Applicant operates a “Good Neighbour Policy” that contains details of how the public will be informed and how they can make comments. The CEMP will thus include appropriate provision for community liaison, both to inform affected parties of the construction works and to allow affected parties to request information and make comments.

4.2.6 The ES has been based on the best practice measures documented in the **CEMP** submitted as part of the planning application as being inherent to the Proposed Development.

4.3 Phasing and Programme of Works

4.3.1 Given the planning stage of the development, a Principal Contractor is yet to be appointed and so there is a degree of uncertainty as to the length of the construction phase and the approach to activities to be undertaken.

4.3.2 The anticipated construction timescales are as follows:

- Enabling and Demolition works commencement –2024
- Construction commencement: 2025
- First Occupation: Summer/Autumn 2025
- Completion: Autumn 2031

4.3.3 The phased nature of the construction of the Proposed Development means that environmental effects during construction will vary temporally and geographically through the construction period. Therefore, while construction is anticipated to last for several years, it is not anticipated that any one area of the site or surrounding area will experience construction effects during all, or even the majority, of that time.

4.3.4 Construction effects also typically vary in magnitude depending on the processes occurring at any one time (for instance, earth movements are more likely to lead to significant environmental effects than internal fit out of a building).

4.3.5 The ES has sought to address this variation on construction effects when assessing the likely significant effects during construction.

4.3.6 Construction works will be limited to the following hours unless otherwise agreed with RBC:

- Monday-Friday: 08:00-18:00
- Saturday: 08:00-13:00
- Sundays and Bank Holidays: Site Closed

4.4 Construction Method and Management

4.4.1 The demolition and construction works carry with them a range of issues to be dealt with in their design, preparation and execution. Due to the location of the site in proximity to existing residential developments and ecologically designated sites, best practice in construction management will be required to minimise the environmental effects and disruption that could be caused by the construction of the development.

4.4.2 As part of the construction of the Proposed Development, Lower Cleggswood Farm and its associated outhouses / farm buildings at the Site will be demolished.

4.4.3 It is anticipated that key demolition and construction activities are likely to include:

- Establishment of construction compound(s) and welfare facilities;
- Site clearance, temporary access, erection of fences and security provision;
- Installation of site welfare facilities;
- Demolition of existing buildings and removal of car park surfacing;
- Tree removal;
- Cut and fill including site remediation with respect to PAHs and asbestos, which could include source removal or capping and inclusion of basic ground gas protection measures. The cut and fill will be balanced as far as possible so that land excavated will be re-used where applicable;
- Utility diversions, upgrades and connections;
- Installation of drainage including swales and attenuation basins;
- Piling and foundation works;
- Construction of new access and roads;
- Structural works;
- Envelope (façade and roofing);
- External services and soft landscaping; and
- The movement of materials, waste and people to and from the Site.

4.4.4 No non-standard construction or enabling works are anticipated to be required.

4.4.5 The contractor(s), once appointed, will identify the location of the construction compound(s) within the Site, which will be sited giving consideration to the environmental and visual effects of development as well as a practical solution to allow the development to proceed.

4.5 Construction Traffic

4.5.1 Traffic will be generated during the construction of the Proposed Development as a result of bringing plant and materials to the Site, transporting demolition material off-site and due to construction personnel accessing the Site.

4.5.2 The Site is in proximity to key strategic highways, with the A58 and the M62 in particular running close to the Site, with convenient journeys available to Hull, Manchester, and Liverpool.

4.5.3 Vehicular access to the Proposed Development will be from Hollingworth Road on the eastern site boundary. It is proposed that there will be two access junctions, with the northern access leading towards some of the new homes to the east of Heald Lane, and the southern access leading towards the proposed primary school and the remainder of the new homes proposed to the west of Heald Lane.

4.5.4 The access arrangements are shown on drawing ref: 079716-CUR-00-XX-DR-TP-75003 in the **Transport Assessment** which forms part of the planning application (079716-CUR-XX-XX-T-TP-00002), where the junctions are in the form of a three-arm priority junction with a right turn ghost island with capacity for 4 vehicles across both the northern and southern access points.

4.5.5 An assessment of construction traffic is provided in **Volume 2: Chapter 7 (Traffic and Transport)**.

4.6 Construction Materials

4.6.1 It is anticipated that the construction materials required will be those normally associated with a development of this nature, including for example bricks, windows, roof tiles, block work, bulk timber, timber trusses, ready mixed concrete, plasterboard, dense bitumen / stone macadam, concrete kerbing and sub-base crushed concrete.

4.7 Construction Waste

4.7.1 The demolition and construction process needs to be managed to accommodate the peak periods of waste generation. Where possible, waste reduction strategies and practices will be formulated in advance. During demolition and construction, materials recovered from on-site works may be suitable for reuse on-site, reducing the traffic generation and pollution, costs of transportation and procurement of virgin materials. This, combined with considerate design practice, will help to minimise construction waste in line with the Waste Hierarchy (prevention, reuse, recovery, disposal).

4.7.2 In order to embed the principles of the circular economy, once appointed, the Principal Contractor will develop and adhere to the CEMP to manage the soils on site. Excavation works will be carried out in such a way to enable effective segregation of suitable materials for reuse on-site wherever practicable.

4.7.3 There is no longer a statutory requirement for a Site Waste Management Plan ('SWMP') to be implemented, but a SWMP will be prepared to help resource efficiency principles to be incorporated where consideration is given to designing out waste, reduce waste generated on-site as well as reuse, recycling and recovery of waste.

4.7.4 The SWMP will be secured via a suitably worded planning condition, as detailed in RBC's Scoping Opinion, which in included within **Appendix E**.

4.7.5 Although the aspiration for the Site is to avoid surplus cut material and minimise volumes of materials to be removed for off-site disposal, where export of material is required it will be managed according to Duty of Care legislation.

4.8 Summary

4.8.1 This chapter outlines the demolition, construction and site management for the Proposed Development. The CEMP will manage the environmental effects associated with the demolition and construction phases of the Proposed Development and will be secured through a suitably worded planning condition.

5 Consideration of Alternatives

5.1 Introduction

5.1.1 Regulation 18 and Schedule 4 of the EIA Regulations require an applicant to provide:

> *'a description of the reasonable alternatives studied by the developer, which are relevant to the 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.'*

5.1.2 This chapter of the ES identifies the main alternatives to the proposed development which have been considered by the applicant and describes the main reasons for the choices made.

5.2 Alternatives

5.2.1 Alternative options typically comprise:

- the 'Do Nothing' alternative, where the proposed development is not progressed;
- consideration of alternative locations or uses; and
- consideration of alternative designs.

The 'Do Nothing' Alternative and Alternative Sites

5.2.2 The 'Do Nothing' alternative considers the future conditions at the application site, should the proposed development not progress.

5.2.3 The overall area of land which is the subject of the planning application totals 21.49 hectares, comprising 18.85 hectares of land to the west of Hollingworth Road and 2.64 hectares of land at Rakewood Road[1], as shown by the Site Location Plan (**Appendix A).**

Land to the west of Hollingworth Road

5.2.4 The part of the application site to the west of Hollingworth Road is allocated for around 300 new homes and a new primary school by 'Policy JP Allocation 20: Land North of Smithy Bridge' within Places for Everyone ('PfE'), which became part of the statutory development plan for nine local authorities across Greater Manchester (including Rochdale), on 21 March 2024. The same site was identified as proposed allocation (ref: OA16: 'Land to the north east of Smithy Bridge') several years ago, within the original draft version of what was then known as the Greater Manchester Spatial Framework ('GMSF'), now known as Places for Everyone ('PfE'). The site was carried forward as a proposed allocation in the revised draft version of the GMSF ('Policy GM Allocation 26: Land North of Smithy Bridge'), which was published for consultation in January 2019.

5.2.5 The publication version of PfE was published for consultation in August 2021, and the site was carried forward as a proposed residential allocation ('Policy JP Allocation 22: Land North of Smithy Bridge'). In February 2022, the publication version of PfE was submitted to the Secretary of State for examination, which commenced in November 2022 and ran until March

[1] Whilst the overall area is 2.64 hectares, the main part of the Rakewood Road land parcel is 2.38 hectares with 0.26 hectares comprising an access route to the proposed extended car park from Rakewood Road through the existing Hollingworth Lake Country Park car park, alongside a number of existing car parking spaces which are proposed to be reconfigured.

2023. The examination session concerning the 'Land North of Smithy Bridge' proposed allocation took place in February 2023.

5.2.6 The site's allocation was confirmed when PfE became part of the statutory development plan in March 2024. The Hollingworth Road site is therefore no longer within the Green Belt and it is allocated for residential uses as well as a primary school. The site is referred to within the adopted PfE Plan as 'Policy JP Allocation 20: Land North of Smithy Bridge', following the removal of other sites which were previously proposed for allocation.

5.2.7 The Reasoned Justification beneath the main policy wording for Policy JP Allocation 20, on page 378 of the PfE Plan, reads as follows:

> *'11.262 This site provides an excellent opportunity to deliver a high-quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.*
>
> *11.263 Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.*
>
> *11.264 The site is within walking distance of both Littleborough and Smithy Bridge ail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. Given these important linkages, the masterplanning of the site should have regard to the proposed residential development to the north.'*

5.2.8 The Reasoned Justification continues as follows on page 379 of the PfE Plan:

> *'11.269 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.*
>
> *11.270 The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. Any spaces lost as a result of the development will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.'*

5.2.9 At each stage of the PfE plan preparation process, a range of alternative sites were considered as potential allocations. Other sites could have been chosen as allocations in preference to the application site, which could have been removed as a proposed allocation. Reflecting the credentials described within the PfE Plan (extracted above), however, 'Land North of Smithy Bridge' was confirmed as an allocation within the adopted version of PfE.

5.2.10 The applicant controls the Policy JP Allocation 20 site and intends to bring a scheme forward at the site in accordance with the allocation. Should the applicant's proposed development not progress, and the applicant decided to release the site, it is assumed that the site would be secured by another entity for future development in accordance with the allocation. It is not known how long the site would remain undeveloped but, as long as that situation was to persist, the new homes and other uses for which the site is allocated would not be realised.

5.2.11 The applicant is in a position to deliver large scale residential development and so the do-nothing option is not a realistic proposition. If a development scheme is not brought forward at the Policy JP Allocation 20 site in accordance with the allocation, that would jeopardise Rochdale Council's ability to meet its housing requirements in full and the spatial strategy set out within the adopted PfE Plan would be undermined. The importance of the allocations coming forward is emphasised within the PfE Plan, for instance at paragraph 7.12 under the 'Housing Land Supply' heading:

> *'We must be able to demonstrate that its [the] land supply has sufficient flexibility within it to demonstrate that it represents a deliverable, viable and robust land supply and will deliver a balanced and inclusive growth, thereby achieving the overall spatial strategy. In light of this and the need to ensure the Green Belt boundary can endure beyond the plan period it has been necessary to identify additional new sites across the city-region, over and above those in the existing land supply. Having considered a number of spatial options, it has been concluded that it in order to achieve this, it has been necessary to remove some land from the Green Belt and to allocate this land within this Plan for residential development.'*

Land at Rakewood Road

5.2.12 Part 10. of Policy JP Allocation 20 contains the following requirement:

> *'Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost.'*

5.2.13 The Reason Justification reads as follows:

> *'11.270 The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. Any spaces lost as a result of the development will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.'*

5.2.14 Thus, if the proposed development results in the loss of any visitor car parking spaces, there is a policy requirement to replace those spaces nearby. The applicant controls land at Rakewood Road, adjacent to the existing car park at Hollingworth Lake Country Park, and proposes to provide a new car park there alongside alterations to and extension of the existing car park.

5.2.15 The applicant proposes to deliver 140 new parking spaces at Rakewood Road, including parking for disabled people and families. The size of the new parking facility at Rakewood Road assumes that all of the existing spaces at Hollingworth Road car park will be lost and so an equivalent facility will be provided nearby to ensure that there is no reduction in parking availability. Improvements to the existing car park at the Country Park will enable and encourage more people to visit and enjoy the Hollingworth Lake area, thereby helping to support a prosperous rural economy.

5.2.16 Whilst the land at Rakewood Road is within the Green Belt, the extract from the Green Belt layer of the Places for Everyone Policies Map[2] (**Figure 5.1** below) shows that the same applies to all of the land which surrounds Hollingworth Lake to the east, south and west, aside from the land which is allocated by Policy JP Allocation 20, the existing residential properties to the west of the allocation and the land to the north of the allocation which benefits from planning permission for residential development (the Vistry site).

5.2.17 Land in Littleborough to the north of the Rochdale Canal and the railway line is not within the Green Belt, but if visitors were to park in that general location – assuming that a suitable site

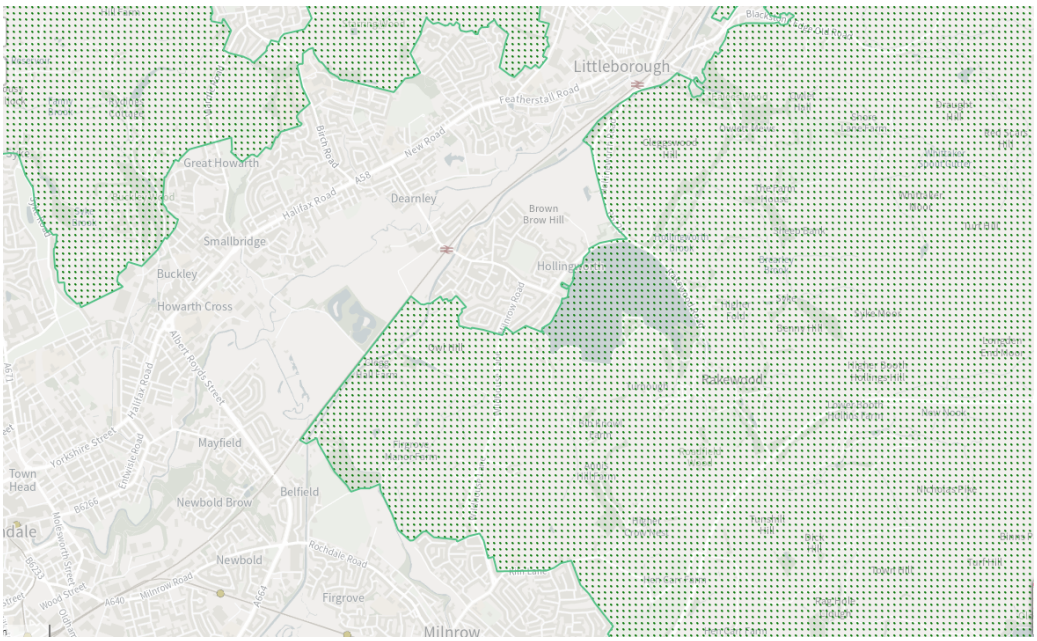
[2] Available to view online via this link: https://mappinggm.org.uk/pfe-2023/#os_maps_light/10/53.5069/-2.3201

could be found for a 140-space car park – then the walk to Hollingworth Lake would be much longer than the walk from Rakewood Road. If the replacement car park was situated to the north of the Canal and the railway line, the likely effect would be to discourage a significant proportion of people who otherwise would visit Hollingworth Lake and the Visitor Centre.

5.2.18 As well as providing new vehicular parking spaces via the extension to the car park at Hollingworth Lake Country Park, the applicant's proposed scheme involves the re-configuration of parking spaces at the existing car park itself. A new car park in another location would not deliver the same benefit. Additionally, the proposed car park reconfiguration and extension will minimise the need for visitors to search for an available parking space elsewhere if they were to find that the existing Hollingworth Lake Country Park car park is full, thereby reducing carbon emissions.

5.2.19 Furthermore, paragraph 155 of the NPPF makes clear, under criterion c), that local transport infrastructure is exempted from the definition of 'inappropriate development', provided that a requirement for a Green Belt location can be demonstrated, the openness of the Green Belt is preserved, and it does not conflict with the Green Belt purposes. For the reasons set out within the Planning Statement, the applicant considers that the proposals at Rakewood Road fall within the scope of paragraph 155 c). The consequence is that it is not necessary to demonstrate 'very special circumstances' for the proposed car park at Rakewood Road.

Figure 5.1: Extract from the Green Belt Layer of the Places for Everyone Policies Map



Alternative Designs and Scheme Evolution

5.2.20 Land to the west of Hollingworth Road in Littleborough has been identified as a potential location for residential uses as well as a primary school ever since it was first included as a draft allocation in the precursor to PfE several years ago. Accordingly, the applicant has only ever contemplated residential uses and a primary school at the Hollingworth Road land parcel and has not considered alternative uses such as retail and commercial.

5.2.21 The applicant has, however, considered various alternative design approaches across the site over the past few years, which has been informed by a through exploration of the characteristics of the site and the surrounding area, as well as matters such as topography, ground conditions and ecological considerations. The scheme has also been informed by several sessions with the independent design review panel, Places Matter, as well as constructive discussions with planning, urban design and highways officers at Rochdale Council.

5.2.22 The scheme's evolution is described comprehensively within the Design & Access Statement, but the headline points can be summarised as follows:

- The applicant's design team presented the findings from various investigations and analyses, and initial concepts for the proposed development, to the Places Matter design review panel in June 2022. Key messages included:
  - The site's topography provides potential for a north-south 'green link' through the central part of the site, connecting Rochdale Canal to Hollingworth Lake, with a spur from that route providing a further green link to Hollingworth Road to the east and through the adjacent Vistry site to the Rochdale Canal.
  - The north-western part of the site, adjacent to the Rochdale Canal, is undevelopable and should form part of the network of public open space across the site.
  - There is an existing watercourse in the eastern part of the site which needs to be retained.
  - The site is visible from higher ground to the north and east and the site's Pennine fringe should be maximised with a landscape led approach to development.
- Places Matter provided its 'Design Review Report' in July 2022, the principal findings from which were as follows:
  - The design review panel advised that the scheme *'should be landscape-led, with the building blocks* flowing from that to maximise the potential of the site'.
  - The panel endorsed the proposed north-south green corridor running through the site, and also commented that the 'beauty and wildness' of the site should be integral part of the walking and cycling experience.
  - The panel also commented that the design team should test whether the southern part of the site, which is currently occupied by the visitor car park, is the right location for the new primary school.
- The applicant's design team took on board the feedback from Places Matter and presented an updated version of initial design concepts and masterplan principles for the Hollingworth Road site in July 2022. The panel provided a further Design Review Report in September 2022, which contained the following principal feedback:
  - The panel reaffirmed that the scheme should be landscape-led.
  - The use of some dwellings larger than two storeys in height was encouraged in order to create variety and maximise the potential of long-distance views.
  - The panel suggested that the character areas could be simplified.
- The applicant's design team assessed a range of potential locations for the primary school in March 2023. The assessment took account of site constraints and considered which location is best suited to a primary school from a place making perspective. Locating the new school in the southern part of the Hollingworth Road land parcel was found to be the best option from both a delivery and place making perspective, for the following reasons:
  - Locating the school building in the southern part of the site will create a memorable landmark at the entrance to the new development, reinforcing it as a 'gateway'.

- Mature groups of trees within that part of the site will create an attractive setting for the school, and they can also be a valuable learning resource and support good health.

- The southern part of the site is easily accessible off Hollingworth Road, which is a key transport route within the local area and a regular bus route, thereby helping students and parents to access the school more easily.

- Having established that the southern part of the Hollingworth Road land parcel is the best location for the school, the design team refined the scheme, taking on board the feedback from Places Matter and the Council's planning, urban design and highways officers during a series of pre-application meetings. Key refinements can be summarised as follows:

  - The layout now includes swales within the central open space, which has enabled beneficial alterations to the sizes and positions of the ponds.

  - A non-equipped area for play ('NEAP') has now been incorporated within the open space, as well as a locally equipped area for play ('LEAP').

  - The scheme now features stronger 'green' links than in earlier iterations, and the green space within the eastern part of the site now has a softer edge. The proportion of 2.5 storey dwellings has also been increased, with those properties used as focal points and to maximise views.

  - The character areas have been simplified from five to three.

  - Meticulous attention has been paid to creating a landscape approach which is in keeping with the site's Pennine fringe setting, with key elements including retention of existing trees and hedges, complemented by native hedgerow buffer planting; low stone walls rather than dwarf brick walls; and extensive wildflower meadows.

  - The southern site access has been repositioned further north, which enables retention of existing trees and extension of the school land in the southern part of the site.

  - The spine road has been realigned and an additional link from the northern access has been provided.

Summary

5.2.23 'Land North of Smithy Bridge' is allocated for residential use and a primary school within the adopted PfE Plan. The applicant controls the Policy JP Allocation 20 site and intends to bring a scheme forward at the site in accordance with the allocation.

5.2.24 The applicant also controls the Rakewood Road land parcel and intends to bring forward an extension to the existing car park at Hollingworth Lake Country Park, alongside alterations to and extension of the existing car park. That component of the proposed development will therefore ensure that the PfE policy requirement to retain and enhance existing visitor car parking spaces at the JP Allocation 20 site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost, will be satisfied.

5.2.25 The scheme has been informed by extensive discussions with officers at Rochdale Borough Council, and feedback from the Places Matter design review panel as well as a range of other bodies and stakeholders.

6 Assessment Method

6.1 Introduction

6.1.1 This chapter describes the process by which the EIA has been carried out. It includes a discussion of the relevant regulations, the EIA process, consultations, and the over-arching assessment methods applied. Details of the technical method followed for each topic are presented in **Volume 2**: **Chapters 2-11** as appropriate.

6.2 EIA Regulations

6.2.1 The Town and County Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') implement EC Directive 85/337/EEC, as amended, into domestic legislation. The initial Directive and its three amendments have been codified by Directive 2011/92/EU. A new Directive 2014/52/EU was implemented in 2014 and the provisions and requirements were enacted in the UK on 16 May 2017 to form the EIA Regulations.

6.2.2 The Proposed Development is considered to fall within Schedule 2 Part 10 (b) of the 2017 EIA Regulations:

> *'(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas'*

6.2.3 The applicable thresholds and criteria for 'urban development projects' in the second column of Schedule 2 of the EIA Regulations are:

> *'(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
>
> *(ii) the development includes more than 150 dwellings; or*
>
> *(iii) the overall area of the development exceeds 5 hectares.'*

6.2.4 The Proposed Development is for 312 houses (and a primary school) and the Site is 21.49 hectares in size, exceeding two of the three thresholds outlined within the EIA Regulations. As a result, an EIA Screening Request was submitted to RBC in July 2019 (reference 19/00910/SO). RBC concluded that the Proposed Development *'is likely to have significant effects on the environment by reason of factors such as its nature, size or location'*.

6.2.5 An EIA was undertaken in relation to the Proposed Development and this Environmental Statement ('ES') was prepared to support the planning application for the Proposed Development.

6.2.6 The EIA Regulations set out the procedures for undertaking an EIA and the information which is required in an ES and such procedure has been followed in this assessment.

6.3 EIA Process

6.3.1 In general terms the main stages in the EIA are as follows:

- **Screening** – determining whether a proposed project falls within the remit of the EIA Regulations;
- **Scoping** – determining the extent of issues to be considered in the assessment and reported in the ES;

- **Establishing Baseline** – drawing together and reviewing existing available data and undertaking surveys to determine the existing and future baseline conditions;
- **Assessment and Iteration** – assess likely significant effects of development, evaluate alternatives, provide feedback to design team on potential adverse impacts, modify development or impose parameters, incorporate mitigation, assess effects of mitigated development;
- **Preparation of the ES**; and
- **Consultation and Decision Making**.

6.4 Screening and Scoping

6.4.1 An EIA Screening Request was submitted to RBC in July 2019 (reference 19/00910/SO). RBC concluded that the Proposed Development *'is likely to have significant effects on the environment by reason of factors such as its nature, size or location'* and, as a result, an EIA was undertaken for the Proposed Development and this ES was prepared to support the planning application for the Proposed Development.

6.4.2 An EIA Scoping Report was submitted to RBC on 16 February 2023 with consideration of the Hollingworth Road land parcel only (reference 23/00169/SCO). A Scoping Opinion was received from RBC on 26 June 2023 and is reproduced within **Appendix E**.

6.4.3 Specific comments within the Scoping Opinion have been taken into account in this ES. Each of the topic chapters of this ES identifies specific comments within the Scoping Opinion and how they have been addressed within the chapter.

6.4.4 The topics that have been scoped out of the ES, which has been agreed through scoping, include the following:

- Human Health
- Lighting
- Material Assets and Waste
- Risk of Accidents and Disasters

6.4.5 An updated EIA Scoping Request was submitted to RBC in May 2024 and assigned reference 24/00526/SCO **(Appendix E)**. The update to the EIA Scoping Request includes the consideration of the Rakewood Road land parcel in the ES.

6.5 Consultation

6.5.1 In addition to consultation to agree the scope of the EIA, consultation with relevant statutory and non-statutory bodies has been undertaken throughout the EIA and design process.

6.5.2 As part of the EIA process, the following bodies have been consulted to agree the detailed scope of the assessment, the purpose being to provide information, discuss assessment methods and findings, and/or agree mitigation measures and design responses. A summary of key consultees and the key technical areas that were consulted on is as follows:

- Rochdale Borough Council
- Greater Manchester Combined Authority
- Natural England

- Historic England
- Environment Agency

6.5.3 Pre-application meetings to discuss the design of the development have been held with RBC between 2019 and 2024, and two presentations to the Places Matter Design Review Panel were conducted in July 2022 and September 2022.

6.5.4 Each of the technical topic chapters provides a summary of consultation undertaken in relation to that discipline.

6.6 Assessing Effects

Establishing Baseline Conditions

6.6.1 As a general principle, environmental effects are assessed by comparing the predicted state of the environment without the Proposed Development, with the state of the environment with the Proposed Development for a particular year. This will necessitate predicting how current conditions at the site may change without the Proposed Development being built out.

Existing Baseline Conditions

6.6.2 A range of site surveys and data collection exercises have been used to identify environmental conditions at the Site and in the surrounding area to provide a basis for the subsequent assessment work. The surveys undertaken are reported in each of the technical topic chapters.

6.6.3 It should be noted that some of the technical surveys and assessments on which the EIA is based are too detailed for incorporation into Volume 2 of this ES (e.g. ecology survey reports). In such instances, the technical survey and assessment reports are provided in full as an appendix to this ES (Volume 3 for the Hollingworth Road land parcel and Volume 4 for the Rakewood Road land parcel), with a relevant summary and the reference for the full survey or assessment provided in the ES (Volume 2). The geographical scope of these appended surveys and assessments has been based on the likelihood of significant effects.

6.6.4 The EIA has assessed the likely significant effects of the Proposed Development against baseline conditions in the same year (i.e. providing an assessment of ‘do something’ and ‘do nothing’). The baseline conditions are described in each technical topic chapter.

Future Baseline Conditions

6.6.5 As required by the EIA Regulations, each chapter has considered as appropriate the likely evolution of current baseline conditions without implementation of the Proposed Development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of available environmental information and scientific knowledge. The ES therefore describes the relevant aspects of the current state of the environment at the site and surrounding area, along with a future baseline scenario for the year 2031 (when the development is anticipated to be fully complete and operational).

Types of Effects

6.6.6 The EIA has sought to identify all likely significant effects associated with the Proposed Development and, where appropriate, makes the following distinctions in defining the type of effect:

- **Beneficial** – effects that have a positive influence on the environment;
- **Adverse** – effects that have a negative influence on the environment;

- **Direct** – effects that are caused by activities which are an integral part of the scheme;
- **Indirect** – effects that are due to activities that are not part of the scheme, but are attributable to it, e.g. regeneration benefits attributable to the direct socio-economic benefits of the scheme;
- **Combined** – effects due to two or more environmental topics that singly may not be significant, but when assessed together may be significant;
- **Cumulative** – effects due to one or more schemes that singly may not be significant, but when assessed together may be significant; and
- **Residual** – effects that remain after the benefits of mitigation measures are taken into account.

Duration of Effects

6.6.7 The duration of environmental effects is defined as follows:

- **Short-term** – less than one year;
- **Medium-term** – one to five years;
- **Long-term** – five to ten years; and
- **Permanent** – more than five years.

6.6.8 In addition, where environmental effects are episodic the likely frequency of events has been noted.

Assessment Scenarios

Assessing Enabling Works, Demolition and Construction Effects

6.6.9 The EIA has assessed the environmental effects that are likely to occur during enabling works, demolition and construction. Construction effects have been assessed in line with the proposed construction programme and have been based on available information outlined in **Volume 1: Chapter 4** and reasoned judgements based on professional experience to enable the likely significant effects to be identified. The assessment has considered reasonable worst-case conditions during construction.

6.6.10 Enabling works, demolition, and construction effects will be temporary and intermittent, i.e. works will not occur in one location throughout the entire duration of the construction works. The potential duration and intermittency of effects is identified as appropriate in the technical topic chapters.

6.6.11 Environmental effects associated with the demolition and construction phases will be managed through a CEMP, to be prepared prior to construction and secured via a suitably worded planning condition. Best practice measures set out in the OCEMP and those 'designed in' will be treated as tertiary and primary mitigation, respectively, within **Volume 2: Chapters 2-11.** Each topic chapter has set out secondary (further) mitigation measures for the Proposed Development where necessary.

Operational Effects

6.6.12 To provide an assessment that is generally consistent between topic chapters, the EIA has focused on assessing the likely significant environmental effects of the overall assessment.

This approach ensures that full environmental effects of the outline and detailed aspects of the application have been considered.

6.6.13 The assessment of the operational effects of the Proposed Development has assumed that the development will be complete, open and fully occupied by Autumn 2031.

6.7 Mitigation and Enhancement

6.7.1 The incorporation of mitigation measures (measures to avoid, minimise, or compensate for adverse effects) is an integral part of the design and related EIA processes.

6.7.2 The EIA Regulations require (paragraph 7 of Schedule 4) an ES to contain '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'.

6.7.3 Mitigation measures have been developed and incorporated into the scheme as the design has developed through a process of review and iteration to reduce the potentially significant environmental effects that have been identified.

6.7.4 The ES reports the following categories of mitigation:

Primary Mitigation

6.7.5 Primary mitigation is defined as 'modifications to the location or design of the development made during the pre-application phase that are an inherent part of the project, and do not require additional action to be taken' (IEMA, 2016). Examples of key primary mitigation include the following, with discipline specific primary mitigation listed within each chapter:

- Retention of existing green infrastructure and enhancement through additional planting;
- Improvements to existing PRoW and providing additional connections to improve the permeability of the site;
- The layout and massing of buildings has been designed to reduce effects on views and nearby heritage assets, whilst providing a scheme that optimises efficient use of land; and
- The design of the site includes attenuation ponds and swales to ensure efficient drainage of the site.

Secondary Mitigation

6.7.6 Secondary mitigation has been identified where primary and tertiary (see below) measures have not been adequate to reduce an environmental effect to be 'not significant'. Secondary measures are described as *'actions that will require further activity in order to achieve the anticipated outcome. These may be imposed as part of the planning consent.'*

6.7.7 Examples of secondary mitigation measures proposed include the preparation of:

- A detailed lighting layout
- A Waste Management Strategy
- An Invasive Species Management Plan
- A Construction Traffic Management Plan

6.7.8 The aforementioned documents will be prepared following a planning decision and will be secured via a suitably worded planning condition.

Tertiary Mitigation

6.7.9 Tertiary mitigation is described as '*actions that would occur with or without input from the EIA feeding into the design process. These include actions that will be undertaken to meet other existing legislative requirements, or actions that are considered to be standard practices used to manage commonly occurring environmental effects.*' As a result, such measures have been considered inherent to the proposed development.

6.7.10 Examples of tertiary mitigation include:

- The Site will be registered with the 'Considerate Constructors Scheme', which seeks to ensure that demolition and constriction is carried out in a safe and considerate manner.
- A suitable qualified Ecological Clerk of Works will be employed during demolition and construction to ensure natural heritage interests are safeguarded, although this may not necessarily be a full-time role.
- Best practice measures to control the potential for pollution, such as dampening or covering stockpiled material, having spill kits on site and using silt traps.

6.7.11 A hierarchy of methods for mitigating significant adverse effects will be followed; these are, in order of preference:

- **Avoidance** – designing a development in such a way that avoids effects on the environment (for examples, avoiding siting resident in areas that could be affected by flood risk)
- **Reduction** – design the Proposed Development or employ construction methodologies such that significant effects identified are reduced (such as employment of sustainable drainage to mitigate the effects of development on surface water run-off).
- **Compensation** – providing off-site enhancement in order to compensate for where onsite mitigation has not been possible (for instance, financial contributions towards local infrastructure).
- **Enhancement** – considered to be over and above any avoidance, mitigation and compensation measures required to remove the adverse impacts of the scheme. Enhancement measures are not factored into the determination of residual effects.

6.7.12 Measures to enhance the current site have also been included within the design of the Proposed Development such as habitat creation and delivering a net gain for biodiversity.

6.8 Residual Effects

6.8.1 Environmental effects remaining after mitigation measures have been incorporated are termed residual effects and these will be fully described in the ES. It is therefore these residual effects which should be considered when assessing the likely significance of the effects of the Proposed Development.

6.8.2 To provide an objective assessment of the residual effects the significance of residual effects has been determined and is identified in the ES. This allows for the comparison of effects between topics and also strengthens the assessment of impact interactions.

6.9 Assessment of Cumulative Effects

6.9.1 The EIA Regulations require the assessment to consider the environmental effects of a project in the context of other '*existing and approved developments*' in order to identify likely significant cumulative effects.

6.9.2 'Committed developments' are considered to be planning permissions that are partially built out and/or approved planning permissions. Planning applications that have been submitted but not yet determined have also been considered where there is a likelihood that the application may be granted planning permission before this application is determined. A review of extant and approved planning applications was undertaken to identify any developments that have been approved or are considered likely to be approved before determination of this application.

6.9.3 The search was based on identifying those developments likely to lead to significant cumulative effects with the Proposed Development and has therefore focused on major development within 2 km of the site as, based on professional experience, it was considered that significant cumulative effects are unlikely with developments outside of that area. It should be noted that the list of committed developments to be considered was agreed with RBC. The committed developments that have been considered are set out in **Volume 1: Table 10.1**.

6.9.4 The assessment of cumulative effects can be found within **Volume 1: Chapter 10** Cumulative Effects and Impact Interactions. This includes a section documenting the assessment of the likely significant cumulative effects of the Proposed Development and the identified committed developments for each technical discipline in the ES.

6.10 Impact Interactions

6.10.1 **Volume 1: Chapter 10** provides the assessment of potential impact interactions, i.e., receptors being affected by more than one environmental effect and therefore potentially being subject to a more significant combined effect than the individual effects reported in each of the topic chapters.

6.11 Significance Criteria

6.11.1 The two principal criteria for determining significance of an environmental effect are the magnitude of the effect and the sensitivity of the receptor, in addition the likelihood of the effect occurring is also considered as appropriate.

6.11.2 Each topic chapter sets out the method for assessing sensitivity and magnitude of change based on relevant topic guidance and standards. Significance has then been determined based on the generic criteria set out in this section below (as well as the topic specific guidance, as detailed within each topic chapter).

6.11.3 The approach to assessing and assigning significance to an environmental effect has relied upon such factors as consideration of the EIA Regulations, guidelines, standards or codes of practice, the advice and views of statutory consultees and other interested parties, and professional judgement.

6.11.4 The following questions are relevant in evaluating the significance of likely environmental effects:

- Is the effect direct, indirect or cumulative?
- Does the effect occur over the short, medium or long term?
- Is the effect permanent or temporary?

- Is it a positive, neutral or adverse effect?
- Is the effect reversible or irreversible?
- Does the effect increase or decrease with time?
- Is the effect of local, regional, national or international importance?
- Are health standards or environmental objectives threatened?
- Are mitigating measures available and is it reasonable to require these?

6.11.5 Specific significance criteria have been prepared for each specialist topic, based on the generic criteria, for adverse and beneficial effects, set out in **Volume 1: Table 6.1.**

Table 6.1: Significance Criteria

	Significance Level	Criteria
Significant	Substantial	Only adverse effects are assigned this level of significance as they represent key factors in the decision-making process. These effects are generally, but not exclusively, associated with sites and features of international, national or regional importance. A change at a regional or borough scale site or feature may also enter this category.
	Major	These effects are likely to be important considerations at a regional or borough scale but, if adverse, are potential concerns to the project and may become key factors in the decision-making process.
	Moderate	These effects, if adverse, while important at a local scale, are not likely to be key decision-making issues. Nevertheless, the cumulative effect of such issues may lead to an increase in the overall effects on a particular area or on a particular resource.
Not Significant	Minor	These effects may be raised as local issues but are unlikely to be of importance in the decision-making process. Nevertheless, they are of relevance in enhancing the subsequent design of the project and consideration of mitigation or compensation measures.
	Negligible or No Effect	Either no effect or effect which is negligible or beneath the level of perception, within normal bounds of variation or within the margin of forecasting error. Such effects should not be considered by the decision-maker.

6.11.6 Effects that are described as ‘substantial’, ‘major’ or ‘moderate’ are determined to be *significant*; and effects that are described as ‘minor’ or ‘negligible’ are determined to be *not significant* in the context of the EIA Regulations.

6.12 Monitoring

6.12.1 The EIA Regulations introduce the requirement for the monitoring of significant adverse environmental effects where appropriate and that a schedule of proposed monitoring should be set out in an ES.

6.12.2 Each chapter of the ES therefore identifies the proposed monitoring arrangements for that topic. As stated in the EIA Regulations effort should be made to ensure that *“the type of parameters to be monitored and the duration of the monitoring are proportionate to the nature, location and size of the development and the significance of its effects on the environment.”*

6.12.3 A summary of mitigation and monitoring requirements identified in each topic chapter is provided in **Volume 1: Chapter 11 Schedule of Mitigation and Monitoring**.

6.13 Assessment Assumptions

6.13.1 The following assumptions have been used to ensure that the EIA provides a robust assessment of likely significant effects of the Proposed Development:

- The Proposed Development will be constructed in accordance with the parameters documented in **Volume 1: Chapter 3 Proposed Development**. Therefore, the assessment recognises the flexibility in how the Proposed Development could be delivered within these parameters and assesses the likely significant effects associated with the maximum build out of the development parameters;
- Suitable planning conditions or Section 106 (S106) agreements will be imposed as identified in this ES to secure appropriate mitigation measures;
- The assessment of likely significant cumulative effects has assumed that the committed developments identified in **Volume 1: Table 6.1** will be built out as set out in the documents supporting these applications;
- Baseline conditions are generally considered to be current conditions. Likely changes to the current situation (the baseline evolution) have been considered as appropriate in each technical chapter;
- The assessment of transport related effects, including noise and air quality, assumes that development and infrastructure will come forward as agreed with RBC; and
- The Proposed Development will be complete and implemented in accordance with the indicative programme set out in **Volume 1: Chapter 3 Proposed Development**.

6.14 Uncertainty and Limitations

6.14.1 The prediction of future effects inevitably involves a degree of uncertainty. Where necessary, the technical chapters describe the principal factors giving rise to uncertainty in the prediction of likely environmental effects and the degree of the uncertainty.

6.14.2 Confidence in the predictions has been achieved by employing accepted assessment methodologies, e.g. Guidelines for Ecological Impact Assessment in the UK. Uncertainty inherent within the prediction has been described. The ES has sought to provide a robust assessment of the likely significant effects of the Proposed Development.

6.14.3 Further limitations in preparing this ES are noted in each of the technical chapters (**Volume 2: Chapters 2-11**).

7 Planning Policy and Context

7.1 Introduction

7.1.1 The purpose of this planning policy chapter is to set out the relevant policies, at both a national and local level, that are considered as part of the assessment.

7.1.2 The Statutory Development Plan applicable to the application site comprises:

- Places for Everyone Joint Development Plan Document (March 2024)
- Rochdale Core Strategy (October 2016)
- Greater Manchester Joint Waste Development Plan Document ('DPD') (April 2012)
- Greater Manchester Joint Minerals DPD (April 2013)

7.1.3 The Greater Manchester Joint Waste DPD and the Joint Minerals DPD are not considered as relevant to the Proposed Development, and as such we do not consider them further.

7.1.4 As well as the Statutory Development Plan, RBC has published a number of Supplementary Planning Documents ('SPD'), which are summarised below and considered within the ES and the Planning Statement. Material planning considerations include:

- the National Planning Policy Framework ('NPPF') (2023); and
- the Planning Practice Guidance ('PPG') (first published in 2014 and updated regularly)

7.1.5 A Planning Statement is also provided as part of the application and provides further information on the planning context for the development.

7.2 National Planning Policy Context

NPPF

7.2.1 At a national level, planning policy is set out within the NPPF (last updated in December 2023). At the heart of the NPPF is a presumption in favour of sustainable development that should run through both place-making and decision-taking. The NPPF sets out three overarching objectives to achieving sustainable development within paragraph 8, which are independent but should be achieved in mutually supportive ways. The objectives are:

> ***'An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
>
> ***A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
>
> ***An environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'*

7.2.2 The following sections of the NPPF are relevant to the Proposed Development:

- Achieving Sustainable Development
- Delivering a Sufficient Supply of Homes
- Promoting Healthy and Safe Communities
- Promoting Sustainable Transport
- Making Effective Use of Land
- Achieving Well-Designed Places
- Meeting the Challenge of Climate Change, Flooding and Coastal Erosion
- Conserving and Enhancing the Natural Environment
- Conserving and Enhancing the Historic Environment
- Facilitating the Sustainable Use of Minerals

7.2.3 The Rakewood Road land parcel is situated within the designated Green Belt. As set out within paragraph 142 of the December 2023 version of the NPPF, the aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraph 154 states that local planning authorities ('LPAs') should regard the construction of new buildings as inappropriate in the Green Belt, unless the proposed development is one of several specified exceptions. The exceptions specified within bullets a) to g) beneath paragraph 155 c) of the NPPF make clear that local transport infrastructure is exempted from the definition of 'inappropriate development', provided that there is a requirement for a Green Belt location, the openness of the Green Belt is preserved, and it does not conflict with the Green Belt purposes.

7.2.4 On the above basis, it is considered that the Proposed Development adheres to the broad policy and economic aims noted within the NPPF. For further information, refer to the Planning Statement.

7.2.5 Each chapter of this ES sets out the policy relevant to the respective discipline and identifies the key elements of the NPPF that need to be considered.

PPG

7.2.6 The PPG supports the NPPF and covers a wide range of categories. Of most relevance to this development are the following categories:

- EIA, which provides information on the purpose of EIA, overview of the EIA process, development covered by the regulations, preparing an ES and the procedures for submitting an ES;
- Effective use of land; and
- Travel Plans, Transport Assessments and Statements.

7.2.7 The above chapters have been considered in the context of this ES.

7.3 Local Planning Policy and Guidance

7.3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

Places for Everyone Plan

7.3.2 The PfE Plan took effect and became part of the statutory development plan on 21 March 2024. The primary purpose of the PfE plan is to allocate strategic housing and employment sites. The Hollingworth Road land parcel is identified as residential allocation 'Policy JP Allocation 20: Land North of Smithy Bridge' within the adopted PfE Plan.

7.3.3 The policy allocation reads as follows:

'Development at this site will be required to:

1. Deliver around 300 new homes, including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements;

2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;

3. Deliver a landscape-led development, incorporating high-quality green and blue infrastructure, that takes advantage of the site's attractive setting next to Hollingworth Lake and the Rochdale Canal and reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1;

4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Land North of Smithy Bridge Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;

5. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;

6. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;

7. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;

8. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);

9. Facilitate the delivery of a new primary school and associated outdoor playing space. Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5;

10. Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost; and

11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).'

7.3.4 The indicative transport interventions referred to above are reproduced as Figure 7.1 below.

Figure 7.1: Appendix D of PfE Plan

JPA20 Land North of Smithy Bridge	**Necessary** • A58 Halifax Road / B6225 Hollingworth Road / A6033 Todmorden Road – localised improvements covering two adjacent junctions • A58 Wardle Road – localised junction improvements • Hollingworth Lake car park - relocation • Traffic calming and parking management measures along Hollingworth Road • Active travel improvements including secure cycle parking at Littleborough Rail Station • Bus stop upgrades along Hollingworth Road and Lake Bank **Supporting** • A58 Residential Relief Road • A58 local improvements

Rochdale Core Strategy

7.3.5 The Rochdale Core Strategy, which was formally adopted in October 2016, sets out the long-term spatial strategy for future development across Rochdale Borough. The Core Strategy seeks to address the community's key priorities, establishing how much housing and employment growth the Council should plan for and where, broadly, development should be located. The Core Strategy also identifies what facilities and infrastructure are needed to support that development and how the Council should protect the environment and improve the borough.

7.3.6 The Core Strategy seeks to deliver sustainable development and growth in accordance with the objectives of the NPPF, aims to increase investment in the borough and to make it a more prosperous place by 2028. The Core Strategy has a major role in guiding the regeneration of the borough, building on the investment that has already taken place in some areas and identifying where to focus on next.

7.3.7 Some of the policies within the Core Strategy have been wholly or partially replaced by policies within the recently adopted PfE Plan. For instance, of relevance to the Proposed Development, Table A.5 within Appendix A to the PfE Plan confirms that:

- Rochdale Core Strategy Policy C1 ('Delivering the right amount of homes in the right places'), and specifically the requirement 'to deliver at least 460 net additional dwellings per year up to 2028', is superseded by PfE Policy JP-H1 ('Scale, Distribution and Phasing of New Housing Development').

- Rochdale Core Strategy Policy G4 ('Protecting Green Belt land') is superseded by PfE Policy JP-G9 ('The Green Belt').

- Rochdale Core Strategy Policy G5 ('Managing protected open land') is also superseded by PfE Policy JP-G9 ('The Green Belt'). Table A.5 contains the following note regarding the section of Core Strategy Policy C5 that is superseded: *'Need to remove the references to existing areas of POL in the policy that are changing as a result of allocations or land going into the Green Belt.'*

7.3.8 The Hollingworth Road land parcel is no longer within the Green Belt and so the Rochdale Proposals Map has been superseded in that regard because it has been removed from the

Green Belt and is now allocated for around 300 new homes and a new primary school by 'Policy JP Allocation 20: Land North of Smithy Bridge' within PfE.

7.3.9 Table 3 within Appendix 3 to the Rochdale Core Strategy refers to various UDP policies which have been 'saved'. One of the saved UDP Policies is G/8 ('Greenspace Corridors'), but that is not one of the policies listed within Table A.5 of Appendix A to the PfE Plan. On that basis we assume that the north-western part of the Hollingworth Road land parcel is still covered by the Greenspace Corridor (Policy G/8) designation.

7.3.10 The policies within the Rochdale Core Strategy of most relevance to the Proposed Development are outlined below.

Policy SD1: Delivering sustainable development

7.3.11 This policy notes that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the NPPF, and that it will always work proactively with applicants and will seek to approve planning applications that accord with the policies in the Local Plan without delay, unless material considerations indicate otherwise.

7.3.12 As noted above, Local Plan policies – and policies within the NPPF – have been considered as part of the development design process.

Policy DM1: General development requirements

7.3.13 Policy DM1 seeks to ensure that all development proposals demonstrate high quality design, improve the quality of the local area and respond to the surrounding land uses.

7.3.14 The policy states that all development proposals will be expected to demonstrate that they:

- Are of high quality design and take the opportunity to enhance the quality of the area;
- Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;
- Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;
- Mitigate any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;
- Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;
- Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
- Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space;
- Minimise opportunities for crime against people or property;
- Take account of ground conditions including unstable or contaminated land – where a potential risk exists, a survey should be carried out and any necessary remedial measures identified and carried out;
- Incorporate, where appropriate, high quality landscape schemes;

- Have assessed whether the development may be affected by ground instability;
- Have considered the availability of water and wastewater infrastructure, and any need for additional capacity; and
- Do not lead to impacts detrimental to the conservation interests of European Protected Sites.

Policy C1: Delivering the right amount of housing in the right places

7.3.15 As noted above, the requirement within Core Strategy Policy C1 to provide sufficient land to deliver at least 460 net additional dwellings per year up to 2028 has been superseded by PfE Policy JP-H1. Table 7.2 of the PfE Plan – under the Policy JP-H1 heading – prescribes the following housing requirements (annual average) for Rochdale borough:

- 616 net additional dwellings over the 2022-2029 period
- 568 net additional dwellings over the 2022-2025 period
- 616 net additional dwellings over the 2025-2030 period
- 632 net additional dwellings over the 2030-2039 period

Policy C3: Delivering the right type of housing

7.3.16 Core Strategy Policy C3 seeks to deliver the right type of homes, well designed and built to appropriate densities, to meet the overall needs and aspirations of the borough. This policy focuses on improving the supply of larger and higher value housing and promoting densities that make efficient use of land whilst delivering housing to widen choice in the borough and reflect local character.

7.3.17 The policy states that, in the north of the borough (where the application site is located), there will be a focus on providing a range of high value housing to attract and retain residents. Policy C3 notes that, to do this, the Council will:

- Support lower density development if it delivers higher value dwellings of a type and size that are currently in short supply across the borough; and
- Limit higher density development to sites in the centre of Littleborough, close to transport interchanges, and along the canal corridor.

Policy C4: Providing affordable homes

7.3.18 Policy C4 notes that the Council will seek affordable housing on all developments of 15 dwellings or more. The Council will seek a contribution to affordable housing of 7.5% of the development sales value of the overall scheme.

Policy P3: Improving design of new development

7.3.19 Policy P3 seeks to ensure that all new developments, including associated landscaping, regardless of location in the borough, adhere to high standards of design. Policy P3 notes that the following design principles should be adhered to wherever relevant:

- Enhance the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general;
- Ensure that buildings contribute positively to the townscape, and are well proportioned;

- Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate);
- Provide an appropriate mix of uses and consider the needs of all sections of society;
- Ensure a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles;
- Provide a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings;
- Ensure that the intended functions of buildings and spaces are easily understood, and their entrances appropriately located and visible;
- Ensure buildings can be easily adapted to meet future/alternative needs of occupants;
- Minimise impact upon the environment, and help adapt to the impacts of climate change, including by re-using existing buildings and materials (maximising the benefits of existing embodied energy) and utilising sustainable drainage (Policies G1 and G2);
- Design buildings and spaces so that quality and appearance can be maintained over time; and
- Reduce the monotony and visual impact of car parking areas by using substantial and well integrated landscaping.

7.3.20 Other policies of relevance to the Proposed Development, outlined below, are detailed within the Planning Statement and individual technical ES chapters:

- Policy SO2 – ‘Creating successful and healthy communities’
- Policy SO3 – ‘Improving design, image and quality of place’
- Policy SO4 – ‘Promoting a greener environment’
- Policy SO5 – ‘Improving accessibility and delivering sustainable transport’
- Policy SP2 – ‘The Spatial Strategy for the borough’
- Policy SD1 – ‘Delivering sustainable development’
- Policy DM1 – ‘General development requirements’
- Policy DM2 – ‘Delivering planning contributions and infrastructure’
- Policy E1/L – ‘Establishing Littleborough as a thriving town centre’
- Policy C8 – ‘Improving community, sport, leisure and cultural facilities’
- Policy P1 – ‘Improving image’
- Policy P2 – ‘Protecting and enhancing character, landscape and heritage’
- Policy G6 – ‘Enhancing green infrastructure’
- Policy G7 – ‘Increasing the value of biodiversity and geodiversity’
- Policy G8 – ‘Managing water resources and flood risk’

- Policy G9 – 'Reducing the impact of pollution, contamination and land instability'
- Policy T1 – 'Delivering sustainable transport'
- Policy T2 – 'Improving accessibility'

Supplementary Planning Documents and Guidance

7.3.21 In addition to the Statutory Development plan, RBC has published the following Supplementary Planning Documents ('SPDs') and Guidance, which are relevant material considerations:

- Guidelines and Standards for Residential Development SPD (adopted June 2016)
- Affordable Housing SPD (adopted March 2008)
- Provision of Recreational Open Space in New Housing SPD (adopted March 2008)
- Residential Design Guide SPD Policy (adopted September 2007)
- Urban Design Guide (Design Principles) SPD (adopted September 2007)
- Design and Planning Process: A Guide to Good Practice Policy (adopted September 2007)
- Biodiversity and Development SPD (adopted June 2012)
- Climate Change Adaptation SPD (adopted June 2012)

8 Hollingworth Road Land Parcel

8.1 Overview

8.1.1 Please refer to **Volume 2: Hollingworth Road** of this ES for the assessment of environmental effects at the Hollingworth Road land parcel. The following environmental topics have been considered;

- Volume 2: Chapter 2 Biodiversity
- Volume 2: Chapter 3 Landscape and Visual
- Volume 2: Chapter 4 Hydrology and Drainage
- Volume 2: Chapter 5 Ground Conditions
- Volume 2: Chapter 6 Historic Environment
- Volume 2: Chapter 7 Traffic and Transport
- Volume 2: Chapter 8 Air Quality
- Volume 2: Chapter 9 Noise and Vibration
- Volume 2: Chapter 10 Socio-Economics
- Volume 2: Chapter 11 Climate Change

8.1.2 Please refer to **Volume 3: Appendices (Hollingworth Road)** of this ES for the associated appendices for the technical assessments to the Hollingworth Road land parcel.

9 Rakewood Road Land Parcel

9.1 Overview

9.1.1 Please refer to **Volume 4: Appendices (Rakewood Road)** of this ES for the assessment of environmental effects at the Rakewood Road land parcel. The following environmental topics have been considered;

- Ecological Impact Assessment (Volume 4: Appendix A)
- Arboricultural Impact Assessment (Volume 4: Appendix B)
- Landscape and Visual Assessment (Volume 4: Appendix C)
- Flood Risk Assessment and Drainage Management Strategy (Volume 4: Appendix D)
- Geoenvironmental Desk Study and Coal Mining Risk Assessment (Volume 4: Appendix E)
- Historic Environment Desk Based Assessment (Volume 4: Appendix F)

10 Cumulative Effects and Impact Interactions

10.1 Introduction

10.1.1 This ES considers the cumulative effects of the Proposed Development from the Hollingworth Road land parcel and the Rakewood Road land parcel. Two types of cumulative effects have been considered: cumulative effects and combined effects.

- Cumulative effects – effects that occur as a result of changes caused by other developments acting cumulatively with the effects of the scheme.
- Combined effects – effects from the combined effect of several different impacts acting together on a single receptor, such that the combined effect would be more significant than the individual effects.

10.1.2 This chapter has been prepared by a competent expert; further details are provided in Appendix D (Competent Expert Evidence) of the ES.

10.2 Assumption and Limitations

10.2.1 The combined and cumulative assessments (the latter of which is outlined in individual topic chapters) are constrained by the limitations, assumptions and uncertainties presented within the individual assessments reported in Volume 2: Chapters 1-11 of the ES.

10.2.2 The cumulative assessment has been undertaken using available third-party information relating to the predicted environmental effects of the committed developments outlined in Table 10.1 of this chapter. Where a planning application for a development has not been formally submitted for determination, the assessment has been constrained by the limited environmental information available within the public domain. These developments may also be subject to change or amendment as their designs progress.

10.2.3 To allow assessment work to progress, a ‘cut-off date’ for the consideration of any new committed developments was set at 11 June 2024.

10.3 Cumulative Effects

10.3.1 The EIA Regulations require assessment of the cumulative effects of the Proposed Development and other approved developments, at construction and operational stages.

10.3.2 The assessment of cumulative effects will consider both the Hollingworth Road and Rakewood Road land parcels.

10.3.3 A search has been undertaken to identify the relevant [in terms of proximity, development type, scale, expected phasing, or whether a potential site could be consented during the determination of the Proposed Development] committed developments that have the potential to lead to significant cumulative effects.

10.3.4 The committed developments to be considered are set out in **Table 10.1**, which lists major applications either approved within the last five years or pending determination within a 2km radius of the Site.

Table 10.1: Cumulative Developments

LPA Ref:	Site Address	Description	Applicant	Number of Units	Status	Approx. Distance from Bloor Homes Littleborough Site
21/01146/FUL	Former Akzo Nobel Site	Residential development - erection of up to 127 residential dwellings including new vehicular access points, footpaths, cycle paths, boundaries, landscaping, creation of open space, a pumping station and other associated works	Vistry Partnerships Ltd and Homes England	127	Approved 3 April 2023	0m (adjacent)
20/00639/FUL	The Soccer Village (former Birchinley Manor Equestrian Centre), Wildhouse Lane, Milnrow, OL16 3TW	Demolition of existing buildings, hardstanding areas and sports pitches, and the erection of 47 dwellinghouses including provision of associated roads, footways, public open space, parking areas, drainage, landscaping and boundary treatment along with ground levelling works, works to trees	Lancet Homes	47	Approved 17 May 2021	1,550m (south)
22/01039/FUL	Land To The West Of New Street Littleborough	Erection of a residential development for 61 dwellings (to include 2no. Use Class C2 residential care dwellings for children), access, landscaping, open space, SUDs, and associated works	Russell Homes	61	Approved 9 October 2023	400m (north-west)
22/01364/FUL	Land West Of Smithy Bridge Road, Littleborough	Residential development: erection of up to 199 dwellings including vehicular access on to Smithy Bridge Road, with internal highways, car parking, footpaths, cycle paths, boundaries, gardens, open space and other associated works	Taylor Wimpey	199	Decision pending – validated 7 Nov 2022	700m (north-west)
22/00485/FUL	Various locations within Littleborough between grid references SD94591799 at Grove Lodge and SD93991632 at Ealees Brook.	Rochdale and Littleborough Flood Risk Management Scheme Phase 1B: Littleborough, comprising: Grove Lodge: flood defence wall along railway embankment, bank lowering and footpath improvements; Reddyshore Brow - bank reinforcement and erosion control works to private gardens, waterproofing to private houses; River Roch and Greenvale Brook Diversions including overspill channel for Greenvale Brook and off-take structure; Gale West: demolition of sheds, workshops and dry stone walls, construction of earth embankments and sheet pile wall to form flood water impounding structure, flow control structure, maintenance	Environment Agency	N/A	Approved 14 July 2022	Various. Closest section is c.900m north.

LPA Ref:	Site Address	Description	Applicant	Number of Units	Status	Approx. Distance from Bloor Homes Littleborough Site
		track and access track, installation of CCTV, telemetry kiosk, railings and gates, reinstatement of access ramp; Gale East: earth embankment and diversion structure to create flood water impounding structure to control flows through orifice and weir, maintenance access track, installation of CCTV, telemetry kiosk, railings; Centre Vale and Greenvale Business Park: reinforced earth flood defence embankments, demolition of existing brick clad walls on east bank of river, sheet piled flood defences within Greenvale Business Park, grassed access track, sheet piled headwall and flap valve with access steps, services trough structure, railings, raising of existing kerb to river access ramp; Ealees Brook: walls along south side of channel; and site wide habitat creation and landscape reinstatement works.				

10.4 Ecology and Biodiversity

10.4.1 **Table 10.2** below assess the significance of cumulative effects of the Proposed Development with the committed developments identified i.e. those under construction, in planning, or completed.

Table 10.2: Assessment of Cumulative Effects and their Significance

LPA Ref	Name	Approx. Distance and Direction	Proposal	Scoped In / Out	Justification
21/01146/ FUL	Former Akzo Nobel Site	0m (adjacent)	Residential development - erection of up to 127 residential dwellings including new vehicular access points, footpaths, cycle paths, boundaries, landscaping, creation of open space, a pumping station and other associated works	In	Sufficiently close to Hollingworth Road land parcel and potential to impact same ecological receptors, such as: Rochdale Canal SAC, cumulative impacts on the SAC through pollution, both in construction and operation. Badgers, cumulative impacts likely in the absence of mitigation on the badger sett.

LPA Ref	Name	Approx. Distance and Direction	Proposal	Scoped In / Out	Justification
20/00639/FUL	The Soccer Village (former Birchinley Manor Equestrian Centre), Wildhouse Lane, Milnrow, OL16 3TW	1.5km, S	Demolition of existing buildings, hardstanding areas and sports pitches, and the erection of 47 dwellinghouses including provision of associated roads, footways, public open space, parking areas, drainage, landscaping and boundary treatment along with ground levelling works, works to trees	Out	No cumulative impacts on ecological receptors – Scheme is considerable distance to the Application Site, with existing habitats of negligible ecological importance such as buildings and hardstanding, therefore negligible likelihood of connecting/ functionally linked habitats and species.
21/00701/FUL	Littleborough Community Primary School, Calderbrook Road, Littleborough OL15 9HW	1.4km, N	Part demolition of existing school / children's centre / gym, erection of a new school building of up to two storeys and erection of temporary classrooms, with reconfigured and additional car parking, access and landscaping Completed in March 2023	Out	No cumulative impacts on ecological receptors – Scheme is considerable distance to the Application Site, with existing habitats of negligible ecological importance such as buildings and hardstanding, therefore reducing the likelihood of connecting/ functionally linked habitats.
22/01039/FUL	Land To The West Of New Street Littleborough	0.4km, NW	Erection of a residential development for 61 dwellings (to include 2no. Use Class C2 residential care dwellings for children), access, landscaping, open space, SUDs, and associated works	Out	No cumulative impacts on ecological receptors – Although the scheme is located 0.4km to the north west of the Application Site, there are numerous barriers for the dispersal of flora and fauna between the sites, including the Rochdale Canal, railway line, River Roch and Stubley Mill Road. It is therefore considered unlikely that the Site shares functionally linked land/ habitats. The scheme is also developing upon a relatively small site, of around 2.4ha on an improved grassland field.
22/01364/FUL	Land West Of Smithy Bridge Road, Littleborough	0.7km, SW	Residential development: erection of up to 199 dwellings including vehicular access on to Smithy Bridge Road, with internal highways, car parking, footpaths, cycle	In	A relatively large scheme of 199 homes on a plot of land adjacent to the River Roch, and 0.2km from Rochdale Canal. Cumulative impact are

LPA Ref	Name	Approx. Distance and Direction	Proposal	Scoped In / Out	Justification
			paths, boundaries, gardens, open space and other associated works		considered for the following receptors: Rochdale Canal SAC, cumulative impacts on the SAC through pollution, both in construction and operation.
20/00607/ FUL	Land Off New Road, Littleborough	0.2km, N	Residential development of 100 dwellings together with associated access, earthworks, landscaping, public open space, and on-site infrastructure (including the capping of artesian well)	In	A relatively large scheme of 100 homes on a plot of land 200m of the Hollingworth Road site. Cumulative impact are considered for the following receptors: Rochdale Canal SAC, cumulative impacts on the SAC through pollution, both in construction and operation
22/01568/ FUL	Wardle Academy Birch	1.5km, NW	Part two / part single storey extension to school to create additional teaching facility, door to ground floor west elevation and relocation of site boundary gates	Out	No cumulative impacts on ecological receptors – scheme comprises small scale extension, at a sufficient enough distance from the Application Site to be considered for cumulative effects.
22/00485/ FUL	Floor Risk Management Schemes	1km, NE (nearest point) Various locations within Littleborough between grid references SD94591799 at Grove Lodge and SD93991632 at Ealees Brook.	Rochdale and Littleborough Flood Risk Management Scheme Phase 1B: Littleborough, comprising: Grove Lodge: flood defence wall along railway embankment, bank lowering and footpath improvements; Reddyshore Brow - bank reinforcement and erosion control works to private gardens, waterproofing to private houses; River Roch and Greenvale Brook Diversions including overspill channel for Greenvale Brook and off-take structure; Gale West: demolition of sheds, workshops and dry stone walls, construction of earth embankments and sheet pile wall to form flood water impounding structure, flow control structure, maintenance track and	Out	No cumulative impacts on ecological receptors considered – scheme comprises various alterations to footpaths, embankments, retaining walls and development of flow control measures etc on the River Roch. Therefore no cumulative impacts upon the Rochdale Canal SAC (and its designated habitats). The proposals at Hollingworth Road and Rakewood Road are not considered to impact upon the River Roch and therefore no cumulative impacts.

LPA Ref	Name	Approx. Distance and Direction	Proposal	Scoped In / Out	Justification
			access track, installation of CCTV, telemetry kiosk, railings and gates, reinstatement of access ramp; Gale East: earth embankment and diversion structure to create flood water impounding structure to control flows through orifice and weir, maintenance access track, installation of CCTV, telemetry kiosk, railings; Centre Vale and Greenvale Business Park: reinforced earth flood defence embankments, demolition of existing brick clad walls on east bank of river, sheet piled flood defences within Greenvale Business Park, grassed access track, sheet piled headwall and flap valve with access steps, services trough structure, railings, raising of existing kerb to river access ramp; Ealees Brook: walls along south side of channel; and site wide habitat creation and landscape reinstatement works.		

Construction

Statutory/ Non-Statutory Nature Conservation Sites

10.4.2 Taking into account the mitigation measures proposed as part of the Proposed Development, and those agreed or proposed as part of Sites 1, 5 and 6 (adoptions of robust CEMPs and buffers for each site in relation to Rochdale Canal SAC and Hollingworth Lake SBI, assessed through Habitat Regulations Assessments), no cumulative adverse impacts are considered on the statutory and non-statutory sites identified in this report.

Habitats

10.4.3 Each respective development is tasked with either achieving a net gain in biodiversity or subject to planning conditions requiring ecological enhancement measures. All development in the area has retained/ created an ecological buffer to the River Roch and Rochdale Canal corridor (most significant ecological features considered between schemes), and it is considered that there would be no cumulative impacts on any important or priority habitats as a result of the proposed developments, as the majority of habitats assessed on each site were of low or negligible ecological importance.

Fauna

10.4.4 Mitigation is proposed or agreed as part of each cumulative site considered and, overall, the developments would not result in cumulative impacts on the same populations of species.

Operation

Statutory/Non-Statutory Nature Conservation Sites

10.4.5 None of the other Committed Developments would impact the Rochdale Canal SAC during their operation. Through Habitat Regulations Assessments, both individually on a site-by-site basis and the PfE HRA, it was concluded that, given appropriate drainage and run-off strategies, pollution resulting from the operational phase would be negligible. Furthermore, indirect impacts associated with increased recreational activities were also considered to be negligible, as there is evidence that despite increases in recreational activity in the past 30-40 years, the floating water plantain population has remained stable. Other measures to mitigate cumulative impacts have included no boat mooring and eradication of overhanging vegetation/ continued management of bankside vegetation to minimise shading of the floating water plantain.

10.4.6 Regarding South Pennine Moors SPA/ SAC, through their operation, and with the adoption of appropriate mitigation through homeowner packs educating on the sustainable use of the publicly accessible wildlife sites, providing alternative green infrastructure within the Sites and contributions of Nature Recovery Networks, no cumulative residual impacts are anticipated throughout the combined operation of the Proposed Development and other Committed Developments considered.

Habitats

10.4.7 The Proposed Development, and all other Committed Developments, will be required to produce and implement a long-term management plan for both on and off-site habitat. This will secure the delivery of the habitat mitigation/enhancement measures put forward as part of each scheme (making reference to condition assessment targets where biodiversity net gain is considered). With the successful adoption of each, no cumulative residual impacts are anticipated on any retained or created habitats.

Fauna

10.4.8 The long-term management plans mentioned above will also detail how management will be implemented in a manner sensitive to all of the faunal groups considered. With the adoption of the mitigation measures proposed as part of each scheme, no cumulative residual impacts are anticipated on faunal groups.

10.4.9 There is a risk that the badger sett identified off-site between the Proposed Development at Hollingworth Road and Site 1 could become isolated in the landscape once both schemes are built and operational (cumulative impacts on the badger sett at Rakewood Road are not considered likely as the surrounding habitats will largely remain the same, with it being sufficient distance from Site 1 and Hollingworth Road land parcel).

10.4.10 However, the green infrastructure associated with Site 1, and the large green infrastructure area at the Proposed Development site, provide one continuous area of suitable habitat across both schemes, to ensure that badgers have sufficient access to the surrounding landscape and Rochdale Canal, Rochdale Canal corridor. Mitigation proposed as part of the current development (badger signs, speed bumps in targeted locations) would also ensure that there are no cumulative residual impacts as part of the developments.

Individual Site Assessment

10.4.11 The following section discusses the impacts and mitigation considered as part of each cumulative site identified for transparency.

Site 1

Statutory/ Non-Statutory Nature Conservation Sites

10.4.12 The site is located adjacent to Rochdale Canal SAC. The scheme included a consented Habitat Regulations Assessment which considered a number of potential impact pathways (direct disturbance, draining of the Canal, pollution, shading and nutrient enrichment from run-off). Through the implementation of CEMPs, appropriate drainage strategies, 20m set-backs from buildings to the canal and vegetation management, no residual effects were anticipated (indeed, long term positive impacts with regards to shading were anticipated).

10.4.13 No mechanisms by which direct impacts to the South Pennine Moors SPA, SAC were identified. The Ecological Assessment concluded that the development is not considered likely to have significant effects upon the South Pennine Moors designations and the identified non-statutory sites.

Habitats

10.4.14 The majority of habitats to be lost were identified as “low intrinsic value to nature conservation”11, largely comprising bare ground/ephemeral vegetation. Biodiversity Net Gain calculations achieved a 17% net gain. Together with the combined areas of greenspace between Site 1 and the Proposed Development, no cumulative residual impacts are considered.

Fauna

10.4.15 Site 1 was found to be of largely negligible ecological importance for fauna. The consented scheme has planning conditions attached to it for nesting birds checks prior to vegetation clearance, invasive species eradication and pre-commencement badger survey. As described above, the only potential impact pathway for cumulative residual effects on fauna would be impacts on the badger sett. However, both schemes have provided appropriate buffers and green infrastructure to ensure the long-term viability of the badger sett and territory.

Site 5

Statutory/ Non-Statutory Nature Conservation Sites

10.4.16 Site 5 is located 0.2km southwest of the Proposed Development, and has the River Roch as a southern Site boundary, and being 0.2km from Rochdale Canal SAC. The Ecological Assessment concluded that no direct or indirect impacts on the Canal were anticipated due to the distance from the Site. Additionally, no direct or indirect impacts were anticipated on South Pennine Moors SPA/ SAC. The assessment identified five SBIs, none of which were considered to received direct or indirect impacts from the scheme. Together, with the adoption of appropriate mitigation, no cumulative residual impacts are expected on the designated sites in the respective assessments.

Habitats

10.4.17 Recommendations were made to retain trees and scrub, with partially retained habitats such as grassland, pond and swamp to be protected through the construction phase. A CEMP to protect the River Roch, habitat management plans and invasive species strategy were also recommended. The BNG assessment achieved a 141% net gain. Overall, both developments primarily impact habitats of negligible importance and with the adoption of appropriate CEMPs and management plans, no cumulative residual impacts are anticipated.

Fauna

10.4.18 GCN were considered to be likely absent from Site 5, no evidence of badger was recorded, four trees were recorded as having potential to support bat roosts, common and widespread

bird species were recorded, with no reptile or invertebrate suitable habitat. Water vole feeding stations and latrines were recorded along the River Roch. Therefore the only potential impact pathway for cumulative effects would be on water vole; however, Site 5 has incorporated a large offset area from the River Roch, with the Proposed Development being some 250m from the River Roch (including the green infrastructure buffer). It is therefore considered unlikely that there would be cumulative impacts on water vole, and no cumulative impacts upon faunal groups identified in both assessments.

Site 6

Statutory/ Non-Statutory Nature Conservation Sites

10.4.19 Site 6 is located 0.2km north of the Proposed Development and is within 0.2km of Rochdale Canal SAC. Conditions have been attached to the planning application for the adherence to a CEMP and SuDS management plans to ensure minimal impacts upon the River Roch and Rochdale Canal through the construction phase of the development. It was concluded that no direct or indirect impacts would be anticipated on the South Pennine Moors SPA/ SAC and identified SBIs due to distance from site.

Habitats

10.4.20 Site 6 was found to contain habitats to be widespread and common in the local area. The River Roch/ Rochdale Canal corridor is assessed as the only potential habitat where cumulative impacts could occur. A CEMP has been conditioned for the protection of retained and created habitats, which includes the protection of a 5m buffer from the River Roch (and therefore sufficient buffer from Rochdale Canal, located south of the River). The above mentioned buffer would also be maintained and protected through the operational phase of Site 6. It is therefore considered that the River Roch/ Rochdale Canal corridor would not be impacted by cumulative effects, through sufficient buffering and protection from both Site 6 and the Proposed Development.

Fauna

10.4.21 GCN were confirmed absent from Site 6, common and widespread bird species were recorded, a single tree was assessed as having bat roosting potential and badger setts were present either on site or adjacent to the Site. Although located only 0.2km from the Proposed Development, there are a number of barriers for species dispersal such Rochdale Canal, the railway line and the River Roch. It is therefore concluded that cumulative impacts at the species level is unlikely.

10.5 Transport

10.5.1 During the weekday AM and PM peak periods, and the Saturday peak period, traffic surveys demonstrated there were 1, 4, and 31 two-way trips, respectively, associated with the existing Hollingworth Road car park. It is reasonable to conclude that this would be representative of the levels of trips that would be generated by the replacement car park.

10.5.2 On this basis, the proposed replacement car park could generate circa four two-way vehicle trips in the weekday AM and PM peak hours. This is considered to be a negligible level of trip generation that would have no meaningful impact on the highway network, nor a significant cumulative impact if being considered with the wider residential and school development.

10.5.3 Whilst the replacement car park is circa 8% larger to the existing Hollingworth Road car park, this is not sufficient to generate any additional trips in the weekday AM and PM peak hours.

10.5.4 Furthermore, as the replacement car park is less than half a kilometre from the existing Hollingworth Road car park, these trips would not be ‘new’ to the local highway network. The closest junction to the both the existing Hollingworth Road car park and the replacement car

park is B6225 Lake Bank / Rakewood Road / Hollingworth Road, so the trips are unlikely to be new to any junctions, merely being reassigned to different arms of the junction.

10.5.5 As demonstrated within the Transport Assessment, following the delivery of the residential and school development, all arms of this junction are forecast to operate well within capacity, so the potential reassignment of trips associated with the Hollingworth Road car park to different arms would not cause any to exceed capacity.

10.6 Landscape and Visual

10.6.1 The assessment of likely significant cumulative effects considers the landscape and visual effects that will arise as a result of additional changes to the landscape resource or visual amenity caused by the Proposed Development in combination with other emerging and consented schemes.

10.6.2 The cumulative assessment takes into consideration:

- The extent to which emerging and consented schemes and the Proposed Development extend or intensify the landscape and/or visual effects of each scheme;
- The extent to which the landscape resource is altered due to the modifications in land use and pattern;
- The interrelations between the different types of built forms;
- The incremental changes as a result of successive built forms being introduced;
- The temporal effects arising due to simultaneous or successive construction activities over an extended period of time; and
- The indirect effects arising from the enabling works of each consented scheme and/or the consequences of the removal of elements of the landscape.

10.6.3 Cumulative landscape effects relate to the loss and/or addition of features as a result of the Proposed Development and other emerging and consented schemes that alter the physical fabric and character of a landscape.

10.6.4 Cumulative visual effects may arise as a result of combined visibility and/or sequential effects and are principally concerned with the change in the composition of available views and the visual amenity experience.

10.6.5 The emerging and consented cumulative schemes have been assessed jointly in order to provide a worst-case scenario of the likely significant cumulative landscape and visual effects that will arise, as not all cumulative schemes individually will affect every landscape and visual receptor.

Construction Phase

Landscape Effects

10.6.6 The following landscape receptors are considered to have the potential for significant cumulative effects as a result of the completed Proposed Development in cumulation with the identified cumulative schemes:

- LCT: Pennine Foothills (West/South Pennines) LCA 28 - Rochdale and Oldham Pennine Foothills; and
- The Site and its Immediate Context.

10.6.7 The Proposed Development alongside the cumulative schemes at Former Akzo Nobel Site (Brownfield), The Soccer Village, Wildhouse Lane, Milnrow (Partially Brownfield), Land To The West Of New Street Littleborough, and Land West Of Smithy Bridge Road, Littleborough will result in direct changes to the northern part of LCA 28 Rochdale and Oldham Pennine Foothills as they will result in the loss of green field land. The other cumulative scheme is for flood defences and would not result in the loss of undeveloped land.

10.6.8 As of the time of writing construction has started on the Former Akzo Nobel Site, this has changed the character and context of the Site. As such this has been taken into consideration within the assessment below.

LCT: Pennine Foothills (West/South Pennines) LCA 28 - Rochdale and South Oldham Pennine Foothills

10.6.9 The landscape character of the majority of the sites is typical of the LCA, consisting of agricultural land set adjacent to the existing settlement edge with the exception of the Former Akzo Nobel Site that is an area of previously developed (brownfield) located immediately adjacent to the north western part of the Site. Land To The West Of New Street Littleborough, and Land West Of Smithy Bridge Road, Littleborough are located to the north beyond the River Roch and from gently falling landform adjacent to the existing settlement edge of Littleborough. These sites consist of agricultural fields which contain limited vegetation of note and are bound by either a combination of native hedgerow or post or wire fencing. There is on the whole limited intervisibility between the sites, as a result of the intervening landform in combination with the mature vegetation framework, limits the perceived overall scale and extent of the sites within the landscape. The Soccer Village, Wildhouse Lane, Milnrow is located within the wider area to the south west of the Site and partially brownfield land, with existing sporadic development to the north east and the west off Wildhouse Lane. There are potential cumulative construction operations with the introduction of new built elements including compounds, hard standing, plant and equipment. The existing simple agricultural character of the fields will be disrupted, with a variation in the intensity of activity as the construction of the Proposed Development progresses. The existing fieldscape will be lost to development, resulting in a change to this receptor. Due to the extent of the LCA it is considered that the construction effects would amount to a limited deterioration. On this basis, the cumulative effect during construction is judged to have a **Small** magnitude of effect on the LCA, which in combination with the medium sensitivity of the receptor results in a **Minor Adverse** cumulative effect.

Year 1

10.6.10 For the most part the cumulative schemes are either an extension / infill of the settlement edge or redevelopment of brownfield land and located near the boundary of the LCA, as such this limits the impact the nature of change to the overall integrity of the LCA. The proposed planting strategies for the Site and cumulative schemes within this LCA will provide some green infrastructure enhancement including the retention and reinforcement of existing characteristic landscape features. As structural planting will not have fully established at this point in time, the overarching feature of the Site and the Immediate Context will be new built form and associated roads. As a result, the magnitude of effect will reduce slightly but remain Small and the significance of effect will be **Minor Adverse**.

Year 15

10.6.11 As stated for the construction and operational phase at Year 1, the cumulative schemes cover a limited part of the whole landscape character type and so there will be a limited direct effect on the overall landscape character. The loss of landscape features such as hedgerows, hedgerow trees and trees will have been mitigated by the now established new planting proposed as part of the landscape strategies relating to each site, thus reducing / mitigating effects on the landscape. Cumulative schemes adjacent to the existing residential edge of Littleborough will have assimilated into the setting and provide an enhanced settlement edge with high quality development and landscaping. As a result, the nature of change will reduce,

resulting in a Very Small magnitude of effect and the significance of effect will be **Negligible Adverse**.

The Site and its Immediate Context

10.6.12 Given the proximity of both the Proposed Development and the cumulative scheme at Former Akzo Nobel Site, there is the potential for cumulative effects on the immediate setting – although it should be noted that the site was allocated for residential development ad scheme is approved, as such the effects arising on the change of character to the Former Akzo Nobel Site and the immediate setting (to include the Site) have been accepted. The nature and influence of the change would be limited due to the Former Akzo Nobel Site being a brownfield and associated with historic development and the given the proximity of the two schemes and how they have been designed the two developments will be seen as one development rather than two distinct developments. The cumulative effects of both schemes on this receptor are not considered to exceed that identified for the Development on its own and therefore the cumulative effect is considered to be **Moderate - Major Adverse** significance of effect during construction, should the construction activities be ongoing within the Former Akzo Nobel site at the commencement of construction within the Site. However, if the development has been completed then the effects would reduce.

Year 1

10.6.13 The interrelationship of the Proposed Development and the Former Akzo Nobel Site is such that they will, when combined, change the nature and character of the immediate setting. However, the nature of the proposals responds to the landform, the local character and is neither out of character nor an alien feature. The proposed planting strategies for the Site and at the Former Akzo Nobel Site will provide some green infrastructure enhancement including the retention and reinforcement of existing characteristic landscape features and establish greater areas of public open space and recreational facilities. The proposed structural planting will not have fully established at this point in time, the overarching feature of the Site and the Immediate Context will be new built form and associated roads. As a result, the magnitude of effect will reduce slightly but remain Large and the significance of effect will be **Major / Moderate Adverse**.

Year 15

10.6.14 The mature planting proposed within both the Proposed Development and at the Former Akzo Nobel Site will have matured allowing the proposed built from within both sites to assimilate further into the setting and provide an enhanced settlement edge with high quality development and landscaping. As a result, the nature of change will reduce, resulting in a Very Small magnitude of effect and the significance of effect will be **Moderate Adverse**.

Visual effects

10.6.15 Due to the nature of the landform alongside the intervening mature vegetation and built form, there is very limited intervisibility between the cumulative schemes and the Site with the exception of the Former Akzo Nobel Site which lies immediately to the north west.

People using PRoW within the Site PRoW LitFp251, LitFp427, LitFp436, LitFp444, and LitFp437

10.6.16 Given the nature of the PRoW within and around the Site this will give rise to combined and sequential cumulative effects as a result of the proximity of the Site and the Former Akzo Nobel Site and the Land To The West Of New Street Littleborough which lies on lower lying landform to the north. The elevated nature of the views that are experienced from the higher ground within the Site are demonstrated by SCP 2. From this elevated viewpoint along PRoW LitFp427 there are direct views towards the Former Akzo Nobel Site to the right on the view with glimpsed partial views towards Land To The West Of New Street Littleborough to the left of the view. The Proposed Development will result in a pronounced change on the character

and setting to the PRoW, with the increase in visible built form from the cumulative schemes adding further construction activities within the view, notably within the Former Akzo Nobel site. Given the nature of change as a result of the Development it is considered that the cumulative magnitude of effect would be no greater than that stated within the assessment above - **Major Adverse** cumulative significance of effect, if the construction activities which are currently ongoing within the Former Akzo Nobel site are still ongoing at the commencement of construction within the Site. However, if the development has been completed then the effects would reduce.

Year 1

10.6.17 Given the nature of the Proposed Development the changes arising on the PRoW within the Site it is considered that the cumulative schemes would not increase the magnitude of change beyond that stated in the assessment above for year 1 given the proximity of the cumulative sites and change to the views there would be a slight increase in residential development within the views. However, this would not alter the composition or nature of the views beyond that experienced as part of the Development. It is therefore considered that the effects stated above would remain – **Major Adverse** Significance of effect.

Year 15

10.6.18 The proposed landscape planting within the Development and the cumulative schemes would have matured and reduce the visual presence of the built form allowing it to assimilate into the landscape. Especially with the redevelopment of the brownfield site at the Former Akzo Nobel site and the higher value public open space and recreational facilities. The cumulative magnitude of change would reduce to Medium and result in a Moderate Adverse Cumulative significance of effect.

People travelling along Hollingworth Road

10.6.19 The Site and the Former Akzo Nobel Site are both accessed of Hollingworth Road and as such there would a slightly greater magnitude of change as the nature of the road will change. However, there is already a road access to the Former Akzo Nobel Site related to the previous use of this brownfield site. As such the development within this site will lead to a slight enhancement of the section of Hollingworth Road that runs adjacent to its boundary. Overall there would still be a noticeable change to Hollingworth Road resulting from the combined developments. As such the cumulative magnitude of effect is no greater than that stated within the assessment above - **Major Adverse** cumulative significance of effect.

Year 1

10.6.20 Given the nature of the Proposed Development, and the changes arising on the character of the road, it is considered that the cumulative scheme at the Former Akzo Nobel Site would result in very slight change, but there are a number of benefits arising from the redevelopment of the former brownfield site. This would not result in increasing the magnitude of change beyond that stated in the assessment above for year 1 as the detracting access arrangements would be lost and replaced with a high quality streetscape, given the proximity of the cumulative sites and change to the views there would be a slight increase in residential development within the views. However, this would not alter the composition or nature of the views beyond that experienced as part of the Development. It is therefore considered that the effects stated above would remain – **Major Adverse** Significance of effect.

Year 15

10.6.21 The proposed landscape planting within the Development and the cumulative schemes would have matured and reduce the visual presence of the built form allowing it to assimilate into the landscape. Especially with the redevelopment of the brownfield site at the Former Akzo Nobel site and the higher value public open space and recreational facilities. The cumulative

magnitude of change would reduce to **Medium** and result in a **Moderate Adverse** Cumulative significance of effect.

People travelling along PRoW in the local area to the north-west: LitFp250, LitFp247 and Rochdale Canal.

10.6.22 Users of the PRoW and Rochdale Canal will have cumulative combined and sequential views as a result of the proximity of the Site and the Former Akzo Nobel Site which lies on lower lying landform to the north visible in the left of SCP 8 and 9. Given the nature of the change to this receptor as part of the Development the nature of change arising as a result of the cumulative schemes would be the addition of further residential housing with views over the Former Akzo Nobel site. As such the cumulative magnitude of effect is no greater than that stated within the assessment above - **Major Adverse** cumulative significance of effect if the construction activities are ongoing within the Former Akzo Nobel site at the commencement of construction within the Site. However, if the development has been completed then the effects would reduce.

Year 1

10.6.23 Given the nature of the Proposed Development, and the changes arising on the PRoW within the Site, it is considered that the cumulative schemes would not increase the magnitude of change beyond that stated in the assessment above for year 1 given the proximity of the cumulative sites and change to the views there would be a slight increase in residential development within the views. However, this would not alter the composition or nature of the views beyond that experienced as part of the Development. It is therefore considered that the effects stated above would remain – **Major Adverse** Significance of effect.

Year 15

10.6.24 The proposed landscape planting within the Proposed Development and the cumulative schemes would have matured and reduce the visual presence of the built form allowing it to assimilate into the landscape. Especially with the redevelopment of the brownfield site at the Former Akzo Nobel site and the higher value public open space and recreational facilities. The cumulative magnitude of change would reduce to **Medium** and result in a **Moderate Adverse** Cumulative significance of effect.

10.6.25 Beyond the receptors in proximity to the Site and the Former Akzo Nobel Site there would be at most glimpsed views of the further development from the local and wider landscape. Given the nature of the change it is considered that there would not be a change in the magnitude of change as stated within the assessment above and therefore not give rise to any greater cumulative effects.

10.6.26 The extent of proposed development within the Site is limited by the on-site constraints that include topography, hydrology and former quarry activity. Built form would be set within the lower lying landform within the eastern part of the site and adjacent to the existing settlement edge within the western extent of the site; and the notable landform that runs through the Site, and to the north western corner, will be retained as an area of open green field land. The proposed built form would be set within an existing and enhanced framework of mature trees and vegetation that aims to provide a framework in which to accommodate the proposals and aid the assimilation of the built form into the Site and the receiving landscape. Therefore, it is considered that the Proposed Development could be successfully accommodated at the Site.

10.7 Hydrology, Flood Risk and Drainage

10.7.1 Inter-project cumulative effects have been considered as part of this assessment in accordance with the methodology set out in **Chapter 6 (Assessment Methods)** of the ES. As the Hollingworth Road land parcel is considered to be at low risk in terms of flooding, the key focus of this assessment is on ensuring the increase in impermeable areas as a result of the Proposed Development does not increase flood risk elsewhere within the catchment.

10.7.2 Uncontrolled run-off from new developments has the potential to increase the flood risk within the catchment area; however, all new developments must conform to the guidance set out in the NPPF and the supporting PPG. The guidance states that surface water run-off should, where possible, improve post-development or at least mimic the pre-development situation (through on-site restriction and attenuation). The associated flood risk resulting from the increase in impermeable areas on-site has been identified as low and a sustainable surface water management regime has been proposed. No increased risk to neighbouring existing schemes will result from the Proposed Development.

10.7.3 Table 10.1 identifies the major/strategic projects near the Proposed Development, which need to be considered with regards to potential cumulative flood risks. It has been determined that the majority of the schemes listed within Table 10.1 would not have any significant adverse impacts to the proposed development in terms of flood risk or drainage.

10.7.4 To expand on the above, the following cumulative sites are either located over 1 km from the Hollingworth Road land parcel – and so there are no anticipated cumulative impacts in terms of flood risk or drainage effects for the land parcel – or have been identified to be at a lower elevation or downstream of the Proposed Development, meaning the potential for cumulative impacts from such schemes impacting the site would be minimal.

- 20/00639/FUL - The Soccer Village (former Birchinley Manor Equestrian Centre), Wildhouse Lane, Milnrow, OL16 3TW
- 22/01364/FUL - Land West Of Smithy Bridge Road, Littleborough
- 22/01039/FUL - Land To The West Of New Street Littleborough

10.7.5 The Proposed Development will both conform with current planning guidance and policy to ensure it does not increase flood risk elsewhere, and incorporate a sustainable surface water management regime to ensure that uncontrolled run-off from new developments (in line with policy) does not increase flood risk to the neighbouring existing and cumulative developments. There would therefore also be no cumulative increase to those downstream sites noted above.

10.7.6 As previously stated, all new developments must conform to the guidance set out within the NPPF and the PPG, which states that surface water run-off should, where possible, be improved post-development or at least mimic the pre-development situation. The already approved and constructed schemes such as 21/01146/FUL (Former Akzo Nobel Site) will also require a suitable surface water management regime agreed with the LPA to manage the surface water generated on their sites. The flood risk to and from the Hollingworth Road land with regards to these applications would therefore be negligible.

10.8 Ground Conditions

10.8.1 Four cumulative developments have been identified within 1km of the site boundary; however, the former AkzoNobel chemical works site (21/01146/FUL) is not considered here for the reasons set out below.

10.8.2 Developments outside of 1km are outside of the ground conditions and contamination ‘zone of influence’ and are therefore scoped out of the cumulative effects assessment. Beyond 1 km, substantial variability in ground conditions, including hydrogeological conditions, land (and groundwater) contamination and ground instability are considered to result in negligible effects.

10.8.3 It is understood that the residential development of the former Akzo Nobel chemical works has now commenced and therefore this development has been considered in the Baseline Evolution section of the Section 10.4 Baseline Conditions above and is not considered within the cumulative effects assessment.

10.8.4 Land to the west of New Street Littleborough (22/01039/FUL) is approximately 400m north west of the Hollingworth Road land parcel and has planning permission for the construction of a relatively small residential development (61 dwellings), open space, landscaping and sustainable urban drainage systems.

10.8.5 Land west of Smithy Bridge Road, Littleborough (22/01364/FUL) is approximately 700m to the north west and is awaiting a decision for a residential development (199 dwellings) including open space and associated infrastructure.

10.8.6 Land off New Road, Littleborough (20/00607/FUL) is approximately 200m to the north and is a residential development which is largely completed and occupied.

10.8.7 New/extended car parking at Rakewood Road is located approximately 185 m to the east of the Hollingworth Road land parcel.

10.8.8 The construction and operation of the proposed development will involve embedded mitigation measures. Furthermore, the Rochdale Canal creates a physical barrier, preventing cumulative effects of the proposed development to the north from occurring simultaneously. Based on this, it is anticipated that the cumulative effect of the proposed development and the above cumulative developments occurring simultaneously during the construction phase will be negligible and therefore not significant.

10.9 Historic Environment

10.9.1 As part of the assessment process, the effects of other specified schemes have been considered. The primary objective is to assess whether in conjunction with each other the schemes (including the Proposed Development) would result in cumulative change to a greater extent than assessed for solely the Proposed Development.

10.9.2 The assessment process for determining the level of cumulative effect rests on the consideration of a number of factors including:

- the distance between the developments (including the Proposed Development);
- the overall character of the heritage assets highlighted by the developments, in addition to the potential assets; and
- the siting, scale and design of the developments.

10.9.3 The Proposed Development in conjunction with the noted schemes would lead to the loss of unknown and known heritage assets during the construction and operation phases, but would not lead to the wholescale loss of a specific asset class in conjunction with one another. The developments are all presented as policy compliant, and will have adopted a suitable programme of mitigation works in each case.

10.9.4 The significance of the cumulative impact on heritage assets combined with other developments would thus be negligible.

10.10 Traffic and Transport

Construction

10.10.1 The construction of the Proposed Development will result in a temporary increase of HGVs and cars carrying construction workers and materials on roads surrounding ~~the site~~the Hollingworth Road land parcel. This has potential impacts in relation to air quality and noise which are considered within **Chapter ~~8~~14 (Air Quality)** and **Chapter ~~9~~15 (Noise and Vibration)** of the ES, respectively.

10.10.2 The volume of construction traffic has not been determined in detail at this stage but based on previous experience it is not expected to represent a significant increase in traffic, and additional flows on any one link would be below the 10% increase in traffic set out in the IEMA Guidelines. Further to this, there is nothing to suggest the cumulative impact of any adjacent projects would breach the 10% threshold.

10.10.3 As the impact is considered to be less than 10%, no further assessment is necessary. The significance of the effects of the Pproposed Development at the construction phase on severance, road vehicle driver and passenger delay, non-motorised user delay and amenity, road user and pedestrian safety, and fear and intimidation are considered to be **Negligible** (temporary) and **not significant**.

Operation

10.10.4 As the future baseline scenario takes into account committed developments as agreed with RBC, committed developments are not reconsidered in the cumulative effects assessment to prevent double counting.

10.10.5 On this basis, the significance of the effects of the Pproposed Ddevelopment at the operational phase on severance, road vehicle driver and passenger delay, non-motorised user delay and amenity, road user and pedestrian safety, and fear and intimidation, are considered to be **Negligible** (permanent) and **not significant**.

Rakewood Road Land Parcel

10.10.6 During the weekday AM and PM peak periods, and the Saturday peak period, traffic surveys demonstrated there were 1, 4, and 31 two-way trips, respectively, associated with the existing Hollingworth Road car park. It is reasonable to conclude that this would be representative of the levels of trips that would be generated by the replacement car park.

10.10.7 On this basis, the proposed replacement car park could generate circa four two-way vehicle trips in the weekday AM and PM peak hours. This is considered to be a negligible level of trip generation that would have no meaningful impact on the highway network, nor a significant cumulative impact if being considered with the wider residential and school development.

10.10.8 Whilst the replacement car park is circa 8% larger to the existing Hollingworth Road car park, this is not sufficient to generate any additional trips in the weekday AM and PM peak hours.

10.10.9 Furthermore, as the replacement car park is less than half a kilometre from the existing Hollingworth Road car park, these trips would not be ‘new’ to the local highway network. The closest junction to the both the existing Hollingworth Road car park and the replacement car park is B6225 Lake Bank / Rakewood Road / Hollingworth Road, so the trips are unlikely to be new to any junctions, merely being reassigned to different arms of the junction.

10.10.10 As demonstrated in the Transport Assessment, following the delivery of the residential and school development, all arms of this junction are forecast to operate well within capacity, so the potential reassignment of trips associated with the Hollingworth Road car park to different arms would not cause any to exceed capacity.

10.11 Air Quality

Construction

10.11.1 There is the potential for the Proposed Development to be under construction at the same time as other consented developments in the local area. However, demolition and construction work would have to be taking place concurrently in proximity to a receptor for cumulative effects to occur, which is considered unlikely. Furthermore, construction effects would be temporary and intermittent, so it is unlikely that there would be continuous effects resulting from these activities on a particular receptor. In addition, all consented development will

require robust dust management procedures and construction vehicle routing strategies to prevent significant effects and it is considered that these will be adequate to prevent the risk of significant in-combination effects associated with construction dust and construction traffic. As such, no in-combination construction phase impacts are predicted, and the overall cumulative effect during the construction phase is considered 'not significant'.

Operation

10.11.2 The traffic generation from committed developments have been included in the future year without and with development traffic data which has been used in the assessment. Therefore, the cumulative effect of road traffic emissions associated with committed developments in combination with the Proposed Development have been inherently assessed in Chapter 14 (Air Quality) of the ES. Traffic data associated with the existing Hollingworth Road car park has also been included in the future year traffic data.

10.11.3 Whilst the proposals for the Rakewood Road car park relate to the extension and relocation of the existing Hollingworth Road car park, the Transport Assessment supporting this planning application for the Hollingworth Country Park Car Park Extension concludes that the proposed car park at Rakewood Road would not increase vehicle trips beyond those already associated with the existing car park site on Hollingworth Road. There would be a minor redistribution of vehicle trips resulting from the Rakewood Road car park, however, it is expected that the redistribution of trips would only likely affect Rakewood Road. As predicted pollutant concentrations at all modelled receptor locations are well below the National Air Quality Objectives, the minor and very local redistribution of vehicle trips resulting from the Rakewood Road car park proposals would not result in any predicted exceedances of the National Air Quality Objectives.

10.11.4 Therefore, overall the operational cumulative effects of the Proposed Development in combination with committed developments are considered to be 'not significant'.

10.12 Noise and Vibration

Construction

10.12.1 **Table 10.1** in details cumulative developments potential construction effects should construction occur at the same time. However, significant cumulative effects are unlikely to occur at the development as it is anticipated to have a CEMP in place. Therefore, the cumulative impact is negligible and not significant.

Operational

10.12.2 Traffic likely to be generated by relevant cumulative developments was factored into the traffic and acoustic modelling undertaken for the proposed development.

10.12.3 Likely cumulative impacts have therefore been taken account of within the analysis and assessments presented in this chapter. It is therefore not necessary to provide a standalone cumulative impact assessment.

10.13 Socio-Economics

10.13.1 The EIA Regulations require assessment of the cumulative effects of the Proposed Development and other approved developments, at construction and operational stages.

10.13.2 A search has been undertaken to identify the relevant committed developments that have the potential to lead to significant cumulative effects. The committed developments to be considered are set out in **Table 10.1**, which lists major applications either approved within the last five years or are pending determination within a 2km radius of the Hollingworth Road land parcel.

10.13.3 Cumulatively, the remaining proposals are for up to 434 new dwellings that are estimated to generate 1,187 new residents.

10.13.4 Using the standards and methodologies set out in this assessment the additional 1,187 are anticipated to require an additional 0.51 Dentists FTE, 0.66 General Practitioners FTE, 30 nursery school places, 6 forms of entry at primary school level and 4 forms of entry at secondary school level once fully delivered.

10.13.5 Combined with the proposed development, there will be 746 dwellings, generating an additional 2,020 new residents. Cumulatively, this will require 0.51 Dentists FTE, 1.12 General Practitioners FTE, 51 nursery school places, 9 forms of entry at primary school level, and 7 forms of entry at secondary school level once all sites are fully delivered and operational.

10.13.6 As the cumulative schemes will exceed the PfE annual average housing target for 2022-2039 by 130 dwellings, the magnitude of change will be **high,** whilst the sensitivity will remain as low; making the effect on provision of homes **Moderate – Minor**.

10.13.7 As the cumulative schemes will generate a need for an additional dentist and an additional GP, the scheme will have a **medium** effect on **low** sensitivity receptors, making the effect on health facilities **Minor**.

10.13.8 The cumulative schemes will take net oversubscription of nurseries from 68 in the baseline to 93 once the addition of 26 nursery places in the proposed development are considered. Overall, this is expected to have a **medium** effect on a **high** sensitivity receptor, making the effect on nursery provision **Major – Moderate**.

10.13.9 The net undersubscription of primary schools, established in the baseline as 105 spare places, will increase to 240 once the addition of 285 children from the cumulative developments and the proposed 420 place primary school are considered. Overall, this will deliver a **high** magnitude of change to a **low** sensitivity receptor, making the effect on primary school provision **Moderate – Minor**.

10.13.10 The cumulative schemes will take net oversubscription of secondary schools from 112 places to 317. This is a **medium** change in a **high** sensitivity receptor, making the effect on secondary school provision **Major – Moderate**.

10.13.11 **Table 10.3** summarises the housing mix in the cumulative developments.

Table 10.3: Housing mix by number of bedrooms

LPA Ref	Site Address	2 Bedroom	3 Bedroom	4 Bedroom	5 Bedroom
21/01146/FUL	Former Akzo Nobel Site	2	57	57	11
22/00830/VRCON	The Soccer Village (former Birchinley Manor Equestrian Centre), Wildhouse Lane, Milnrow, OL16 3TW	0	22	6	19
22/01039/FUL	Land To The West Of New Street Littleborough	5	15	41	0
22/01364/FUL	Land West Of Smithy Bridge Road, Littleborough	8	112	67	12
Total		15	206	171	42

Source: Stantec

10.14 Climate Change

10.14.1 IEMA guidance (IEMA, 2022) identifies that all global cumulative GHG sources are relevant to the effect on climate change. This is taken into account in defining the receptor as being of high sensitivity to further emissions. For this reason, the guidance recommends that effects of GHG emissions from specific cumulative projects should not be individually assessed, as there is no basis for selecting particular cumulative projects that have GHG emissions over others. By its nature, the contextualisation of GHG emissions to the national carbon budgets incorporates cumulative contributions of other GHG sources which make up that context. Therefore, a separate cumulative assessment has not been undertaken for the GHG assessment.

10.14.2 There are no cumulative climate vulnerability and resilience effects between the proposed development and other approved developments in the surrounding area, as the identified potential impacts and mitigation measures are specific to the proposed development.

10.15 Impact Interactions

10.15.1 Whilst direct and indirect effects of the proposed development have been assessed within the relevant topic chapters of the ES prepared by suitable technical specialists, environmental effects are assessed relative to the topic under consideration and this approach can lead to the interaction of effects being reported in separate chapters but the collective effect on the same environmental resource(s) not being considered.

10.15.2 Significant environmental effects can result from incremental changes caused by the interactions between effects resulting from a development. Therefore, the assessment of combined effects between environmental topics addresses the ways in which a single receptor, group of receptors or receptor type would likely be affected by more than one type of impact as a result of the Proposed Development.

10.15.3 In some instances, the same receptor or resource could experience effects reported in more than one environmental chapter or more than once within the same technical chapter. In these cases, there is the possibility that several individual effects on the same receptor (which are not significant in their own right) could result in a combined effect of greater significance than the individual effects. For example, a residential occupant could be exposed to simultaneous noise and air quality impacts as a result of earth moving activities during the construction phase.

10.15.4 This section summarises the principal findings of each topic chapter of the ES to enable assessment of the potential for impact interactions or ‘combined effects’; and where required, goes onto identify any design, mitigation and enhancement measures, and any ongoing monitoring requirements. There is no guidance for assessing the significance of combined effects, therefore assessing the significance of combined effects is a qualitative process and based on professional judgement.

10.15.5 Multiple impacts on a single receptor due to the Proposed Development could be both beneficial and adverse and could occur during the construction or operation phase. If effects are only identified in one phase, only that phase has been reported on i.e if there is a combined effect during construction only, operational impacts are not set out.

10.15.6 It should be noted that, some topics in this ES, such as Ecology (Volume 2: Chapter 2), inherently consider effects from other topic chapters on receptors that are assessed within their assessment. This has been considered in the below.

10.15.7 This section identifies the receptors that experience multiple effects from different environmental topics and therefore potentially bring about combined effects. The identified receptors presented within the combined effects assessment are presented below:

- Natural Resources
  - Rochdale Canal SAC
- Human Beings and Society
  - Human Health

Enabling Works, Demolition and Construction Effects

As set out in Chapter 4, careful management of construction works, including the implementation of a CEMP will reduce the adverse effects of construction. As a result, the majority of the construction effects identified in Chapters 2-11 are not adversely significant. The following section discusses, in more detail, impact interactions and effects associated with the enabling works, demolition and construction phase.

Natural Resources

10.15.8 As presented in Chapter 2 (Ecology and Biodiversity), a negligible residual effect on the Rochdale Canal SAC designated site during construction of the Proposed Development is anticipated. In addition to this effect, Chapter 4 (Hydrology, Flood Risk and Drainage) has assessed no residual effects (major adverse effects prior to mitigation) on water quality from sedimentation and pollution potential as a result of construction activities. Therefore, the impact interaction identified on the Rochdale Canal SAC during construction will be no greater than the effect previously concluded in each ES chapter.

10.15.9 A negligible residual adverse effect on trees has been assessed in Chapter 3 (Landscape and Visual) and a minor beneficial effect on scattered broad leaved trees assessed as a result of the replacement tree planting of greater quantity plus the implementation of tree protection measures. The impact interaction on trees during construction of the Proposed Development is not considered to be above the previously concluded level of effect.

10.15.10 Furthermore, a neutral and negligible effect on the pond has been assessed in Chapter 3 (Landscape and Visual) and Chapter 2 (Ecology and Biodiversity) respectively. The impact interaction identified on the pond during construction will be no greater than the effect concluded in each ES chapter.

10.15.11 As presented in Chapter 2 (Ecology and Biodiversity), a negligible residual effect on native species hedgerow with trees during construction of the Proposed Development has been assessed. In addition to this effect, Chapter 3 (Landscape and Visual) has assessed a neutral effect on hedgerows as these will be retained and protected. Therefore, the impact interaction identified on hedgerows during construction will be no greater than the effect previously concluded in each ES chapter.

Human Beings and Society

10.15.12 As presented in Chapter 5 (Historic Environment), a minor to moderate residual effect on the dry stone wall located within the Hollingworth Road land parcel has been assessed. Mitigation measures will include a programme of building recording to be undertaken prior to demolition of the dry stone wall. In addition, Chapter 3 (Landscape and Visual) has assessed a major adverse residual effect due to the loss of this landscape feature. Therefore, the impact interaction identified on the dry stone wall during construction will be no greater than the effect previously concluded in each ES chapter.

Operation Effects

Natural Resources

10.15.13 Chapter 2 (Ecology and Biodiversity), has assessed a negligible residual effect on the Rochdale Canal SAC designated site during operation of the Proposed Development.

Mitigation such as a buffer and SuDs planted with natural filtration species will mitigate potential for pollution entering the Canal. Chapter 4 (Hydrology, Flood Risk and Drainage) assesses a moderate adverse effect prior to mitigation, and a negligible residual effect on the pollution impact of water quality following the implementation of surface water management techniques including the use of SuDs. The impact interaction on the Rochdale Canal SAC during operation of the Proposed Development is not considered to be above the previously concluded level of effect.

10.15.14 Chapter 3 (Landscape and Visual) has assessed a minor beneficial residual effect on trees during operation of the Proposed Development due to increased tree cover. In addition, Chapter 2 (Ecology and Biodiversity) has assessed a negligible residual effect on broadleaved woodland and scattered broad leaved trees. The impact interaction on trees during operation of the Proposed Development is not considered to be above the previously concluded level of effect.

10.15.15 A minor beneficial effect in terms of landscape and ecology has been assessed on the pond. The impact interaction of the pons is not considered to be above the previously concluded level of effect.

Human Beings and Society

10.15.16 A minor adverse residual effect on human health during the operation of the Proposed Development has been assessed in Chapter 11 (Climate Change) as a result of the increased likelihood and frequency of predicted heatwaves. This is considered in combination with the negligible effect on human health during operation of the Proposed Development assessed in Chapter 5 (Ground Conditions) as a result of potential land stability hazards that is mitigated through design measures to avoid development in areas of the land parcel that have the potential pose a land stability hazard. Therefore, no additional impact interaction above the previously concluded level of significant effect is anticipated.

10.15.17 Chapter 3 (Landscape and Visual) concludes a moderate adverse residual effect on the PRoW crossing through the Hollingworth Road land parcel, as there will be clear views of the Proposed Development. The design of the Proposed Development will include a comprehensive green infrastructure network within which the existing PRoW will be retained and in part redirected with a number of additional routes providing an enhanced network. Chapter 7 (Traffic and Transport) assesses a negligible residual effect on pedestrians due to retention of the PRoW. The impact interaction on users of the PRoW is not anticipated to be above the previously concluded level of significant effect.

10.15.18 A moderate residual adverse effect is concluded on people travelling along Hollingworth Road due to views of the new built form changing from previously pastoral fields to the new high quality residential development (Chapter 3, Landscape and Visual). A negligible residual effect is concluded in Chapter 7 (Traffic and Transport) on cyclists, equestrians, public transport users and motorists, Therefore, the impact interaction on users of the road network will be no greater than the effect previously concluded in each ES chapter.

11 Schedule of Mitigation and Monitoring

11.1 Introduction

11.1.1 This chapter provides a consolidated schedule of mitigation and enhancement measures proposed to avoid significant adverse effects and enhance beneficial effects from the Proposed Development. The chapter is provided to assist RBC with its obligation under the 2017 EIA Regulations to secure, as appropriate, mitigation measures and monitoring arrangements relating to significant adverse effects within any planning permission decision notice granted for the Proposed Development.

11.2 Proposed Mitigation

11.2.1 **Table 14.1** details the primary, secondary and tertiary measures committed to by the Applicant for the construction and operational phases of the Proposed Development. A summary of the nature of each measure and suggested compliance mechanism is provided, together with a cross-reference to the relevant technical assessment section of this ES where further details of the required measure(s) are set out. It is considered that most secondary mitigation measures can be secured through planning conditions. Primary mitigation measures which are inherent in the development design and have been considered in the initial assessment of effects are identified in each technical chapter. Table 11.1 outline secondary mitigation measures which are required in addition to embedded mitigation measures to further reduce potential significant adverse effects.

11.3 Proposed Monitoring

11.3.1 Part 1(2) of the EIA Regulations defines a ‘monitoring measure’ as a ‘provision requiring the monitoring of any significant adverse effects on the environment or development including any measures contained in – (a) a condition imposed on the grant of planning permission; or (b) a planning obligation’.

11.3.2 As required by the EIA Regulations, this chapter sets out any monitoring proposed during construction and operation of the Proposed Development (Table 11.1), as identified in the relevant topic chapters.

11.3.3 Proposed monitoring is in relation to the significant adverse effects, not the proposed mitigation which have been combined in the below table for ease of readability.

Table 11.1: Summary of Mitigation and Monitoring Measures

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Ecology: **Designated Sites, Habitats and Flora, and Protected Species.** **Ground conditions:** Human Health of construction and ground works and neighbouring site users (residential) **Traffic and Transport:** Pedestrians, cyclists, equestrians, public transport users, motorists. **Air Quality** **Noise and Vibration** **Climate Change** **Landscape and Visual:**	Large buffer from development works to the Rochdale Cala SAC, which is approximately 70m from the nearest SuDS works and approximately 110m from the nearest 'housing development works'. For broadleaved woodland, and the pond, habitats of highest ecological value/importance in other areas of the land parcel and immediately adjacent have been avoided. The design of the Proposed Development has retained and enhanced existing vegetation within the Site, where practicable. Providing vegetated edges (landscape buffer) along the eastern boundary to retain and enhance the Site boundary and streetscene, extend hedgerow and hedgerow tree planting within the central green corridor to soften views of the built form and increase the presence of this key landscape characteristic	Minor Adverse to Moderate Adverse effect on Ecology. Negligible effect on Traffic and Transport Minor adverse effect for construction noise. Negligible effect for construction vibration Moderate Adverse effect on Climate Change (GHG Emissions) Major to Moderate Adverse to Negligible effect on Landscape Character.	CEMP Measures in the CEMP should include the following; Adoption of sensitive habitat clearance techniques Existing vegetation at and around the Site will be protected from damage in accordance with BS 5837: 2012 Hours of work at the Site will be limited to 07:30 – 19:00 hours Monday to Friday; 08:00 – 13:00 hours Saturday; and no time on Sundays, Bank Holidays or Public Holidays, thereby limiting the extent to which construction activities will affect receptors on a daily or weekly basis; All unloading of construction materials and equipment would be provided within the Site boundary, limiting adverse effects on character and views due to activities outside of the Site; Noise, dirt and dust levels would be kept to a minimum and local	Negligible Minor Adverse effect to receptors as a result of construction noise. Moderate Adverse effect on Climate Change (GHG Emissions) Major to Moderate Adverse to Negligible effect on Landscape Character.	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Effects on landscape character			road would be cleaned regularly where dirt is spread by construction traffic, limiting adverse effects on local character due to the perception of construction activities; and Litter within and around the Site will be removed and the Site will be kept free from litter throughout construction activities. British Standards Institution (2012) 'Trees in relation to design, demolition and construction. recommendations', Trees in relation to design, and demolition and construction– Recommendation, 4th Ed. doi:10.3403/30213642.			
Ecology Habitats and Flora: Scattered Broad-leaved Trees	Habitats of highest ecological value/importance in other areas of the land parcel and immediately adjacent have been avoided.	Minor Adverse	Replacement tree planting of greater quantity plus implementation of tree protection measures	Minor beneficial	N/A	Planning condition
Ecology Protected / Priority Species: Badgers	N/A	Minor Adverse	Pre-commencement inspection of Site, along with adoption of any necessary mitigation	Negligible	N/A	Planning condition
Ecology	None	Minor Adverse	Roost removed under NE low impact class licence. New bat	Minor Beneficial	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Protected Priority Species: Bats			roosting features incorporated (natural on retained trees and artificial boxes). Adoption of CEMP including sensitive lighting plan.			
Ecology Protected Priority Species: Breeding Birds	None	Minor Adverse	Sensitively timed works and inclusion of nest boxes targeting species of conservation concern	Minor Beneficial	N/A	Planning condition
Ecology Protected Priority Species: Over Wintering Birds	None	None	No additional mitigation required, newly created habitats in the construction phase will provide benefit, particularly for winter thrushes.	Minor Beneficial	N/A	N/A
Ecology Priority Species Great Crested Newt and other Amphibians	None	Negligible	Additional SuDs provided as part of the Proposed Development could provide enhanced habitat for amphibians	Minor Beneficial	N/A	Planning condition
Hydrology, Flood Risk and Drainage Water Quality and Flood Risk	Temporary surface water drainage system. Contractors undertaking earthworks will develop risk assessments, method statements and a full construction management plan in accordance with standard practice to cover all aspects of their work, which have the potential to cause	Major Adverse	Detailed CEMP. Good environmental practices will be implemented. Surface water runoff will be controlled. Installation of silt traps (or similar) would be recommended.	No residual effect	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
	physical damage to structures, mobilise large quantities soil / sediments or block open watercourses. Method statements should be agreed with the Environment Agency prior to construction to ensure surface runoff quality is managed during the construction phase in compliance with the latest PPG. Interceptors should be incorporated within the drainage system. Good practices should be implemented in accordance with the EA's *Pollution Prevention guidelines and CIRIA 532 Control of Pollution from Construction Sites*.					
Ground Conditions: Construction and Ground Workers	Appointment of a Principal Designer and Contractor. The Construction (Design & Management) Regulations (CDM 2015) are in place for managing the health, safety and welfare of construction projects and will apply to the Proposed Development. The Principal Contractor will have responsibility for ensuring legislative compliance and obtaining all permits/licenses as required. Notably, the Principal Contractor will	Slight Adverse	Operatives should be made aware of the potential risk of unrecorded mine entries on-site. A watching brief should be maintained. Delineation and removal of the asbestos containing soils encountered in the north-eastern part of the Hollingworth Road land parcel in the area of the proposed attenuation basin. Further risk assessment of the elevated concentrations or	Negligible	N/A	Planning Condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
	undertake a risk assessment to determine whether the works are required to comply with the Control of Asbestos Regulations 2012. Site operatives will be required to wear appropriate personal protective clothing and equipment (PPE) at all times. During planned future intrusive investigations and construction work, the adoption of good standards of hygiene to prevent prolonged skin contact, inhalation and ingestion of soils during construction will be secured through the development and implementation of Risk Assessments and Method Statements (RAMS).		arsenic and lead in the soils in the centre of the land parcel. The installation of additional ground gas monitoring wells where high concentrations of methane and carbon dioxide have been detected and further risk assessment to inform ground gas mitigation measures. If gas protection for buildings is considered necessary, the design of gas protection measures and the subsequent implementation of such a system including the verification and reporting of the installation of any gas protection measures, will be undertaken in accordance with the guidance given in BS 8485:2015+A1:2019.			
Ground Conditions: Neighbouring Site Users (Residential) and Controlled Waters (Surface Water) and Ecological Receptors and Ground Water	CEMP	Slight Adverse	Additional ground investigation and contamination risk assessment to remove the spatial gaps in the existing ground conditions dataset and to confirm the presence/absence of potential migratory contamination from adjacent former AkzoNobel chemical works. It would be prudent to carry out additional investigation including soil and groundwater	Negligible	N/A	Planning Condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
			sampling in the north eastern part of the Hollingworth Road land parcel adjacent to the chemical works. A remediation strategy and validation report may be required.			
Ground Conditions: Surface Water and Ecological Receptors	CEMP	Sligh to Negligible Adverse	Install basin liners for the proposed attenuation pond in the north east of the Hollingworth Road land parcel.	Negligible	N/A	Planning condition
Historic Environment: Archaeology, Character Areas	N/A	Unknown archaeological remains. Any remains would most likely be of low value therefore the impact of major magnitude would result in a Minor/Moderate Adverse effect	A programme of archaeological investigation has been required by GMAAS. This will consist in the first instance of evaluation trenching within the areas of proposed ground disturbance.	Unknown archaeological remains. Any remains would most likely be of low value therefore the impact of major magnitude would result in a Minor/ Moderate Adverse effect	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Historic Environment: Built Heritage	N/A	Minor/Moderate Adverse Effect	For Lower Cleggswood Farm and the dry stone wall, a programme of building recording should be undertaken prior to the demolition. The scale and scope of this recording will be agreed with GMAAS and the Conservation Officer for RBC and would offset or reduce any potential significant effects.	Minor/Moderate Adverse Effect	N/A	Planning condition
Traffic and Transport Pedestrians, Cyclists, Equestrians, Public Transport Users, and Motorists **Climate Change** GHG Emissions	SWMP	Negligible effects on Transport Moderate Adverse effect on climate change	N/A	Negligible effect on Transport Moderate Adverse effect on climate change	N/A	Planning condition
Landscape and Visual Landscape Features	Conservation of hedgerows and creating new sections where these are lost to development, gapped or in poor condition. Consideration to be given to Green Streets to ensure they have provision to allow street trees to grow to full size and accommodate	Major Adverse to Neutral effect	Protection of retained planting planting.	Major Adverse to Neutral Effects	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
	other features such as green verges and swales. Improving biodiversity across the Site by introducing a variety of ecological habitats to include species-rich hedgerows; native tree planting; grassland meadows; ponds and wetland habitats; street trees; native garden planting; and garden trees. Creating opportunities for native tree planting throughout the Development to increase canopy cover and complement existing landscape features and habitats.					
Landscape and Visual Visual Receptors	Providing a soft green north western and southern boundary to mitigate visual effects and retain the character of the local area; Retaining and increasing public access through retention of the existing PRoW network that is enhanced with further footpaths and cycleways; Providing opportunities for maintain the views towards with wider hills / landscape from the higher ground within the western portion of the Hollingworth Road land parcel.	Major Adverse to Negligible effect	Landscape planting to provide buffers/offsets to visually sensitive edges	Major Adverse to Negligible Effects	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Operation						
Ecology: Designated Sites, Habitats and Flora, and Protected Species. **Landscape and Visual:** Landscape features, landscape character, and visual receptors.	Embedded primary mitigation in the form of a substantial buffer shall avoid impacts arising from development suppression.	Minor Adverse effects on ecology. Major Adverse to negligible beneficial effects on landscape features. Major to Moderate Adverse to Negligible Adverse effect on landscape character. Major Adverse to Negligible Adverse effects on visual receptors.	LBMS **/** LEMP Measures to be included in the LBMS are as follows: Measures to eradicate tall growing bankside species which may over-shade the canal. SuDs planted with natural filtration species Adoption of a sensitive lighting scheme Management prescriptions for broadleaved woodland and native species hedgerow with trees. Enhance habitat value of native hedgerow with tree, ponds and scattered broad-leaved trees Maintenance / management of bat and bird boxes in public/communal areas. The establishment and growth of planting proposals and their ongoing maintenance and the management of existing landscape features to ensure planting reaches full maturity.	Negligible Minor Beneficial effect on bats, breeding birds and over-wintering birds. Moderate Adverse to Moderate Beneficial effects on landscape features. Major to Moderate Adverse to Negligible Adverse effect on landscape character. Moderate to Neutral effects on visual receptors.	LBMS / LEMP	Planning condition
Ecology Designated Sites:	None	Major Adverse for South Pennine	Information packs provided to residents.	Negligible	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
South Pennine Moors SAC and SPA, and all other LWS		Moors SAC and SPA. Moderate Adverse effect for all other LWS	Contributions made to Nature Recovery Network. Provision of high quality green infrastructure and direct access to alternative green infrastructure (Rochdale Canal and Hollingworth Lake).			
Ecology Designated Sites: Rochdale Canal SBI	Embedded mitigation in the form of a substantial buffer shall avoid impacts arising from suppression.	Moderate Adverse	The LBMS would include measures to eradicate tall growing bankside species which may over-shade the Canal. Robust drainage filters and SuDS planted with natural filtration species to mitigate potential for pollution entering the Canal, to be controlled through LBMS.	Negligible	LBMS	Planning condition
Ecology Priority Species: Badgers	None	Negligible	Adoption of sensitive lighting scheme Ensuring public cannot access off-site area where badger setts are located.	Negligible	N/A	Planning condition
Ecology Priority Species: Great Crested Newt and other Amphibians	None	Negligible	Sensitively timed works for created SuDS and installation of amphibian-friendly gulley pots around the land parcel	Minor Beneficial	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Hydrology, Flood Risk and Drainage Water Quality and Flood Risk	Appropriate maintenance of surface water infrastructure. An appropriate maintenance plan will be prepared as part of the detailed works. Implementation of an appropriate surface water drainage regime. It is proposed to discharge surface water run-off to the Rochdale Canal via a formal connection at a restricted rate of 13.5l/s. The proposed on-site surface water drainage system will be sized to contain run-off from storm events up to and including the 1 in 100 year return period storm event with a 45% allowance for climate change on-site.	Major to Moderate Adverse	Implementation of SuDs and appropriate maintenance plan Recommended that Finished Floor Levels should be raised above external levels. Typically, a 150mm freeboard above the external ground level is applied to mitigate against any residual risk of flooding associated with other sources of overland flow including surface water and groundwater. In the case of the proposed development, it has been suggested that a higher freeboard be incorporated in places with a higher residual risk of flooding.	No residual effect	N/A	Planning condition
Ground Conditions: Future Site Users	Design of the Proposed Development avoids development on areas with the potential to pose land stability hazards.	Large to Moderate Adverse	Additional ground investigation and contamination assessment to remove the spatial gaps in the existing ground conditions assessment. Delineation and removal of the asbestos containing soils encountered in the north-eastern part of the Hollingworth Road land parcel in the area of the proposed attenuation basin. Further risk assessment of the elevated concentrations or	Negligible	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
			arsenic and lead in the soils in the centre of the land parcel. The installation of additional ground gas monitoring wells where high concentrations of methane and carbon dioxide have been detected and further risk assessment to inform ground gas mitigation measures. If gas protection for buildings is considered necessary, the design of gas protection measures and the subsequent implementation of such a system including the verification and reporting of the installation of any gas protection measures, will be undertaken in accordance with the guidance given in BS 8485:2015+A1:2019. A risk assessment for water pipes will be undertaken to determine the appropriate type of pipework required for potable water supply. Depending on the findings of the additional investigation and groundwater monitoring, a remediation strategy and subsequent validation report may be required.			

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Ground Conditions Built Environment: Structures and Services	The Proposed Development has been designed to avoid development on areas that have the potential to pose land stability hazards.	Negligible	N/A	Negligible	N/A	N/A
Traffic and Transport: Pedestrians, Cyclists, Equestrians, Public Transport Users, and Motorists. **Air Quality:** Existing and proposed human receptors	Internal street network to comprise low vehicular speeds for safe and pleasant routes for active travel. Existing PRoW to be retained and integrated into the layout. EV charging provided.	Negligible	Framework Travel Plan	Negligible	N/A	Planning condition
Noise and Vibration: Residential User – External Sound Levels	Acoustic fencing of 2m around proposed residential dwellings on the east of the development and the south.	Minor Adverse	N/A	Minor Adverse	N/A	Planning condition
Noise and Vibration: Residential User – Internal Sound Levels	Glazing and Ventilation	Negligible	N/A	Negligible	N/A	Planning condition

Proposed Development						
Receptors	**Primary and Tertiary Mitigation**	**Likely Significant Effects**	**Secondary Mitigation Measures**	**Residual Effects**	**Monitoring**	**Potential Compliance Mechanism**
Construction						
Socio-Economics: Schools	Provision of 26 (not confirmed) place nursery class adjoining primary school. Financial contribution (CIL and Section 106) to offset provision. Provision of 420 (not confirmed) pupil capacity primary school.	Risk of failing to accommodate for demand.	N/A	Minor	N/A	Planning condition
Socio-Economics: GP and Dentistry	Financial contribution (CIL and Section 106) to offset provision.	Risk of stretching capacity	N/A	Minor to Negligible	N/A	Planning condition
Climate Change: Future Users of the Site, Infrastructure, Ecology/ Landscaping/ Planing	Align to Part O 2021 standards Designed with regard to the water management hierarchy and to Part G 2016 standards Sustainable Drainage System (SuDS)	Minor Adverse	Overheating assessment carried out to CIBSE TM59. Management of surface water to make sure attenuation build up does not lead to flooding	Minor Adverse	N/A	Planning condition
Climate Change: GHG Emissions	Sustainable Transport Methods Green Infrastructure Energy Efficiency Methods EV Charging Infrastructure Water Efficiency	Moderate Adverse	Energy Efficiency / Future Homes Standard. Renewables CEMP	Minor Adverse	N/A	Planning condition

12 Abbreviations and Glossary

AADT	Annual Average Daily Traffic
AOD	Above Ordnance Datum
APS	Annual Population Survey
AQMA	Air Quality Management Area
AQSR	Air Quality Standards Regulations
BAP	Biodiversity Action Plan
BGS	British Geological Survey
BNG	Biodiversity Net Gain
CCRA	Climate Change Risk Assessment
CEMP	Construction Environmental Management Plan
CHSR	The Conservation of Habitats and Species Regulations
CIfA	Chartered Institute for Archaeologists
CMRA	Coal Mining Risk Assessment
CoPA	Control of Pollution Act
CRoW	The Countryside and Rights of Way Act
CRTN	Calculation of Road Traffic Noise
CWS	County Wildlife Site
DMRB	Design Manual for Roads and Bridges
DPD	Development Plan Document
EA	Environment Agency
EFT	Emission Factor Toolkit
EPA	Environmental Protection Act
ES	Environmental Statement
FRA	Flood Risk Assessment
FTE	Full Time Equivalent
FTP	Framework Travel Plan

GCN	Great Crested Newt
GHG	Greenhouse Gas Emissions Assessment
GI	Ground Investigation
GMAAS	Greater Manchester Archaeological Advisory Service
GMCA	Greater Manchester Combined Authority
GMHER	Greater Manchester Historic Environment Record
GMSF	Greater Manchester Spatial Framework
GVA	Gross Value Added
GWDTE	Groundwater Dependent Terrestrial Ecosystem
HDV	Heavy Duty Vehicle
HE	Historic England
HEDBA	Historic Environment Desk Based Assessment
HLC	Historic Landscape Character
HUDU	Healthy Urban Development Unit
IAQM	Institute of Air Quality Management
LBMP	Landscape and Biodiversity Management Plan
LBMS	Landscape and Biodiversity Management Strategy
LNR	Local Nature Reserve
LSOA	Lower Super Output Areas
LWS	Local Wildlife Sites
MMP	Materials Management Plan
MNR	Marine Nature Reserve
NAQOs	National Air Quality Objectives
NERC	The Natural Environment and Rural Communities Act
NHLE	National Heritage List for England
NNR	National Nature Reserve
NPPF	National Planning Policy Framework

NPSE	Noise Policy Statement for England
PBA	The Protection of Badgers Act
PfE	Places for Everyone
PPG	Planning Practice Guidance
ProPG	Professional Practice on Planning and Noise
PRoW	Public Right of Way
RBC	Rochdale Borough Council
RPZ	Root Protection Zones
SAC	Special Protected Area
SBI	Sites of Biological Importance
SHMA	Greater Manchester Strategic Housing Market Assessment
SINCs	Sites Important for Nature Conservation
SPA	Special Protection Area
SPC	Sources of Potential Contamination
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
SWMP	Site Waste Management Plan
TfGM	Transport for Greater Manchester
VDV	Vibration Dose Value
VOCs	Volatile Organic Compounds
WCA	The Wildlife and Countryside Act
WFD	Water Framework Directive
WHO	World Health Organisation

Appendix A Site Location Plan

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THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SEPARATE GROUP / SITE SPECIFIC CONSTRUCTION NOTES AND MATERIALS SPECIFICATION.


Rochdale Canal
Brown Bank Bridge
Brown Bank Mill
Path (um)
Bridge
Rochdale Canal
Rochdale Canal
Rochdale Canal