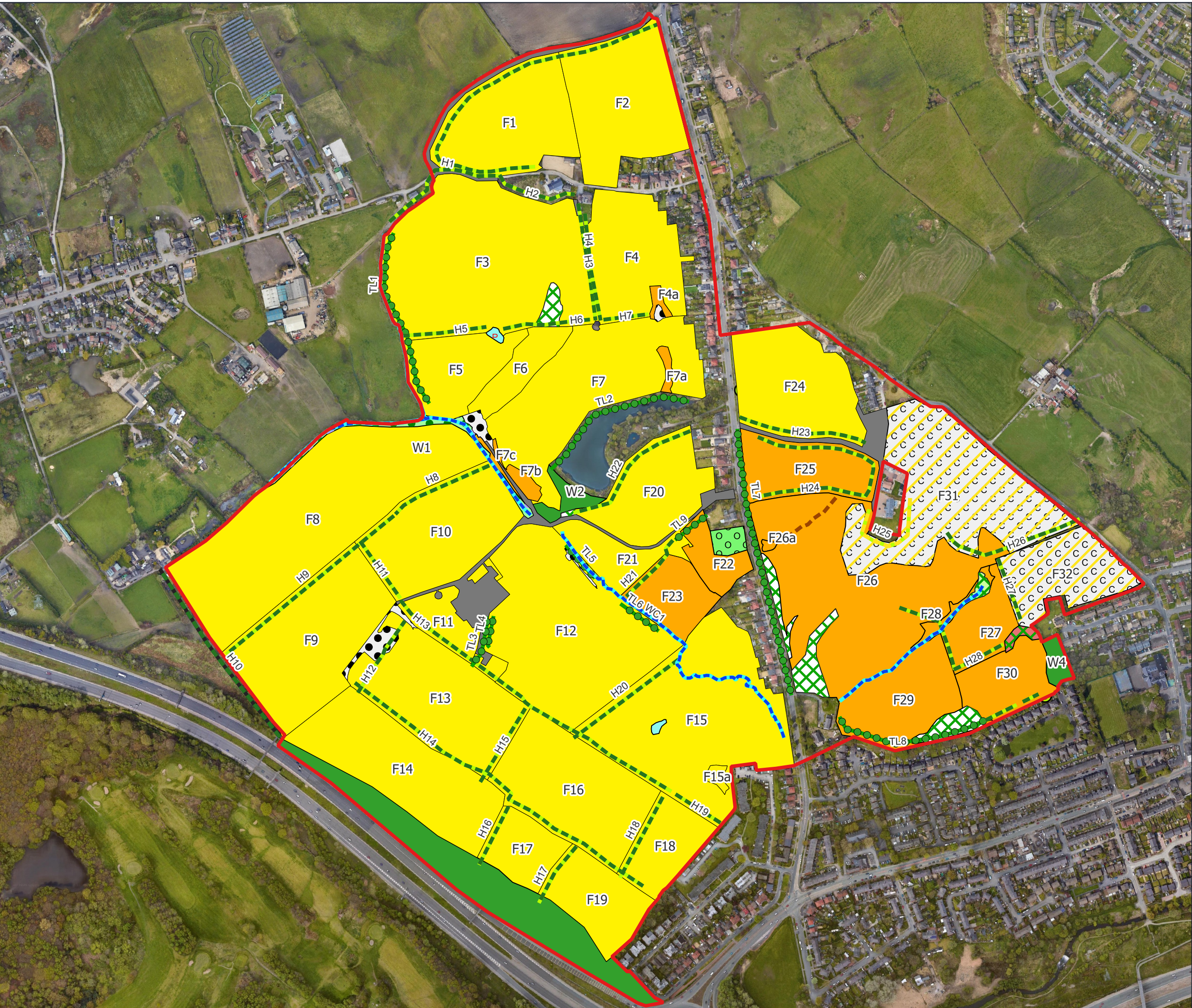




- Legend**
- Redline boundary
- Baseline Habitats**
- Cropland
Cereal crops
- Grassland
Traditional orchards
- Grassland
Other neutral grassland
- Grassland
Modified grassland
- Woodland and forest
Lowland mixed deciduous woodland
- Woodland and forest
Other woodland; broadleaved
- Heathland and shrub
Hawthorn scrub
- Heathland and shrub
Mixed scrub
- Heathland and shrub
Willow scrub
- Lakes
Ponds (priority habitat)
- Lakes
Ponds (non priority habitat)
- Urban
Developed land; sealed surface
- Urban
Bare ground
- Linear Baseline**
- Dry ditch
- Line of trees
- Native hedgerow
- Native hedgerow with trees
- Non native and ornamental hedgerow
- Other rivers and streams
- Baseline Trees**
- Small >7.5cm to 30cm
- Medium >30cm to 60cm

0 200 m

Project	Northern Gateway 1.2
Drawing Title	DRAFT Habitat Features Plan
Scale	1:5,312
Drawing No.	16552 P09
Date	July 2026
Checked	NB



10 TRANSPORT AND ACCESS

Introduction

- 10.1 This chapter of the ES will assess the effects of the Project for Assessment on Traffic and Transport both on site and within the surrounding area. The assessment will be undertaken by Tetra Tech.
- 10.2 This chapter will be informed by the Transport Assessment ('TA') that will be prepared for submission as part of the planning application.

Relevant Policy and Guidance

National Planning Policy

- 10.3 This chapter of the ES will be prepared in line with the following national policies listed below
- National Planning Policy Framework (December 2024)

Local Planning Policy and Guidance

- 10.4 This chapter of the ES will be prepared in line with the following local policies listed below.
- Places for Everyone Joint Development Plan (March 2024)
 - Greater Manchester Local Transport Plan – Renewing Our Vision (December 2023)
 - TfGM's NG Transport Framework Document (NG TFD) (January 2025)
 - Simister Bowlee Development Framework SPD (February 2026)

Preliminary Assessment of Baseline Conditions

- 10.5 Baseline conditions are described below for the Local Highway Network serving the Site.

A6045 Heywood Old Road

- 10.6 The A6045 Heywood Old Road forms part of the A6045, extends with a north to south alignment between its junctions with Blueball Lane in the north and A576 Manchester Old Road/ A576 Middleton Road signalised junction in the south. The A6045 continues northwards under the M62 where it becomes the A6045 Manchester Road.

- 10.7 In this locality, Heywood Old Road is subject to a 30mph speed limit and has street lighting along its length. Generally, it has a residential character with footways provided on both sides separated by a verge.
- 10.8 It features painted cycle lanes on both sides of the carriageway which are intermittent along the carriageway. It is also a bus route although there are no bus services currently routing along it.
- 10.9 Travelling south to north from Manchester Old Road, it features an average slope 4.5% rising towards its junction with Simister Lane and then around a 5% slope dropping towards Blueball Lane.

A576 Manchester Old Road/ Middleton Road

- 10.10 The A576 extends with an east to west alignment between its junctions with A6045 Heywood Old Road signalised junction in the west and Boardman Lane in the east. The A576 continues east towards Middleton town centre and in the west where it connects to the M60 Motorway via M60 Junction 19.
- 10.11 In this locality, A576 is subject to a 30mph speed limit and has street lighting along its length. Generally, it has a residential character with pedestrian crossing points and footways provided on both sides of the carriageway.
- 10.12 It is also a bus route and accommodates several bus services and features both In-Lane and Pull-Out bus stops along its extent.
- 10.13 It features an average slope 0.6% which can be classified as flat terrain.

Boardman Lane

- 10.14 Boardman Lane extends with a north to south alignment between its junctions with Hilton Walk in the north and A576 Manchester Old Road in the south. Boardman Lane continues northwards where it connects with the A6045 Heywood Old Road.
- 10.15 In this locality, Boardman Lane is subject to a 20mph speed limit within the built-up zone and has street lighting along its length. Generally, it has a residential character with footways provided on both sides of the carriageway.
- 10.16 Beyond the residential zone it is subject to a speed of 30mph, with no footways and it is not street lit.
- 10.17 It features an average slope 5.5% rising towards its junction with Hilton Walk.

Public Right of Way (PRoWs)

10.18 PRoWs have been identified which are located within the boundaries of Bury Council and Rochdale Borough Council in the locality of the Site.

10.19 Within Bury Council boundary;

- PRoW – 30PRE traverses in a northwest to southeast direction. In the south it connects to PRoW-46PRE which both connect to A6045 Heywood Old Road.
- PRoW – 46PRE traverses in a west to east direction. In the west it connects to PRoW-30PRE and in the east it connects to A6045 Heywood Old Road.
- Bridleway – 27Apr (Bridle Road) traverses in a west to east direction under the M60 motorway. In the east it connects to the site's southwestern boundary and Heywood Road in the west.

10.20 Within Rochdale Borough Council boundary;

- Footpath along Rhodes Green connecting to Heywood Old Road in the west and Rhodes Green in the east.
- Footpath from Rhodes Green junction traversing towards the south. In the south it connects to Heywood Old Road.
- Restricted byway along Rhodes Green traversing towards the north. In the north it connects to Boardman Lane/Ellis Lane.
- Footpath from Ellis Lane traversing towards the north. In the north it connects to a restricted byway.

Identification of Likely Significant Effects

10.21 The initial assessment findings have identified the following receptors which could be effected by the Project for Assessment:

- Heywood Old Road
- Heywood Old Road / Manchester Road
- M60 Junction 19

10.22 The assessment will be informed by TA modelling, and proportional mitigation will be identified with input from the key stakeholders:

- Highways Authority (Rochdale and Bury)
- Transport for Greater Manchester ('TfGM')
- National Highways ('NH')

Scope and Methodology of Assessment (including significance criteria)

10.23 The baseline traffic data to be used within the assessments will be derived from the Northern Gateway Transport Model (NGTM) model.

10.24 The following data sets will be extracted from the model and used as the basis for the assessment of the Study Area:

- Without Development Traffic Volumes; and
- With Development Traffic Volumes.

10.25 The EIA is likely to consider the following after a number of assessment scenarios. These are anticipated to align with the anticipated commencement and completion years as set out in paragraph 5.8 of this Scoping Report. Further details regarding the traffic assessment scenarios are to be agreed by the Key Stakeholders and will be set out within a JPA 1.2 Transport Assessment Scoping Note (TASN).

10.26 The Study Area for the EIA Chapter will be based on the study area considered by the TA, which will be set out in the TASN. The TASN will identify junctions in the vicinity of the Site where the Site would have the most significant vehicular impacts. The ES requires the assessment of Links (or Roads), rather than junctions. Therefore, the links on approach to the junctions identified in the TASN will form the Study Area.

10.27 Assessments will be conducted according to the Institute of Environmental Management (IEMA) Guidance: Environmental Assessment of Traffic and Movement (2023). The IEMA Guidelines for the Assessment of Road Traffic relate to evaluating the environmental impact of road traffic associated with major new developments. This provides the basis for the systematic, consistent, and comprehensive coverage for the appraisal of traffic effects for a wide range of development projects.

10.28 The guidelines indicate that:

- The environmental effects of traffic will be dependent on existing conditions and adjacent land uses as well as changes in traffic levels;
- Assessments should consider the period at which the effect is greatest and the period at which the effects exhibit the greatest change;
- Peak environmental impacts may occur at other times than the 'peak' hour;
- Environmental assessments may need to be undertaken separately for different scenarios; and
- Assessment should be undertaken in the year of opening (or first year of a scenario) when, generally, the perceived environmental impact is the greatest.

10.29 The assessments will therefore take account of daily traffic volume changes (18 and 24 hour), as well as peak hour.

10.30 This section sets out the methodology which will be adopted in the assessment of the likely significant transport and accessibility effects of the development proposals, in relation to the changes on the local highway network traffic flows.

10.31 The IEMA document identifies that as a guide; two broad rules should be applied to identify the links (roads) for assessment. Those are:

- Links that experience a 30% increase in daily traffic or HGV flow; and
- Highly Sensitive Links that experience a 10% to 30% increase in traffic.

10.32 For the links within the Study Area, the above two broad rules will be applied through a Net Impact Assessment (comparing the Without Development scenario against the With Development Scenario). The Net Impact Assessment will be undertaken based on the 2-way Annual Average Daily Traffic flow (AADT) on a link (carriageway) in accordance with IEMA guidelines.

10.33 The net impact assessment will provide a provisional list of "Links for Assessment". Following completion of the net impact assessment, each link will be subject to a qualitative assessment to establish whether it should be included in the assessment, for example, a link may be forecast to be subject to 2 HGV's a day in the Without Development Scenario, and 4 HGV's a day in the With Development scenario, which is a 100% increase and therefore the broad rules would capture this link in the Links for Assessment. However, an increase of 2 HGV's a day is clearly not a significant impact and therefore

this link would be removed from the Links for Assessment. On completion of the quantitative review, a final list of “Links for Assessment” will be established, and those links will be taken forward in the Assessment within the ES.

10.34 The assessment will be undertaken against the following effects:

- Severance;
- Pedestrian Delay;
- Pedestrian Amenity;
- Fear and Intimidation;
- Driver Delay; and
- Accidents and Safety.

10.35 The IEMA Guidelines for the Environmental Assessment of Road Traffic sets out the broad principles of how to assess the magnitude of change/impact for each of the effects. The assessment principles are summarised below.

Severance

10.36 The IEMA guidance states that severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery. However, the guidance acknowledges that the measurement and prediction of severance is extremely difficult. The assessment of severance pays full regard to specific local conditions, in particular the location of pedestrian routes to key local facilities and whether crossing facilities are provided.

10.37 The IEMA guidance references that the LA 112 ‘Population and Human Health’ of the Design Manual for Roads and Bridges (DMRB) provides further guidance on this aspect of severance within a community. LA 112 provides criteria against which the magnitude of change shall be reported, and the LA 112 is quoted in the IEMA Guidance, as shown in **Table 10.1**.

Table 10.1 Severance Thresholds

Magnitude of Impact (Change)	Typical Description
Large	90% or more Change in traffic flow
Medium	60% to 89% Change in traffic flow
Small	30% to 59% change in traffic flow
Negligible	29% or lower change in traffic flow

Pedestrian Delay

- 10.38 Pedestrian delay refers to the changes in the volume, composition or speed of traffic that may affect the ability of people to cross a road. The IEMA guidance suggests that assessors use their judgement to determine whether pedestrian delay is a significant effect.
- 10.39 The links of interest will be assessed against the magnitude of change/impact and shall be reported, as shown in **Table 10.2**, which are Tetra Tech's in house threshold which have been used on ES assessments previously.

Table 10.2 Pedestrian Delay Thresholds

Magnitude of Impact (Change)	Total vehicles: peak hour two-way hourly flow (frequency)
Large	Greater than 720 (1 vehicle every 5 seconds)
Medium	360-720 (1 vehicle between 5 to 10 seconds)
Low	120-360 (1 vehicle between 10 and 30 seconds)
Negligible	Less than 120 (less than 1 vehicle every 30 seconds)

Pedestrian Amenity

- 10.40 Pedestrian amenity is broadly defined as the relative pleasantness of a journey. It is effected by traffic flow, traffic composition and pavement width / separation from traffic. The guidance suggests that assessors use their judgement to determine whether change to pedestrian amenity is a significant effect. The IEMA guidelines suggest a tentative threshold for judging the significance of a change in pedestrian amenity where traffic flow (or its HGV component) is halved or doubled. They note that the assessment of amenity should pay full regard to local conditions. Based on this, the impact magnitude thresholds are set out in **Table 10.3**.

Table 10.3 Pedestrian Amenity Thresholds

Magnitude of Impact (Change)	Increase in vehicles per hour (peak hour)
Large	Greater than 150%
Medium	100%-150%
Low	50%-100%
Negligible	Less than 50%

Fear and Intimidation

- 10.41 Fear and intimidation are dependent upon the volume of traffic, the level of HGV's, the proximity of traffic to people and the lack of protection caused by such factors as narrow pavement widths. The guidance states that there are no commonly agreed thresholds for estimating this from known traffic and physical conditions, but it does nevertheless suggest some thresholds which could be used, based on previous research, and these are shown in **Table 10.4**.

Table 10.4 Fear and Intimidation Thresholds

Magnitude of Impact (Change)	Average Hourly Traffic Flow over 18hr Day (vehicles per hour)	18hr HGV Flow (vehicles per hour)	Average vehicle speed)
Large	1,800+	3,000+	40+
Medium	1,200 – 1,799	2,000 – 2,999	30-40
Small	600 – 1,199	1,000 – 1,999	20-30
Negligible	599 or less	999 or less	20 or Lower

Driver Delay

- 10.42 Driver Delay is likely to be significant when the traffic on the network surrounding the Site is already at, or close to, the capacity of the system. Driver delay is a result of the net impact generated by a development when compared to the baseline.
- 10.43 The guidance suggests that assessors use their judgement and modelling forecast software to determine whether driver delay is a significant effect.
- 10.44 The Junction Modelling Results in the Transport Assessment will be used to establish which of the "Links for Assessment" are operating at, or close to capacity. Any arms of

junctions which are forecast to operate at or over 90% of its theoretical capacity will be assessed in terms of driver delay.

- 10.45 The links of interest will then be assessed against the magnitude of impact/change and shall be reported, as shown in **Table 10.5**, which are Tetra Tech's in house threshold which have been used on ES assessments previously.

Table 10.5 Driver Delay Thresholds

Magnitude of Impact (Change)	Change in delay
Large	Over 180 seconds
Medium	>120 to <180 seconds
Small	>60 to <120 seconds
Negligible	<60 seconds

Accidents and Safety

- 10.46 The guidance suggests that professional judgement is used to assess the implications of local circumstances or factors which may elevate or lessen risks of accidents.
- 10.47 The online website CrashMap will be used to analyse Personal Injury Accident statistics within the area, and to identify any collision hotspots and safety concerns.
- 10.48 The safety information will be contained within the Transport Assessment with the magnitude of change for accidents and safety to be assessed qualitatively, using professional judgement.

Determining the Level of Effect and Significance

- 10.49 The significance of potential effects will be determined using criteria developed from best practice techniques and expert knowledge. Significance will be derived from measures of the sensitivity of the receptor effected and the magnitude of the change.
- 10.50 The sensitivity of a road can be defined by the vulnerability of the groups who may use it, such as elderly people or children. A more sensitive area may be where pedestrian activity is high, such as in the vicinity of a school, or where there is already an existing safety issue. It should be noted that receptor sensitivity is judged on the sensitivity of road users (primarily pedestrians). It also takes account of the nature of the road; for example, an 'A' road is likely to have lower sensitivity than a minor residential road. The sensitivity of receptors is show in **Table 10.6**.

Table 10.6 Receptor Sensitivity

Receptor Sensitivity	Receptor Type
High	Schools, colleges, playgrounds, accident blackspots, retirement homes, urban/residential roads without footways that are used by pedestrians.
Medium	Congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, un-segregated cycleways, community centres, parks, recreation facilities.
Low	Places of worship, public open space, nature conservation areas, listed buildings, tourist attractions and residential areas with adequate footway provision.
Negligible	Any with low sensitivity to traffic flows and those sufficiently distant from effected roads and junctions.

10.51 The receptor sensitivity will be used for two purposes:

1. Identifying which of the links subject to traffic increases of 10-30% are Highly Sensitive and therefore to be included in the "Links for Assessment".
2. For the links included in the "Links for Assessment", which are subject to a 30% or more increase in vehicles or HGV, a Receptor Sensitivity level will be assigned.

10.52 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor to moderate, minor and negligible. Significant effects will be determined following this through professional judgment.

Summary and Results

10.53 The results relating to the effects of severance, pedestrian delay, pedestrian amenity, fear and intimidation and driver delay will be presented in the ES Chapter. The results of the Accidents and Safety review will be presented in the Transport Assessment.

10.54 The standardised significance criteria used to describe the significance of effects is as follows:

- Major Beneficial;
- Moderate Beneficial;

- Minor Beneficial;
- Negligible;
- Minor Adverse;
- Moderate Adverse; and,
- Major Adverse.

Construction Traffic

- 10.55 The effect of the Project for Assessment during construction will be temporary and lower than those in the operational period, particularly with the implementation of mitigation measures such as a CEMP and Construction Traffic Management Plan (CTMP).
- 10.56 A CEMP is a comprehensive document that outlines how a construction project will manage and mitigate its environmental impacts. It includes strategies for compliance with environmental regulations, protection of natural resources, and minimisation of negative effects on the surrounding environment. Key components of a CEMP include environmental policy, impact assessments, mitigation measures, and monitoring protocols.
- 10.57 The CTMP will focus on managing the movement of construction-related traffic to minimise disruption and ensure safety. It details routes for construction vehicles, schedules to avoid peak traffic times, and measures to reduce the impact on local communities and infrastructure.
- 10.58 The CEMP and CTMP will manage the impact of construction to the local area, agreeing with the Planning Authorities reasonable measures to accommodate the needs of network users, which will include accommodating the requirements of NMUs (e.g. maintaining PROW connectivity).
- 10.59 Given this, the assessment of the operational phase in traffic terms, is a robust assessment which will assess higher levels of traffic than are expected in the Construction Phase.
- 10.60 Therefore, construction traffic effects will be considered against the operation assessment and will be reported as part of a qualitative assessment.

Preliminary Discussions of Potential Mitigation and Enhancement Measures

- 10.61 A CEMP and CTMP is likely to be required by a condition. This will define the number, distribution and types of construction vehicles expected and will include details of routeing to prevent the use of inappropriate routes by HGVs and delivery timings to ensure that HGV deliveries avoid the peak hours. This will help to mitigate potential adverse effects during construction.
- 10.62 A framework travel plan will be prepared for the proposals to minimise single occupancy car use by residents and users of the Site. The framework travel plan will set out a number of measures to promote sustainable alternatives to the car, including walking, cycling, public transport and car sharing.
- 10.63 PfE JPA 34 outlines required transport improvements including localised junction improvements M62 J19 / A6046 Heywood junction, improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19 and active travel improvements including introduction of local bus services to and from the Site.
- 10.64 There are various on-going studies, the purpose of which is to determine the nature of active travel local improvements in the locality, which include:
- TfGM A576 Corridor Study (Package of 50+ measures for sustainable travel and vehicular travel improvements).
 - TfGM Active Travel Strategy – includes a route improvement scheme along Heywood Old Road to deliver high quality pedestrian and cycle infrastructure along with bus stop improvements.
- 10.65 The TA will determine the requirement for off-site highway improvements and will inform the strategy for infrastructure delivery in line with PfE requirements, alongside consultation with Stakeholders and each Highway Authority.

The Approach to the Assessment of Cumulative Effects

- 10.66 As part of the assessment of the JPA1.1 transport related effects, a 'development log' has been produced to inform the Transport Assessment submitted as part of planning application ref. 25/00418/OUT, which is based on assumptions about project timelines. Therefore, traffic related effects in that assessment have been based on a greater number of cumulative schemes than identified in that assessment. In addition, the projects included within the development log have been included in the baseline traffic scenarios (including future baseline). It is proposed that the same approach is adopted in the

assessment of likely significant effects for the JPA 1.2 proposals. Therefore, a separate cumulative assessment is not required for the assessment of traffic effects associated with the JPA 1.2 proposals, as this is already inherent in proposed approach to the transport assessment. However, a separate cumulative traffic scenario will be assessed to consider the JPA 1.1 and JPA 1.2 in combination, given the relationship with both proposals and their inclusion in the Northern Gateway PfE allocation. This reflects the approach taken to the assessment of transport related effects associated with the JPA 1.1 proposals.

11 AIR QUALITY

Introduction

- 11.1 This chapter of the ES will assess the effects of the Project for Assessment on air quality at sensitive receptors both on site and within the surrounding area. The assessment will be undertaken by Redmore Environmental.

Relevant Policy and Guidance

National Planning Policy

- National Planning Policy Framework (December 2024): Chapter 15, 2024²¹.

Regional Planning Policy

- Places for Everyone Plan: Policy JP:S-5, JP-P1 and JPA1.2²².

Local Planning Policy

- Bury Unitary Development Plan 1997: Policy EN7 and EN7/123; and,
- Rochdale Adopted Core Strategy 2016: Policy C6 G9 and DM1²⁴.

Guidance Documents and Additional Policy

- Clean Air Strategy 2019²⁵;
- Department for Environment, Food and Rural Affairs (DEFRA) (2023) 'The Air Quality Strategy for England, Scotland, Wales and Northern Ireland'²⁶;
- DEFRA (2022) 'Local Air Quality Management Review and Assessment Technical Guidance LAQM.TG (22)'²⁷;
- DEFRA particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) PM_{2.5} Targets: Interim Planning Guidance, n.d.²⁸;

²¹ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2024.

²² Places for Everyone Plan, Greater Manchester Combined Authority, 2024.

²³ Bury Unitary Development Plan, Bury Council, 1997.

²⁴ Rochdale Adopted Core Strategy, RBC, 2016.

²⁵ Clean Air Strategy 2019, DEFRA, 2019

²⁶ AQS: Framework for Local Authority Delivery, DEFRA, 2023.

²⁷ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

²⁸ PM_{2.5} Targets: Interim Planning Guidance, DEFRA, n.d.

- IAQM Land-use Planning & Development Control: Planning for Air Quality, 2017²⁹;
- IAQM Guidance on the Assessment of Dust from Demolition and Construction, 2024³⁰;
- National Highways LA:105 Air Quality (Vertical Barriers), 2024³¹;
- National Planning Practice Guidance, 2016³²;
- Institute of Air Quality Management (IAQM) A guide to the assessment of air quality impacts at designated nature conservation sites 2020³³;
- Natural England (NE) Air pollution and development: advice for local authorities 2025³⁴; and,
- NE's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations 2018³⁵.
-

Preliminary Assessment of Baseline Conditions

- 11.2 Bury Council (BC) has undertaken Review and Assessment of air quality within its area of jurisdiction. This process has indicated that annual mean concentrations of nitrogen dioxide (NO₂) are above the Air Quality Objective (AQO) within its administrative extents. As such, one Air Quality Management Area (AQMA) has been designated. This is described as follows:

"This is the part of the Greater Manchester Combined Authority AQMA located within the Bury Council area."

- 11.3 Rochdale Borough Council (RBC) has also undertaken Review and Assessment of air quality with its area of jurisdiction. This process has also indicated that annual mean

²⁹ Land-use Planning & Development Control: Planning for Air Quality 2017, IAQM, 2017.

³⁰ Guidance on the Assessment of Dust from Demolition and Construction, IAQM, 2024.

³¹ LA 105 - Air Quality (Vertical Barriers), Highways England, 2024.

³² <https://www.gov.uk/guidance/air-quality--3>.

³³ A guide to the assessment of air quality impacts on designated nature conservation sites v1.1, IAQM, 2020.

³⁴ Air pollution and development: advice for local authorities, NE, 2025.

³⁵ Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations, NE, 2018

concentrations of NO₂ are above the AQO within its administrative extents. One AQMA has therefore been designated. This is described as follows:

"This is the part of the Greater Manchester Combined Authority AQMA located within the Rochdale Council area."

- 11.4 The Site is partly located within the BC AQMA and is approximately 1.4km south of the RBC AQMA. As such, there is the potential for emissions associated with the proposals to increase pollution levels in this sensitive area, as well as the exposure of future residents to elevated pollutant concentrations.
- 11.5 Air quality monitoring is undertaken by BC and RBC throughout their areas of jurisdiction. Data has also been collected by the Greater Manchester Combined Authority to inform the Clean Air Plan. The closest monitoring positions to the site are approximately 160m south and 980m north-west of the site. Review of the results indicated NO₂ levels were below the annual mean AQO of 40µg/m³ in recent years at these locations.
- 11.6 Monitoring of particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀) concentrations is undertaken approximately 3.4km north-west of the Assessment Boundary. Review of the results indicated PM₁₀ concentrations at this location were below the AQO of 40µg/m³ in recent years.
- 11.7 BC and RBC do not undertake monitoring of PM_{2.5} concentrations within the vicinity of the Site.
- 11.8 A review of the background mapping concentrations produced by DEFRA³⁶ indicated that background annual mean NO₂ and PM₁₀ concentrations at the site were below the AQOs of 40µg/m³ and annual mean PM_{2.5} concentrations were below the Concentration Target of 10µg/m³.

Identification of Likely Significant Effects

- 11.9 The initial assessment findings have identified the following receptors which could be potentially effected by the Project for Assessment:
- Enabling and Construction Phase Fugitive Dust Emissions - during the construction of the proposals there is the potential for air quality effects as a result of fugitive dust emissions from demolition, earthworks, construction and trackout activities. These

³⁶

<http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>.

activities have the potential to effect existing human receptors within the vicinity of the Site;

- Enabling and Construction Phase and Operational Phase Road Vehicle Exhaust Emissions - during construction and operation of the proposals there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These have the potential to effect existing human and ecological receptors; and,
- Operational Phase Future Exposure - during operation of the proposals there is the potential for future residents at the Site to be exposed to elevated pollutant concentrations due to the proximity of the site to the M60 and associated vehicle exhaust emissions.

11.10 The initial assessment findings have identified the following receptors which could be effected by the Project for Assessment:

- Enabling and Construction Phase Fugitive Dust Emissions - Residential properties located off Simister Lane and Heywood Old Road within 250m of the site and 50m of the access route up to 250m from the site entrance. There are no ecological designations located within 50m of the site or 250m from the site entrance;
- Enabling and Construction Phase and Operational Phase Road Vehicle Exhaust Emissions - Residential properties within 200m of roads that vehicles may use to access the site; and,
- Operational Phase Future Exposure - future residents of the proposals.

11.11 The initial assessment findings have identified the following effects which are not considered significant and therefore are scoped out from further assessment:

- Operational Phase Odour Emissions - during of operation of the Proposed Development there is the potential for odour emissions as a result of Mellodew Farm. These have the potential to cause amenity effects for future residents at the Site. However, the farm primarily operates as a horse boarding stable, with horses housed in partly enclosed buildings that provide partial containment for any odour emissions. The Site is also distanced approximately 130m east of the farm, in an upwind location farm with respect to the prevailing meteorological conditions. As such, any odour emissions generated by Mellodew Farm are not anticipated to impact the amenity of future residents and are considered to be not significant.

Scope and Methodology of Assessment (including significance criteria)

11.12 Standardised significance criteria used to describe the significance of effects is as follows:

- Major Beneficial;
- Moderate Beneficial;
- Minor Beneficial;
- Negligible;
- Minor Adverse;
- Moderate Adverse; and,
- Major Adverse.

Enabling and Construction Phase

11.13 During enabling and construction of the proposals there is the potential for air quality effects as a result of fugitive dust emissions from demolition, earthworks, construction and trackout activities. It is proposed to assess these in accordance with the IAQM guidance 'Assessment of Dust from Demolition and Construction V2.2'³⁷.

11.14 The potential for dust emissions will be assessed for each activity that is likely to take place and will consider three separate dust effects:

- Annoyance due to dust soiling; and,
- The risk of health effects due to a significant increase in exposure to PM₁₀;

11.15 The significance of potential effects and suitable mitigation to control emissions throughout construction will be defined based on the IAQM guidance.

Enabling and Construction Phase - Road Vehicle Exhaust Emissions

- 11.16 During enabling and construction of the Proposed Development there is the potential for air quality effects as a result of exhaust emissions associated with vehicles travelling to and from the Site. It is proposed to assess these effects qualitatively using the findings of the operational phase road vehicle exhaust emissions assessment.

Operational Phase - Road Vehicle Exhaust Emissions

- 11.17 The proposals has the potential to increase concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of exhaust emissions associated with vehicles travelling to and from the site during operation. These will be assessed through detailed dispersion modelling using ADMS-Roads in order to fully quantify pollution levels at sensitive locations both with and without the development in place.
- 11.18 ADMS-Roads is a commonly used software package for the prediction of emission dispersion and the results are accepted by Local Authorities throughout the UK.
- 11.19 The assessment will be undertaken using 1-year of meteorological records taken from the Manchester Airport Meteorological Station. The modelling outputs will be verified against local monitoring data in accordance with the DEFRA TG22³⁸ methodology.
- 11.20 Predicted pollutant concentrations at human receptors will be compared against the Air Quality Objectives and Concentration Target, as defined in the UK Air Quality Strategy and associated regulations. The significance of potential impact will be determined based on the predicted magnitude of change in pollutant concentrations and the criteria provided within the IAQM guidance document.

Operational Phase - Future Exposure

- 11.21 The proposals have the potential to expose future residents to elevated pollutant concentrations. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations across the Site, detailed dispersion modelling will be undertaken using the methodology outlined above in order to quantify pollutant concentrations across the Site.
- 11.22 The results of the dispersion modelling will be compared with the relevant AQOs and Concentration Target to determine the significance of potential effects on future residents of the proposals.

³⁸

Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Preliminary Discussions of Potential Mitigation and Enhancement Measures

- 11.23 Measures to mitigate fugitive dust emissions during demolition, earthworks, construction and trackout will be based on the IAQM 'Assessment of Dust from Demolition and Construction V2.2' guidance³⁹. This is anticipated to control effects associated with fugitive dust emissions arising from construction works to an acceptable level.
- 11.24 If required, mitigation measures to control effects associated with vehicles travelling to and from the site during construction and operation will be identified. The measures will reduce air quality effects to an appropriate level with reference to the recommendations included within the IAQM guidance.
- 11.25 Any mitigation measures required as a result of future resident exposure will be in accordance with best practice and relevant guidance.

The Approach to the Assessment of Cumulative Effects

- 11.26 Cumulative effects will be assessed within each topic chapter of the ES. This will assess the cumulative effects of the Project for Assessment in conjunction with any committed developments within the vicinity of the sites identified through the scoping process (refer to Section 2).
- 11.27 The approach to the assessment of Cumulative Effects for this assessment will be as follows:
- Enabling and Construction Phase Fugitive Dust Emissions - Should construction phase activities such as demolition, earthworks, construction and trackout take place at any identified cumulative schemes within 500m of the site boundary, it is possible that cumulative dust impacts may occur. These will be considered and assessed in accordance with the IAQM guidance⁴⁰;
 - Enabling and Construction Phase and Operational Phase Road Vehicle Exhaust Emissions - Vehicle movements associated with cumulative schemes will be incorporated within the traffic data used for dispersion modelling. This will identify the potential for cumulative effects as a result of road vehicle exhaust emissions

³⁹ Guidance on the Assessment of Dust from Demolition and Construction, IAQM, 2024.
⁴⁰ Guidance on the Assessment of Dust from Demolition and Construction, IAQM, 2024.

during construction and operation and will be assessed in accordance with the IAQM guidance⁴¹; and,

- Operational Phase Future Exposure - As outlined above, vehicle movements associated with cumulative schemes will be incorporated into the traffic data used for dispersion modelling. The modelling results will therefore identify the potential for cumulative effects on future residents' exposure to vehicle exhaust emissions resulting from cumulative traffic flows on the local road network.

41

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

12 NOISE

Introduction

- 12.1 This chapter of the ES will assess the effects of the Project for Assessment on Noise both on site and within the surrounding area. The assessment will be undertaken by Sharps Redmore.
- 12.2 This Chapter will be accompanied by a noise technical report that will be prepared as part of the planning application.

Relevant Policy and Guidance

National Planning Policy and Guidance

- National Planning Policy Framework⁴²
- Noise Policy Statement for England (NPSE)⁴³
- Planning Practice Guidance (PPG): Noise⁴⁴
- Control of Pollution Act⁴⁵

Local Planning Policy

- Greater Manchester's Places for Everyone (PfE) Joint Development Plan Document (March 2024): Policy Allocation JPA 1.2
- Rochdale Borough Unitary Development Plan 2001 – 2016: Policy EM/2 Pollution; Policy EM/3 Noise and New Development
- Bury Unitary Development Plan (Adopted 1997): EN 7/2 – Noise Pollution

Guidance Documents

- British Standard (BS) BS 5228:2009+A1:2014:⁴⁶

⁴² National Planning Policy Framework, Ministry of Housing, Communities and Local Government, December 2024

⁴³ Planning Practice Guidance: Noise, Ministry of Housing, Communities and Local Government, July 2019

⁴⁴ Noise Policy Statement for England, Department for Environment, Food and Rural Affairs, March 2010

⁴⁵ Control of Pollution Act 1974

⁴⁶ BS 5228:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites – Part 1: Noise & Part 2: Vibration

- BS 4142:2014+A1:2019⁴⁷;
- World Health Organisation: Guidelines for Community Noise (1999)⁴⁸;
- BS 8233: 2014⁴⁹;
- Professional Practice Guidance on Planning and Noise for new residential development⁵⁰
- Design Manual for Roads and Bridges (DMRB) LA 111 Noise and Vibration
- Calculation of Road Traffic Noise (CRTN)⁵¹.

Preliminary Assessment of Baseline Conditions

- 12.3 A site visit has been undertaken and observations made at various locations in and around the Site. Road traffic noise was observed to be the dominant noise source across the Site and surrounding area. The principal source of noise was the M60 to the south of the Site along with Heywood Old Road. The M62 which is located around 600m to the north and north west, was also audible in the northern part of the Site.
- 12.4 A noise survey has been undertaken in June 2024 with the scope of the survey agreed with the Environmental Health Officer (EHO) at Bury Council (BC). Measurements were collected over a period of approximately 48 hours at two locations which were located on the site boundary adjacent to the M60 and also adjacent to Heywood Old Road. Additional short term attended measurements were collected during both daytime and night-time periods adjacent to the northern boundary of the Site. The noise survey locations are presented in Figure 12.1 overleaf and the results of the survey will be reported in the ES.

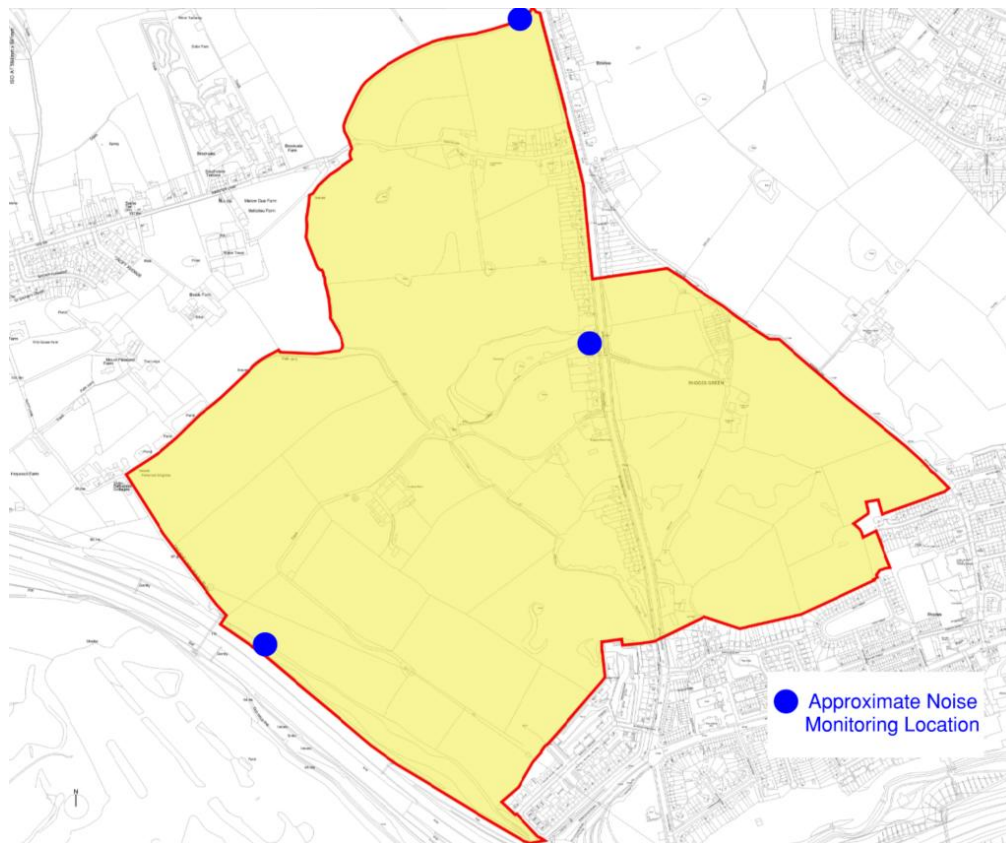
⁴⁷ British Standards Institution [BS] 4142:2014+A1:2019, Methods for rating and assessing industrial and commercial sound

⁴⁸ World Health Organisation (1999), "Guidelines for Community Noise"

⁴⁹ British Standards Institution [BS] 8233:2014 'Guidance on Sound Insulation & Noise Reduction for Buildings'

⁵⁰ Chartered Institute of Environmental Health (CIEH), the Association of Noise Consultants (ANC) and the Institute of Acoustics (IOA), May 2017, Professional Practice Guidance on Planning and Noise for new residential development (ProPG)

⁵¹ Department of Transport, Welsh Office (1988) Calculation of Road Traffic Noise

Figure 12.1. Noise Monitoring Location Plan

- 12.5 With regard of the eastern part of the Site, Boardman Lane / Ellis Lane, which is a 30mph lane, bounds the Site to the east and has a very low traffic flow⁵². Noise from this road would have a negligible effect at the Site. The A576 is located over 150m to the south of the Site with existing residential dwellings, which provide screening to the site to further reduce noise, located in the intervening land. Whilst it is also considered that noise from this link would have a negligible effect at the Site, as the A576 is a main road, this link will be included in noise modelling using traffic data in relation to future residential receptors which would present a proportionate and robust approach. Therefore, it is considered that the survey undertaken is valid to inform the assessment of likely significant effects across the EIA Assessment Boundary.

⁵² Baseline 18 hour Annual Average Weekday Traffic flow of less than 100 total vehicles (Based on traffic data provided by the traffic consultant for Northern Gateway JPA 1.1)

Identification of Likely Significant Effects

12.6 The initial assessment findings have identified the following receptors which could be potentially effected by the Project for Assessment:

- Noise and vibration effects (Construction Phase): Existing residential receptors.
- Existing residential receptors along the local road network with respect to development generated road traffic during the operational phase.

12.7 The initial assessment findings have identified the following effects which are not considered significant and therefore are scoped out from further assessment:

Operational Industrial and Commercial Noise Sources (Local Centre and School)

12.8 A small scale local centre which may include local retail, community and health facilities is proposed. In addition a primary school is proposed. However, as the Proposed Development is outline in nature, there are no fixed details of buildings or location of operational noise generating sources (i.e from plant noise). The design of buildings and other features such as the location of plant, is a matter that would be considered in detail during detailed design and at the Reserved Matters planning application stages.

12.9 The likely principal sources of noise from such uses that could arise include noise from servicing at the local centre, vehicle movements within car parking areas and plant noise. Consideration may also be required to be given to potential use of any commercial use associated with multi use games areas (MUGA) associated with the school.

12.10 There are various standard practice design measures that could inter-relate to control noise. Such measures could include, the positioning of the service yard where practicable, the introduction of enclosures around delivery yards and/or limiting delivery and trading hours. Similar measures would also be applicable for the control of MUGA's. In relation to noise from any mechanical services, it is a typical requirement that noise from any plant should be designed to not exceed the existing background noise level at existing residential receptors and, depending on context, proposed residential receptors.

12.11 Given the nature of these ancillary uses associated with the Project for Assessment, the control of noise from likely end uses are considered to be common with similar developments. This is considered relevant within the context of aligning with the NPPF's holistic approach to sustainable development encompassing social, economic and

environmental aspects such as the proximity of services and amenities to residents as well as accessibility to public transport.

- 12.12 Following consultation with the BC EHO it has been agreed that a noise survey relating to proposed commercial uses, which would form part of such assessment, is not required at this outline planning stage. Such surveys would be undertaken during future Reserved Matters applications. Assessments would be undertaken with respect to the relevant guidance such as BS 4142 or other appropriate guidance. This can be secured by way of a planning condition.
- 12.13 Therefore, operational noise associated with commercial noise sources to existing and proposed receptors is not considered to be significant and will not be considered further in the EIA or reported in the ES. However, outline acoustic design measures will be presented as part of a noise technical report to accompany the planning application to provide good acoustic design principles to inform the design of the development at Reserved Matters stage.

Effects of existing and proposed noise sources on proposed residential receptors

- 12.14 A baseline noise survey has been undertaken in June 2024 with road traffic on the M60 and Heywood Old Road being the key existing noise sources relevant to the Site. Other noise sources that may require consideration include noise generating sources associated with the proposed local centre and school for which details, as noted above, are not fixed at this outline stage. However, the presence of such features and the relationship with future residential receptors is considered to be common with similar developments.
- 12.15 The design of buildings and other features is a matter to be considered in detail at Reserved Matters stage. With the incorporation of suitable design measures, as is standard practice for developments of this nature, it is considered that significant adverse noise effects could be avoided.
- 12.16 However, an assessment to demonstrate the suitability of the Site for residential development will be undertaken to accompany the planning application. The results of baseline noise survey and subsequent analysis will be included in the noise assessment. The assessment will consider the impact of noise, including road traffic along with the proposed local centre and school, in relation to proposed residential receptors.

- 12.17 The assessment will be undertaken within the context of standard guidance documents including the ProPg⁵³ and BS 8233⁵⁴. Following standard practice, the assessment will include consideration of typical design measures such as landscape buffers, building orientation / massing, acoustic barriers / bunds and a suitable scheme of sound insulation to dwellings with respect to existing and proposed noise sources. There are various design measures that would inter-relate and the guidance provided within relevant documents and standards including the ProPg provides a basis for such assessment. At this outline planning stage, outline design measures would be presented.
- 12.18 The requirement to undertake further assessment when detailed design information is available at Reserved Matters or discharge of planning condition stage could be secured by a suitably worded planning condition.
- 12.19 Therefore, effects of noise on proposed residential receptors associated with the Proposed Development is not considered to be Significant and will not be considered further in the EIA or reported in the ES.

Operational Vibration

- 12.20 Based on the type of proposed end-use associated with the Proposed Development, it is not considered that adverse effects would occur with respect to vibration in the operational phase.
- 12.21 Therefore, operational vibration to receptors is not considered to be Significant and will not be considered further in the EIA or reported in the ES.

Scope and Methodology of Assessment (including significance criteria)

Noise and vibration effects (Construction Phase)

- 12.22 With regard to noise and vibration generating activities during the construction phase, in the absence of mitigation, adverse effects could potentially occur. Such activities could include, but are not limited to:

⁵³ British Standards Institution [BS] 8233:2014 'Guidance on Sound Insulation & Noise Reduction for Buildings'

⁵⁴ Chartered Institute of Environmental Health (CIEH), the Association of Noise Consultants (ANC) and the Institute of Acoustics (IOA), May 2017, Professional Practice Guidance on Planning and Noise for new residential development (ProPG)

- Noise from site preparation / enabling works including earthworks and infrastructure, construction of site substructures and infrastructure and site compounds; and
- Vibration from compacting and piling.

12.23 It has been assumed that construction traffic will be less than operational traffic.

12.24 Typically, through the use of industry standard noise and vibration control measures it is considered that likely residual effects would be not Significant. However, the detail in these control measures is not yet known. Therefore, proportionate to outline planning stage, a qualitative assessment of such effects will be established and necessary mitigation measures to control noise effects outlined in the ES.

12.25 The nature of activities that would occur during the decommissioning phase are likely to be comparable to that associated with the construction phase. The general principles and likely effects of noise and, to a lesser extent vibration, that have been stated above, would be comparable during both phases.

Noise from Development Generated Road Traffic (Operational Phase)

12.26 Large changes in traffic flow are required to result in perceptible changes to road traffic noise levels. However, as traffic flow data is not available at this stage, an assessment of effects of development generated road traffic noise at existing residential receptors along the local road network has been scoped-in to the ES.

12.27 Basic noise level calculations would be undertaken to establish the change in noise level on links surrounding the Site. If deemed appropriate, noise modelling would be undertaken to supplement the basic noise level calculations. An assessment of off-site road traffic noise at residential receptors along the local road network would be undertaken with reference to the guidance provided within CRTN and DMRB.

12.28 A comparison of the level of road traffic noise 'without' and 'with' the Proposed Development will be undertaken. Assessment years and scenarios are to be confirmed as the assessment progresses. However, given that the Proposed Development will be phased and traffic will be introduced on the local road network progressively, as a minimum, a comparison of the 'Do Minimum' in the opening year and 'Do Something' in the future design year (either full development completion date or 15 years after opening) will be undertaken. The results of which will be presented in the ES Chapter.

12.29 Standardised significance criteria used to describe the significance of effects is as follows:

- Major Beneficial;
- Moderate Beneficial;
- Minor Beneficial;
- Negligible;
- Minor Adverse;
- Moderate Adverse; and,
- Major Adverse.

12.30 Significant effects will be determined following this through professional judgment.

Preliminary Discussions of Potential Mitigation and Enhancement Measures

12.31 Large changes in traffic flow are required to result in perceptible changes to road traffic noise levels. However, as traffic flow data is not available at this stage, an assessment has not been undertaken to make an informed judgement of where mitigation measures may be required or feasible. This will be determined through the assessment process.

The Approach to the Assessment Cumulative Effects

12.32 Cumulative effects will be assessed within each topic chapter of the ES. This will assess the cumulative effects of the Proposed Development in conjunction with any committed developments within the vicinity of the sites identified through the scoping process (refer to **Section 3**).

13 HYDROLOGY, FLOOD RISK AND WATER RESOURCES

Introduction

- 13.1 This chapter of the ES will assess the effects of the Project for Assessment on Hydrology, Flood Risk and Water Resources both on site and within the surrounding area. The assessment will be undertaken by Tetra Tech.
- 13.2 This chapter will be informed by a flood risk assessment (FRA), a drainage strategy, and hydraulic modelling of the unnamed watercourse within the site. These will be prepared for submission as part of the planning application.

Relevant Policy and Guidance

National Planning Policy

- 13.3 The following national guidance will be used to support this ES chapter:
- National Planning Policy Framework (NPPF) (December 2024);
 - Water Environment (Water Framework Directive) (England and Wales) Regulations 2017;
 - Flood and Water Management Act 2019;
 - DEFRA National standards for sustainable drainage systems 2025;
 - 2015 CIRIA SuDS Manual (C753F).

Local Planning Policy and Guidance

- 13.4 The following local planning policy and guidance will be used to support this ES chapter:
- Rochdale Borough Council (RBC) Local Plan Adopted 2016;
 - Bury Borough Council (BBC) Local Plan (Consultation closed May 2024);
 - RBC Flood Risk Management Strategy;
 - BBC Local Flood Risk Management Strategy;
 - Greater Manchester Combined Authority (GMCA) Level 1 Strategic Flood Risk Assessment (SFRA) (2020);
 - Oldham and Rochdale Urban Design Guide Supplementary Planning Document;

- North West SuDS Pro-forma Guidance for completing your pro-forma.

Preliminary Assessment of Baseline Conditions

Water Features

- 13.5 The River Irk, situated approximately 250 m to the south of the site is classified as an EA Main River and flows in a generally south-westerly direction.
- 13.6 There is an unnamed ordinary watercourse going through the western parcel generally flowing from northwest to southeast.
- 13.7 There is a private fishing lake/ reservoir located to the east of the unnamed watercourse and to the west of Heywood Old Road, situated between the east and west application parcels.
- 13.8 There are several small ponds situated within the western parcel (to the west of Heywood Old Road) and within the vicinity of the site (to the northwest of the site).
- 13.9 Refer to Figure 13.1 and Figure 13.2.

Flood Risk

- 13.10 The ground levels within the site range from approximately 120m AOD in the north to approximately 71m AOD in the south, at the downstream end of the unnamed watercourse.
- 13.11 The site is entirely located within Flood Zone 1, with the nearest fluvial Flood Zone 3 extent 160m south of the Site adjacent to the River Irk.
- 13.12 There are areas of surface water flooding indicated in mapping throughout the Site, including areas at risk in a 3.3% AEP event.
- 13.13 A review of Defra's online 'Magic' mapping indicates the Site is underlain by Secondary A and Secondary (undifferentiated) Superficial deposits and by bedrock deposits which are classified as Secondary A. A review of the Long-Term Flood Risk website indicates that groundwater flooding is considered to be unlikely in this area, therefore the risk of groundwater flooding is considered to be low.

Drainage

- 13.14 There are no known public sewers within the Site, however, there may be private drainage systems associated with the existing agricultural infrastructure and buildings.

13.15 Based on the nature of the existing Site largely as agriculture fields, the site walkover and topographic data, it is understood that surface water runoff generated within much of the existing site currently discharges to the nearby watercourses predominantly via overland flows.

13.16 Public sewer records obtained from United Utilities (UU) indicates a Public Rising Main and a 225mm diameter Public Sewer located approximately 420m to the northwest of the site beneath Simister Lane.

Water Availability

13.17 There are potable water connections to the north, east, and south of the site located beneath Simister Lane, Blueball Lane, Heywood Old Road, Ellis Lane and Manchester Old Road.

Future Baseline

13.18 It is anticipated that flood risk will increase in future baseline conditions as a result of climate change.

13.19 It is anticipated that there will be increased pressure on water availability in future baseline conditions as a result of population growth.

Identification of Likely Significant Effects

13.20 The initial assessment findings have identified the following effects which will be considered further in the assessment:

- Decrease in surface and ground water quality as a result of runoff during construction activities;
- Increase in surface water and fluvial flood risk as a result of runoff during construction activities on the site;
- Decrease in surface water quality as a result of runoff during operation;
- Increase in surface water flood risk as a result of increased overland flows from changes to topography and increased areas of hardstanding during operation;
- Increase in fluvial flood risk as a result of areas of hardstanding within the floodplain during operation;
- Flood risk as a result of flooding from reservoirs (e.g. fishing lake /reservoir) during construction and operation;

- Depending on the scale of any on-site features, flood risk as a result of flooding from failure of onsite attenuation features installed as part of drainage strategy during construction and operation;
- Changes to hydromorphological conditions of the watercourse during operation and construction;
- Increased demand on existing drainage networks and Wastewater Treatment Works during construction and operation;
- Increased demand on water resources and associated infrastructure during operation;
- Decrease in groundwater quality as a result of infiltration of contaminated surface waters through SuDS during operation;
- Changes to the groundwater hydrological regime as a result of changes to hardstanding areas during construction and operation.

13.21 The initial assessment findings have identified the following receptors, as shown in Figure 13.1, which could be effected by the Proposed Development:

- River Irk
- Unnamed Watercourse
- Fishing Lake / Reservoir
- Offsite Ponds
- Onsite Small Ponds
- Heywood Old Road Residential Area (More Vulnerable)
- Manchester Old Road Residential Area (More Vulnerable)
- Simister Residential Area (More Vulnerable)
- Heaton Farm Buildings (More Vulnerable)
- N Manchester Carboniferous Aquifers
- Manchester and East Cheshire Permo-Triassic Sandstone Aquifers

- 13.22 The initial assessment findings have identified the following effects which are not considered significant and therefore are scoped out from further assessment:

Increased demand for water supply as a result of water use during construction activities

- 13.23 There is expected water use during construction activities e.g. dust suppression and high-pressure cleaning. The amount of water used during the construction activities is anticipated to be insignificant.
- 13.24 Therefore, an increase in demand on water supply as a result of water use during construction activities is not considered to be significant and will not be considered further in the EIA or reported in the ES.

Scope and Methodology of Assessment (including significance criteria)

Technical Scope

- 13.25 This EIA Scoping chapter will consider the potential effects of activities on all potential sources of flood risk including watercourses, surface water and overland flow routes, groundwater, sewers, and reservoirs.
- 13.26 The potential effects of proposed surface water management will be considered, including any changes to existing water courses, as well as and the potential effects on the water quality of surface water bodies and groundwater bodies.

Temporal Scope

- 13.27 The risk to flooding will be assessed for the present day and when accounting for climate change using the furthest available epoch to assess for the lifetime of the development where data allows. Therefore, the period for assessment includes the construction and operational phases of the project.
- 13.28 The nature of the project is expected to make changes to the water environment that are considered permanent; therefore, the operational phase is included within the scoping assessment and will be assessed against the future baseline.

Spatial Scope

- 13.29 The spatial scope of this assessment covers the entirety of the application site boundary. The spatial scope extends to the River Irk approximately 450 km to the southeast of the site as this includes areas and receptors downstream of the site. Additionally, it extends to the northwest to capture the watershed feeding into the site, covering any potential

effects on the hydrological catchment. Figure 13.2 shows the proposed spatial assessment for this Scoping Chapter.

Assessment Methodology

13.30 The value of receptor sensitivity will be undertaken based on professional judgement and a review of the key receptors as part of the initial review process is set out as follows:

- Very High - Attribute has a high quality and rarity on a regional or national scale;
- High - Attribute has a high quality and rarity on a local scale;
- Medium - Attribute has a medium quality and rarity on a local scale;
- Low - Attribute has a low quality and rarity on a local scale.

13.31 Standardised significance criteria used to describe the significance of effects is as follows:

- Major Beneficial;
- Moderate Beneficial;
- Minor Beneficial;
- Negligible;
- Minor Adverse;
- Moderate Adverse; and,
- Major Adverse.

13.32 The nature of environmental effects will be as the following:

- Adverse or beneficial;
- Direct or indirect;
- Temporary or permanent;
- Short, medium or long term;
- Reversible or irreversible; and,

- Cumulative.

13.33 The results of the above will be presented in the ES Chapter.

Preliminary Discussions of Potential Mitigation and Enhancement Measures

13.34 Prior to construction works taking place a Construction Environmental Management Plan (CEMP) will be produced to detail the appropriate measures and practices to be followed in relation to the identified receptors. The CEMP will include;

- A Pollution Prevention Plan
- A Biosecurity Plan
- Best practice guidance for working near watercourses

13.35 The contractors appointed for construction will follow the CEMP and relevant guidance.

13.36 The provision of a CEMP will mitigate the risk of flooding from fluvial and pluvial sources during construction, the risk of pollution and contamination of all receptors and will mitigate the risk of introducing non-native species. For example, the CEMP will include instructions for efficient water use, the use of silt barriers when reprofiling the ground and will detail the procedure to avoid spillages from construction plant. It will also stipulate that the cleaning of plant (in particular, those involved with concrete) will be undertaken offsite where the wastewater will be treated.

13.37 A drainage strategy plan will be developed to ensure current onsite risk can be managed effectively with no increase in surface water flood risk elsewhere as a result of the proposals. Surface water is proposed to discharge into several drainage basins adjacent to the development parcels and then discharge into the unnamed watercourse at a rate equivalent to the existing greenfield runoff. Details of the proposed strategy will inform the assessment within the ES Chapter.

13.38 Any proposed bridge crossings will span sections of the unnamed watercourse to avoid interaction with the channel. There is no intention to culvert the unnamed watercourse in the interests of flood management and biodiversity. Therefore, it is expected that the bridges will include mitigation by design, this will be confirmed and further assessed within the ES Chapter.

The Approach to the Assessment of Cumulative Effects

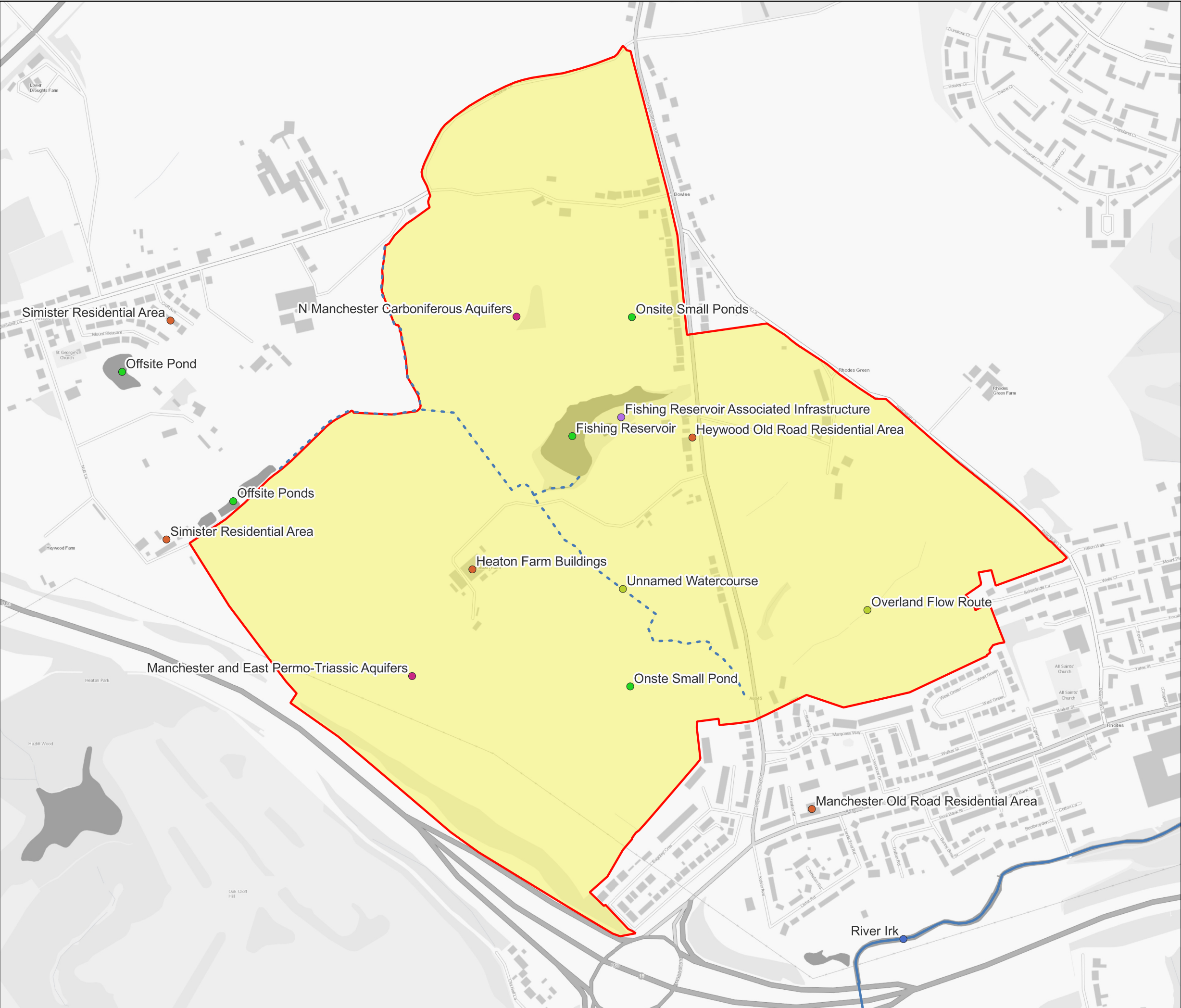
- 13.39 Cumulative effects will be assessed within each topic chapter of the ES. This will assess the cumulative effects of the Proposed Development in conjunction with any committed developments within the vicinity of the sites identified through the scoping process (refer to Section 3). It is assumed that all other upcoming developments will adhere to best practice and standards during construction and operation limiting off site impact, nevertheless, these will be assessed.

Figure 13.1: EIA Assessment Extent



Figure 13.2: Location of Sensitive Receptors





Northern Gateway JPA1.2

Simister, Manchester
National Grid Reference: 384304, 405613

Northern Gateway
Development Vehicle

Figure 13.2 Location of Sensitive
Receptors

Legend

- EIA Assessment Boundary
- Main Rivers
- Ordinary Watercourses
- Aquifer
- Less Vulnerable Infrastructure
- Main River
- More Vulnerable Infrastructure
- Ordinary Watercourse
- Waterbody

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Version
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Approved by: FH
Date: 14/07/2026

TETRA TECH
© Tetra Tech

3 Sovereign Square,
Sovereign Street,
Leeds,
United Kingdom, LS1 4ER

14 SOCIO-ECONOMICS & HUMAN HEALTH

Introduction

- 14.1 This chapter of the ES will assess the effects of the development on Socio-economics & Health both on site and within the surrounding area. Both the assessment and subsequent Socio-Economics ES Chapter will be prepared by Turley Economics.

Relevant Policy and Guidance

National Planning Policy

- 14.2 The following national planning policies and guidance provide relevant context and inform the assessment of Socio-Economics and Human Health:

- National Planning Policy Framework (NPPF)⁵⁵;
- Homes & Communities Agency (HCA), Additionality Guide (4th Edition)⁵⁶;
- NHS Healthy Urban Development Unit (HUDU), Rapid Health Impact Assessment (HIA) Toolkit (4th Edition)⁵⁷;
- Institute of Sustainability and Environmental Professionals (ISEP), Social Impact Assessment in Environmental Impact Assessment in the UK⁵⁸;
- ISEP, Effective scoping of Human Health in Environmental Impact Assessment in the UK⁵⁹; and
- ISEP, Determining Significance for Human Health in Environmental Impact Assessment⁶⁰.

Local Planning Policy

⁵⁵ Ministry of Housing, Communities & Local Government (MHCLG) (2024) National Planning Policy Framework (NPPF)

⁵⁶ Homes and Communities Agency (HCA) (2014) Additionality Guide (4th Edition)

⁵⁷ NHS Healthy Urban Development Unit (HUDU) (2019); Rapid Health Impact Assessment Toolkit (4th Edition)

⁵⁸ Institute of Sustainability & Environmental Professionals (ISEP) (2025) Social Impact Assessment in Environmental Impact Assessment in the UK

⁵⁹ Institute of Sustainability & Environmental Professionals (ISEP) (2022); Effective Scoping of Human Health in Environmental Impact Assessment

⁶⁰ Institute of Sustainability Professionals (2023); Determining Significance of Human Health in Environmental Impact Assessment

14.3 The following local planning policy documents provide relevant context and inform the assessment of Socio-Economics and Health:

- Greater Manchester Combined Authority (GMCA), Places for Everyone, Joint Development Plan 2022-2039⁶¹;
- Bury Unitary Development Plan⁶²,
- Rochdale Core Strategy⁶³,
- The emerging Local Plans for Bury and Rochdale and the emerging Greater Manchester Joint Waste & Minerals Plan, and
- Simister Bowlee Development Framework (JPA1.2) SPD February 2026.

Preliminary Assessment of Baseline Conditions

Socio-economic and Human Health Impact Areas

14.4 The Site spans the administrative boundaries of BC and Rochdale Borough Council (RBC). The combined boroughs are therefore considered to be the suitable 'local impact area' with regard to socio-economic and human health-related effects, with the Greater Manchester Combined Authority (GMCA) area serving as the defined 'wider impact area'. The North West region as a whole is defined as the 'regional impact area'.

14.5 Therefore, the technical baseline is primarily presented on this basis (see 'Assessment Methodology of Effects Likely/Significant' section in relation to this topic for further details).

Working-age Population and Travel to Work

14.6 The 2021 Census⁶⁴ recorded the resident population of Bury and Rochdale as c. 417,600, equating to around 15% of the GMCA's total population of c. 2.87 million. The working-age cohort of the local population (residents aged 16 to 64 years) accounts for 62% of the Bury and Rochdale population, which is slightly lower than the 64% recorded across the GMCA as a whole, as well as the rates across the wider North West region and nationally (both 63%).

⁶¹ Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan 2022 - 2039

⁶² Bury Council (1997) Unitary Development Plan

⁶³ Rochdale Borough Council (2016) Core Strategy for the Local Plan

⁶⁴ ONS via Nomis (2022) 2021 Census

- 14.7 The 2021 Census⁶⁵ recorded that c. 54% of people working in Bury and Rochdale who do travel outside of the home to a workplace (i.e. do not mainly work from home) also resided in the boroughs. Of those people travelling to a workplace in Bury and Rochdale, 89% lived within the wider GMCA area.

Economic Activity and Employment

- 14.8 There are an estimated 186,600 economically active people of working age living in Bury and Rochdale⁶⁶. The economic activity rate amongst the combined boroughs' working-age population is slightly lower (at 74%) in comparison with that recorded across the GMCA as a whole (76%), which in turn is lower than regional (77%) and national (79%) levels.
- 14.9 Similarly, the working-age employment rate across Bury and Rochdale combined (69%) is lower than across the GMCA as a whole (72%), the North West (74%) and nationally (76%)⁶⁷.
- 14.10 As of May 2026, approximately 8,755 people aged over 16 in Rochdale 6.0% of working aged residents, were recorded as claiming benefits associated with being out of work⁶⁸. This is higher than in Bury (5,370, or 4.4% of working aged residents), as well as the rate recorded across Greater Manchester (4.9%), the North West (4.2%) and England (4.1%).
- 14.11 The ONS Business Register & Employment Survey ⁶⁹ (BRES) recorded c. 163,750 employee jobs in Bury and Rochdale as of 2024, accounting for c. 11% of the total c. 1.5 million across the GMCA.
- 14.12 The 10,000 jobs supported in the construction sector across both local authority areas represents 6.1% of employment locally in Bury and Rochdale, which is slightly higher than the rates in the GMCA (4.8%), the North West, and nationally (both 5.0%).

Housing

- 14.13 PfE⁷⁰ sets out that Bury and Rochdale have respective requirements to deliver 7,678 and 10,472 dwellings over the period 2022-2039. This equates to an annual average of 452

⁶⁵ ONS via Nomis (2022) 2021 Census: Origin-destination data, England and Wales

⁶⁶ ONS via Nomis (2024) Annual Population Survey: January 2025 – December 2025

⁶⁷ Ibid.

⁶⁸ ONS via Nomis (2026) Claimant Count: May 2026

⁶⁹ ONS via Nomis (2026). Business Register and Employment Survey: 2024

⁷⁰ Greater Manchester Districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) (2024) Places For Everyone Joint Development Plan Document

dwellingings per annum (dpa) in Bury and 616 dpa in Rochdale over this period. It is noted that the housing targets step up over time; for the initial years 2022-2025, the targets were 246 dpa in Bury and 568 dpa in Rochdale.

- 14.14 Ministry of Housing, Communities and Local Government (MHCLG) data indicates that over the ten years to 2024/25, Bury and Rochdale respectively delivered 2,979 and 6,545 new homes. This is the equivalent of 298 dpa in Bury and 655 dpa in Rochdale.
- 14.15 Between 2022/23 and 2024/25, Bury and Rochdale respectively delivered 836 and 1,925 dwellingings, equivalent to an average of 279 dpa in Bury and 642 dpa in Rochdale⁷¹. Therefore, both Bury and Rochdale exceeded their housing delivery requirements (respectively 246 dpa and 568 dpa) for the initial years of targets under PfE up to 2025.
- 14.16 It is also noted that historic delivery in Rochdale (655 dpa over the past 10 years) has slightly exceeded its long-term PfE requirements (616 dpa between 2022 and 2039), whereas historic delivery in Bury (298 dpa over the past 10 years) has fallen below long-term PfE requirements (452 dpa between 2022 and 2039).

Early Years

- 14.17 A wide range of early years education facilities are located in the Site's surrounding settlements, and provision includes both those operated by private providers and those co-located with primary schools⁷².
- 14.18 The closest early years education provider to the Site is Heaton Park View Nursery⁷³, located in the settlement of Middleton, to the south. Further early years provision is also available in Middleton, such as Happy Tots⁷⁴ (also to the south) as well as Clever Clogs Day Nursery⁷⁵ (to the east)⁷⁶. Bowker Vale Primary School⁷⁷ (to the south) also has nursery classes (c. 1.7 miles)⁷⁸.

⁷¹ Department for Levelling Up, Housing and Communities (2025). Live tables on housing supply: net additional dwellingings (Table 122: housing supply; net additional dwellingings, by local authority district, England)

⁷² The 1996 Education Act states that the maximum travel distance that a child under the age of 8 should travel to school is 2 miles. The identified early years providers are not exhaustive list, and any early years education provision relevant to consider as part of the assessment of the Site's impacts would be dependent of the location of new homes within the Site.

⁷³ Located in Manchester City Council Local Authority Area

⁷⁴ Located in Manchester City Council Local Authority Area

⁷⁵ Located in Rochdale Metropolitan Borough Council Local Authority Area

⁷⁶ Day Nurseries (2026) 'Find the right nursery (postcode M24 4RP)' [Online]. Available at: <https://www.daynurseries.co.uk/>

⁷⁷ Located in Manchester City Council Local Authority area

⁷⁸ Department for Education (2026) 'Get information about schools' [Online]. Available at: <https://get-information-schools.service.gov.uk/>

Primary Education

14.19 There are a number of other primary schools within the locality of the Site⁷⁹, including:

- Little Heaton Church of England Primary School⁸⁰ (to the east) has 42 primary school places available; and
- Bowker Vale Primary School⁸¹ (as stated above, to the south), with 26 places available.

Secondary Education

14.20 Local secondary education provision within the locality of the Site⁸² includes schools in the settlements of:

- **Heywood** (to the north of the Site), including Edgar Wood Academy⁸³;
- **Blackley** (to the south and south-east of the Site), including Our Lady's RC High School and Co-Op Academy Manchester⁸⁴;
- **Crumpsall** (to the south of the Site), including The King David High School⁸⁵;
- **Prestwich** (to the South of the Site), including St Monica's RC High School⁸⁶; and
- **Middleton** (to the East of the Site), including St Anne's Church of England Academy⁸⁷.

14.21 Across these schools, a total of 505 places are currently available, with the majority of this capacity being concentrated within Edgar Wood Academy (with 263 places available) and St Monica's RC High School (with 84 places available).

⁷⁹ The 1996 Education Act states that the maximum travel distance that a child under the age of 8 should travel to school is 2 miles. The identified primary school providers are not exhaustive list, and any primary education provision relevant to consider as part of the assessment of the Site's impacts would be dependent of the location of new homes within the Site.

⁸⁰ Located in Rochdale Metropolitan Borough Council Local Authority Area

⁸¹ Located in Manchester City Council Local Authority area

⁸² The 1996 Education Act states that the maximum travel distance that a child over the age of 8 should travel to school is 3 miles. As with primary education, the identified secondary schools are not exhaustive list, and any secondary education provision relevant to consider as part of the assessment of the Site's impacts would be dependent of the location of new homes within the Site.

⁸³ Located in Rochdale Metropolitan Borough Council Local Authority area

⁸⁴ Both located in Manchester City Council Local Authority area

⁸⁵ Located in Manchester City Council Local Authority area

⁸⁶ Located in Bury Metropolitan Borough Council Local Authority area

⁸⁷ Located in Rochdale Metropolitan Borough Council Local Authority area

Special Educational Needs (SEN) Schools

14.22 There are a number of schools for pupils with Special Educational Needs (SEN) within a reasonable travel distance to the Site, including:

- Manchester Jewish School for Special Education⁸⁸ (located to the south of the Site), which DfE data⁸⁹ suggests has 24 places available;
- Prospect House Specialist Support Primary School⁹⁰ (also to the south of the Site), with 7 places available; and
- North Ridge High School⁹¹ (to the south-east of the Site), which is oversubscribed by 7 places.

14.23 Given the bespoke nature of SEN education provision, which is dependent on the individual needs of children, capacity at the most local provision is not necessarily a reflection of overall availability in the locality, with provision typically being planned over larger geographies than is the case for mainstream provision.

Primary Healthcare

14.24 The NHS 'Find a GP' online search tool⁹² identifies that the closest GP surgery to the Site is the Peterloo Medical Centre, located c. 2.0 miles travel distance to the east of the Site.

14.25 Further primary healthcare provision is available to the east of the Site in and around the settlement of Middleton and Blackle, with the closest being the Middleton Health Centre (c.2.2 miles travel distance), the Beacon Medical Centre (c. 2.6 miles) and the Avenue Medical Centre (c. 2.6 miles).

14.26 As outlined in the NHS Healthy Urban Development Unit (HUDU) guidance⁹³, the Royal College of GPs recommends that a ratio of one GP (assumed Full Time Equivalent [FTE⁹⁴]) per 1,800 registered patients is a suitable benchmark to consider the capacity of primary

⁸⁸ Located at the Jewish Cultural Centre, Jubilee School, within Manchester City Council Local Authority area

⁸⁹ Department for Education (2026) 'Get Information About Schools' [Online]. Available at: <https://get-information-schools.service.gov.uk/>

⁹⁰ Located within Manchester City Council Local Authority Area

⁹¹ Located within Manchester City Council Local Authority Area

⁹² NHS (2026) 'Find a GP' [Online]. Available at: <https://www.nhs.uk/service-search/find-a-gp>

⁹³ Healthy Urban Development Unit (2009) HUDU Planning Contribution Model: Guidance Notes

⁹⁴ FTE is a unit measuring an employee's workload, where 1 FTE job equals a standard full-time position (e.g. 35-40 hours per week), allowing consolidation of full-time, part-time and other staff into a single, comparable number.

healthcare facilities⁹⁵. Data⁹⁶ suggests that Peterloo Medical Centre is operating at a patient per GP ratio under the guideline benchmark, at 1,420 patients per FTE GP.

- 14.27 Across all GP surgeries within a c. 3 mile travel distance of the Site⁹⁷, the patient per GP ratio, however, exceeds the guideline benchmark, at 2,188 patients per FTE GP.

Active Travel and Sustainable Transport Accessibility

- 14.28 There are multiple Public Right of Way (PRoW) crossing through the Site including: in Bury: 30 PRE (east-north east) and 46 PRE (also north east), providing active travel options to connect across the Heywood Old Road (A6045), to Bowlee and onwards to centre of Middleton, where there a multiple tram stops, providing connections across Greater Manchester, such as to the city centre, Bury, Rochdale, Oldham, Sale. In Rochdale, MidFP93 and 94 cross the Site boundary, providing connections into Rhodes, and the surround business park, by partially the A6045, Heywood Old Road.
- 14.29 The closest bus stops to the Site are located on Manchester Old Road, adjacent to the Site, to the east (Kelvin Avenue and Bonny Brow Street). These are served by bus routes 59, 125 156, which provide regular services to the city centre and Middleton. From here, there are several train stations, which provide regular services to Manchester Airport, Hull, Liverpool, London Euston, as well as other destinations across the country.

General Indicators of Health

- 14.30 The Office for Health Improvement & Disparities' (OHID) Public Health Outcomes Framework⁹⁸ (PHOF) provides an overview of health outcomes in Bury, Rochdale and the North West⁹⁹. Key indicators are presented at **Table 14.1** and summarised as follows:

- Average male and female life expectancies in Bury are relatively in line with those across the North West region as a whole. However, there are lower life expectancies in Rochdale when compared to the wider region.

⁹⁵ Note that this is only an indicative measure of healthcare capacity, and cannot account for Site-specific factors, such as the floorspace, age, quality and configuration of individual facilities. The presented data relates to fully-qualified GPs only (i.e. excludes all levels of trainee GPs) as a conservative scenario.

⁹⁶ NHS Digital (2026) General Practice Workforce: 31 May 2026

⁹⁷ Whilst there is no recommended access standards in relation to primary healthcare facilities, an indicative 3-mile travel distance from the Site has informed the assessment, aligning with the maximum travel distance that pupils can be expected to attend secondary education.

⁹⁸ Office for Health Improvement & Disparities (2024) Public Health Outcomes Framework

⁹⁹ Comparative aggregate data unavailable at the scale of the combined boroughs of Bury and Rochdale for these indicators. Therefore data is presented for each of Bury and Rochdale individually.

- The adult obesity rate across Bury is lower than comparator geographies, whilst across Rochdale, is slightly higher than the proportion across the North West. Childhood (Year 6) is similar across all geographies.
- Similarly, adult physical activity rates in Bury and the North West are broadly aligned, whilst in Rochdale the rate is significantly lower than in both comparator geographies.

Table 14.1: Public Health Profile Indicators

Indicator	Bury	Rochdale	North West
Life expectancy at birth (Male)	78.7	76.7	78.3
Life expectancy at birth (Female)	82.3	81.9	82.5
Adult obesity	65%	68%	67%
Childhood (Year 6) obesity	25%	25%	24%
Adults physically active	66%	59%	66%

Source: OHID, 2025

- 14.31 Approximately 6.0% of residents across Bury and Rochdale reported themselves to be in 'Bad' or 'Very Bad' health at the 2021 Census, which is broadly in line with the equivalent figure for the GMCA (5.9%) and regionally (6.2%), albeit higher than England as a whole (5.0%)¹⁰⁰. Aligning with other baseline findings, the rate of people who consider themselves to be in bad health is higher in Rochdale (6.4%) than in Bury (5.6%).
- 14.32 The 2021 Census records 19% of Bury and Rochdale residents as being disabled under the Equality Act and being limited to some extent in their day-to-day activities, which is slightly higher than in the GMCA (18%) and nationally (17%) albeit in line with the regional rate¹⁰¹.

Identification of Likely Significant Effects

- 14.33 The below sets out the proposed scope of assessment based on an understanding of the characteristics of the Site, surrounding area and the Project for Assessment as described in **Section 5**.
- Employment generated during construction;

¹⁰⁰ ONS via NOMIS (2021) 2021 Census

¹⁰¹ ONS via NOMIS (2021) 2021 Census

- Provision of new housing during operation;
- Access to early years, primary, secondary and Special Educational Needs (SEN) education facilities, during operation; and
- Access to primary healthcare facilities (GPs).

14.34 The initial assessment findings have identified the following receptors which could be effected by the Proposed Development:

- Labour Force.
- Existing and future residents;
- Local education facilities and pupils; and
- Local healthcare facilities and patients.

14.35 The initial assessment findings have identified the following effects which are not considered significant and therefore are scoped out from further assessment:

Scope and Methodology of Assessment (including significance criteria)

14.36 The assessment will consider the scale of impact (i.e. magnitude) of each effect in the context of the sensitivity of the relevant receptor in order to establish the overall level of effect and its significance.

14.37 Residual effects will be reported in relation to each of the Proposed Development and the Development Project during both of the above phases, following identification of any relevant mitigation measures.

14.38 Appropriate study areas will be defined, which – in the absence of formal guidance – will be based on an understanding of relevant local and wider economic geographies and a consideration of the extent to which socio-economic and health effects are likely to be contained therein. The proposed Socio-economics and Health study areas are as follows:

- A **Local Impact Area**, comprising the administrative boundary of RBC and BC;
- A **Wider Impact Area**, comprising the administrative boundary of the GMCA; and
- A **Regional Impact Area**, comprising the Noth West region.

- 14.39 These are established geographical areas that also reflect existing patterns of labour force containment, recorded by the 2021 Census¹⁰².
- 14.40 Best practice and methodological guidance will be drawn upon as appropriate to inform key elements of the assessment. This includes the Additionality Guide¹⁰³ and Employment Density Guide¹⁰⁴, produced by the (now known as Homes England), as well as ISEP guidance regarding the effective assessment of social¹⁰⁵ and health¹⁰⁶ impacts and determining significance in EIA¹⁰⁷. Net additional economic impacts will be presented, accounting for a range of economic additionality factors such as leakage¹⁰⁸, displacement¹⁰⁹ and multiplier effects¹¹⁰.
- 14.41 The sensitivity of receptors will be determined by way of observed change in receptors locally compared to local, regional and national trends. Through observation of a receptor's capacity for change relative to wider comparator areas and / or national standards, the sensitivity of receptors locally will be observed. Consideration will also be given to the priority attributed to specific receptors in strategy and policy terms, particularly in the case of qualitative receptors and those where quantitative evidence is not available.
- 14.42 In the absence of industry-wide guidance on assessing the significance of socio-economic and health effects, **Table 14.2** provides a general overview of the sensitivity criteria which have been applied in the assessment. Given the broad range of effects to be assessed, it is not possible to define specific criteria that would be applicable across all receptors. The sensitivity of each specific receptor will therefore be discussed and justified in turn in the context of each effect, based on these general principles.

¹⁰² As outlined in the baseline section.

¹⁰³ Homes & Communities Agency (2014). Additionality Guide (4th Edition)

¹⁰⁴ Homes & Communities Agency (2015) Employment Densities Guide (3rd Edition)

¹⁰⁵ Institute of Sustainability and Environmental Professionals (2025) Social Impact Assessment in Environmental Impact Assessment in the UK

¹⁰⁶ Institute of Environmental Management and Assessment [now Institute of Sustainability and Environmental Professionals] (2022) Effective Scoping of Human Health in Environmental Impact Assessment

¹⁰⁷ Institute of Environmental Management and Assessment [now Institute of Sustainability and Environmental Professionals] (2022) Determining Significance for Human Health in Environmental Impact Assessment

¹⁰⁸ The measure of the extent to which impacts (such as employment) will occur outside of the defined local and wider impact areas.

¹⁰⁹ The measure of the extent to which the Proposed Development will lead to existing businesses or employees within the defined local and wider impact areas relocating activities to the Proposed Development, as opposed to the attraction of new investment and employment arising from the Proposed Development.

¹¹⁰ The measure of further economic activity (such as employment, expenditure or income) associated with supply chain expenditure, additional local income (from employment) and longer-term expenditure effects.

Table 14.2: Definition of sensitivity of receptors (socio-economics and health)

Sensitivity	Definition
High	Receptor of national importance, with little ability to absorb, adapt to or recover from change.
Medium	Receptor of regional or local importance, with medium ability to absorb adapt to or recover from change.
Low	Receptor of local importance, with some ability to absorb, adapt to or recover from change.
Negligible	Receptor of limited or no importance.

14.43 Once the sensitivity of the receptor has been identified, the change attributable to the Project for Assessment will be benchmarked against the observed rate of change in the corresponding social, economic or health-related baseline. This will allow for a relative assessment of the magnitude of change that is attributable to the Proposed Development to be conducted.

14.44 In the absence of industry-wide guidance on assessing the magnitude of change with respect to socio-economic and health effects, **Table 14.3** provides a general overview of the criteria applied in the assessment.

Table 14.3: Definition of magnitude of change (socio-economics and health)

Sensitivity	Definition
High	The change will result in substantial difference from baseline conditions and is likely to affect large numbers of people and / or businesses over the long term.
Medium	The change will result in a notable difference from baseline conditions and is likely to affect a reasonable number of people and / or businesses over a medium duration.
Low	The change will result in a perceptible difference from baseline conditions and is likely to affect a small number of people and / or businesses over a short duration.
Negligible	The change does not result in variation beyond baseline conditions and is unlikely to measurably affect people and / or businesses.

14.45 The level of effect will be informed by the magnitude of change due to the Proposed Development and the evaluation of the sensitivity of the effected receptor. The level of effect will be determined using professional judgement and **Table 14.4** is a tool which will assist with this process.#

Table 14.4: Definition of magnitude of change (socio-economics and health)

	Sensitivity of Receptor				
		High	Medium	Low	Negligible
Magnitude of Change	High	Major	Moderate to Major	Minor to Moderate	Negligible
	Medium	Moderate to Major	Moderate	Minor	Negligible
	Low	Minor to Moderate	Minor	Negligible to Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

14.46 Whilst **Table 14.4** provides ranges, the level of effect is confirmed as a single level and not a range, informed by professional judgement. As such, standardised significance criteria to be used to describe the significance of effects is as follows:

- Major Beneficial;
- Moderate Beneficial;
- Minor Beneficial;
- Negligible;
- Minor Adverse;
- Moderate Adverse; and,
- Major Adverse.

14.47 The results of the above process will be presented in the ES Chapter.

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

- The assessment is desk-based and therefore reliant on data and information obtained from a variety of official published sources (such as the ONS's 2021 Census¹¹¹ and BRES¹¹²). No further verification of these sources will be undertaken (unless otherwise stated in the ES). Each data source has methodological limitations related to data collection and surveys only represent the socio-economic context at a specific point in time;
- The future baseline will draw upon employment forecasts produced by Experian¹¹³ and education forecasts produced by the DfE¹¹⁴. There are known uncertainties to using such trend-based forecasts (especially in the current context of economic uncertainty), however, the use of such forecasts is considered appropriate for drawing conclusions about how the economy and labour market might change in the future; and
- Where necessary, professional and realistic assumptions will be made and applied.

Preliminary Discussions of Potential Mitigation and Enhancement Measures

Primary Mitigation

14.49 The following primary mitigation measures will be considered through the EIA process:

- Enabling and Construction Phase
 - None applicable.
- Completed and Operational Phase
 - The Proposed Development will deliver primary education infrastructure to contribute towards meeting the demand generated for these facilities.

Secondary Mitigation

14.50 The following secondary mitigation will be considered through the EIA process:

- Enabling and Construction Phase

¹¹¹ ONS via Nomis (2025) Census 2021

¹¹² ONS via Nomis (2025) Business Register and Employment Survey: 2024

¹¹³ Experian (2026) Local Market Forecasts Quarterly: June 2026

¹¹⁴ Department for Education (2026) School capacity: Academic year 2024/25

- Measures to be included within a CEMP.

- Completed and Operational Phase

14.51 Possible and proportionate planning contributions secured via a S106 agreement where this is required to mitigate significant effects identified through the assessment process.

The Approach to the Assessment of Cumulative Effects

14.52 Cumulative effects will be assessed within each topic chapter of the ES. This will assess the cumulative effects of the Proposed Development in conjunction with any committed developments within the vicinity identified through the scoping process (refer to Section 2).

14.53 In relation to Socio-Economics and Human Health, this assessment would consider the likely cumulative effect associated with all assessed effects.

15 CLIMATE CHANGE

Introduction

- 15.1 This chapter of the ES will assess the effects of the Project for Assessment on Climate Change, and potential effects of Climate Change on the Proposed Development. The assessment will be undertaken by Turley.
- 15.2 The assessment has been prepared in line with guidance prepared by the Institute of Sustainability and Environmental Professionals (ISEP, formerly IEMA), including; Assessing Greenhouse Gas Emissions and Evaluating their Significance. Edition 2.1 (including April 2026 Supplementary Guidance)¹¹⁵ (GHG Assessment guidance), which sets out how GHG emissions should be considered and assessed; and the EIA Guide for Climate Change Resilience and Adaptation¹¹⁶ (Climate Change Adaptation guidance), which sets out guidance on the scope and consideration of climate projections and effects on development.

Relevant Policy and Guidance

National Planning Policy

- 15.3 The National Planning Policy Framework (NPPF)¹¹⁷ explains (paragraph 7) the purpose of the planning system is to contribute to sustainable development. Paragraph 164 states that new development should be planned for in ways that:
- avoid increased vulnerability to the range of impacts arising from climate change through suitable adaptation measures such as green infrastructure and sustainable drainage systems; and
 - help to reduce GHG emissions, such as through its location, orientation and design.
- 15.4 The National Design Guide¹¹⁸ forms part of Planning Practice Guidance (PPG)¹¹⁹, and explains how well-designed places address both climate change mitigation and climate change resilience. The PPG advises on the identification of suitable mitigation

¹¹⁵ <https://www.isepglobal.org/content/iema-guide-assessing-greenhouse-gas-emissions-and-evaluating-their-significance/>

¹¹⁶ <https://www.iema.net/media/mabhqino/iema-eia-climate-change-resilience-june-2020.pdf>

¹¹⁷ MHCLG (2024). National Planning Policy Framework (NPPF). Available at: [National Planning Policy Framework - Guidance - GOV.UK](#)

¹¹⁸ MHCLG, MHCLG, and DLUHC (2021). National Design Guide. Available at: [National design guide - GOV.UK](#)

¹¹⁹ MHCLG, MHCLG, and DLUHC (2024). Planning Practice Guidance (PPG). Available at: [Planning practice guidance - GOV.UK](#)

and adaptation measures in the planning process to address the impacts of climate change.

Local Planning Policy

- 15.5 The Rochdale Core Strategy¹²⁰ includes a number of climate change related policies, including Policy G1, Tackling and Adapting to Climate Change which expects new development to be zero carbon in line with national targets, and address the impacts of climate change by incorporating adaptation measures;
- 15.6 The Bury Unitary Development Plan¹²¹ was adopted in 1997 and subsequent changes, including adoption of other documents, such as the Places for Everyone Strategy have superseded key climate change related policies; and
- 15.7 The Places for Everyone Joint Development Plan 2022 to 2039¹²² sets out the strategic spatial plan for Greater Manchester, including Bury and Rochdale. It sets out a number of climate change related policies and requirements, including JP-S2 Carbon and Energy, which requires development to be Net Zero (regulated operational carbon emissions), and from 2028 Net Zero in relation to construction emissions.

Preliminary Assessment of Baseline Conditions

Greenhouse Gas Emissions

- 15.8 Current baseline conditions regarding greenhouse gas (GHG) emissions have been established at the local authority (Rushcliffe and Bury) and the regional level (Southwest) from the latest (2023) UK Government local authority and regional carbon dioxide emissions national statistics: 2005 to 2024¹²³, as presented in **Table 15.1**.
- 15.9 The Site's current GHG emissions are unknown in quantitative terms and for the purposes of the GHG emissions assessment, baseline GHG emissions from the Site are assumed to be zero.

¹²⁰ Rochdale Council (2016), Core Strategy. Available at : <https://www.rochdale.gov.uk/downloads/file/405/core-strategy>

¹²¹ Bury Council (1997), Unitary Development Plan. Available at: <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/bury-unitary-development-plan>

¹²² Greater Manchester Combined Authority (GMCA), (2024). Places for Everyone Joint Development Plan Document. Available at : <https://www.greatermanchester-ca.gov.uk/media/3ccbetc4/post-adoption-places-for-everyone-joint-development-plan.pdf>

¹²³ DESNZ (2026). UK local authority and regional greenhouse gas statistics. Available at: <https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics>

Table 15.1: Baseline Local & Regional GHG Emissions

Geographical Area	2024 GHG Emissions (tonnes CO ₂ e)
Site	0
Rochdale	853,000
Bury	826,200
Northwest	38,333,900

15.10 The future baseline conditions regarding GHG emissions have been established in the form of carbon budgets set for the UK¹²⁴ as presented in **Table 15.2**. These will be used to contextualise GHG emissions from the proposals in order to establish the magnitude of its net GHG effect.

Table 15.2: UK Carbon Budgets (tonnes CO₂e)

Period	UK
2018 – 2022	2,544,000,000
2023 – 2027	1,950,000,000
2028 – 2032	1,725,000,000
2033 – 2037	965,000,000
2038 – 2042	535,000,000*
2043 – 2047	Not yet set

¹²⁴ DEFRA (2021). Carbon Budgets. Available at: <https://www.gov.uk/guidance/carbon-budgets>

Period	UK
2048 - 2100	Not yet set
* Published by the Committee on Climate Change in February 2025 but not yet incorporated into law ¹²⁵ .	

Climate Conditions

15.11 Current baseline climate conditions for the Site have been established from the Met Office's closest automatic weather station, located at Rochdale¹²⁶. Average monthly climatic conditions for the 1991 – 2020 period¹²⁷ are summarised below in **Table 15.3** showing summer maximum temperature and average summer and winter rainfall and providing the baseline against which future climate projections reported in **Table 15.4** are based.

Table 15.3: Current climate baseline

Description	Temperature / Rainfall
Summer maximum temperature (°C)	21.8
Average summer rainfall (mm per month)	62.1
Average winter rainfall (mm per month)	77.0

15.12 Future baseline climate conditions for the Site have been established from the Met Office's latest climate projections UKCP18¹²⁸ for the 25km OS grid square within which the Site is located (387500,412500).

¹²⁵ Climate Change Committee (2025) 7th carbon budget. Available at: <https://www.theccc.org.uk/publication/the-seventh-carbon-budget/>

¹²⁶ Met Office (2026). Location Specific Long Term Climate Averages – Rochdale. Available at: [Rochdale Location-specific long-term averages - Met Office](#)

¹²⁷ The closest data available to the assessment period used in the preparation of the UK Climate Projections

¹²⁸ Met Office (2018). UK Climate Projections. Available at: <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/index>

- 15.13 These projections comprise forecast changes relative to 1991 to 2020 baseline conditions for annual and seasonal temperatures and rainfall. While the UKCP18 projections are based on data related to earlier averages (1981-2010), this dataset presents the closest data available for assessment. In accordance with ISEP's Climate Change Resilience guidance, projections are taken from the "high" emissions scenario (known as "RCP8.5"), 50th percentile (i.e. median) scenario for the 2030s, 2050s, and 2080s which encompass the anticipated construction and operational stage of the Proposed Development.
- 15.14 In addition to increasing temperatures and changing rainfall patterns, other potential climatic changes include increasing wind speed and winter storms, including more severe storms. Specific metrics for these changes are not available. It is noted that while wind speeds may increase, these changes are small compared to differences between individual years, and further research is required to determine long term projections of winter storm activity.
- 15.15 Projected changes to seasonal and annual temperature and rainfall relative to baseline conditions, which could result in severe weather effects such as droughts, floods and heat waves, are provided in **Table 15.4**.

Table 15.4: Future climate baseline

Description	2030s			2050s		2080s	
	Temp Rainfall baseline	/Change to baseline	Future Temp rainfall	Change /to baseline	Future Temp rainfall	Change /to baseline	Future Temp rainfall
Summer maximum temperature (°C)	20.0	1.2	21.2	2.26	22.3	4.8	24.8
Average summer rainfall (mm per month)	93.3	-5%	88.3	-16%	78.3	-31%	64.6
Average winter	118.4	2%	120.4	7%	126.5	13%	134.4

rainfall (mm per month)							
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Identification of Likely Significant Effects

15.16 As noted above, the UK Climate Projections provide guidance on the anticipated effects of climate change. Using these projections, the UK Climate Change Risk Assessment (UKCCRA)¹²⁹, updated in 2026, identifies potential risks and impacts of climate change across a number of areas including Infrastructure, Health, Communities and the Built Environment.

15.17 The Climate Change Resilience guidance identifies potential receptor groups which may be impacted by climate change, these include:

- Buildings and infrastructure receptors (including equipment and building operations);
- Human health receptors (e.g. construction workers, occupants and site users);
- Environmental receptors (e.g. habitats and species); and
- Climatic systems.

15.18 **Table 15.5** sets out key risks from the UKCCRA which relate to the proposals, including a high-level summary of the potential impacts, and receptors which could be effected by the proposals:

Table 15.5: Potential risks, impacts and receptors

Risks	Impacts and Receptors
N1 – Risks to species and habitats from climate change	Changing rainfall patterns and temperatures can impact Site Species and Habitats through reduced climate space.
N2 - Risks to terrestrial species and habitats from pests, pathogens and INNS	Changing rainfall patterns and temperatures can impact Site Species and Habitats by favouring Invasive Non-Native Species (INNS).
N12 - Risks to freshwater species and habitats from pests, pathogens and INNS	Changing rainfall patterns and temperatures can impact Site Species and Habitats by favouring Invasive Non-Native Species (INNS).

¹²⁹ The Committee on Climate Change (2026). UK Climate Change Risk Assessment. Available at: <https://www.theccc.org.uk/publication/independent-assessment-of-uk-climate-risk/>

Risks	Impacts and Receptors
N5 – Risks to natural carbon stores and sequestration from changing conditions	Changing climate conditions can impact on Soils ability to sequester carbon through increased risk of wildfires, droughts and permafrost thaw. Flooding can disrupt soil structure, leading to higher erosion rates, which removes topsoil and releases stored carbon.
H1 – Risks to health and wellbeing from high temperatures	Increasing temperatures can impact on Human Health as a result of overheating which can affect construction workers and site users.
H3 – Risks to people, communities and buildings from flooding	Increasing winter rainfall can increase fluvial and surface water flood risk impacting Site Structures and Human Health (construction workers and site users).
H5 – Risks to building fabric	Higher summer temperatures can impact Building Materials and Site Structures , increasing degradation of materials and maintenance requirements.
H7 – Risks to health and wellbeing from changes in air quality	Changes in air quality can impact Human Health leading to an adverse effect on construction workers and site users.
H10 – Risks to water quality and household water supplies	Decreasing summer rainfall may restrict water supply impacting Site Operations . Water pollution can impact Human Health leading to an adverse effect on construction workers and site users.
B1 – Risks to businesses from flooding	Increasing winter rainfall can increase fluvial and surface water flood risk impacting Site Operations .
B3 – Risks to business from water scarcity	Decreasing summer rainfall may restrict water supply impacting Site Operations .
B5 – Risks to business operations due to high temperatures	Increasing temperatures can impact on Human Health , and Site Infrastructure (i.e. electrical substations) as a result of temperature and overheating.
I2 – Risks for infrastructure from flooding	Increasing winter rainfall can increase fluvial and surface water flood risk impacting Construction Operations , Site Compounds and Site Equipment , as well as operational Site Infrastructure .
I7 – Risks to infrastructure from subsidence	Changing rainfall patterns and temperatures can impact ground conditions, causing cracking, subsidence which can impact Site Infrastructure and Site Structures .

15.19 The proposals will also impact on climate change as a result of release of GHG emissions to atmosphere impacting on the **Global Climatic System**.

Scope and Methodology of Assessment (including significance criteria)

Greenhouse Gas Emissions

- 15.20 The assessment of GHG emissions will be undertaken in accordance with ISEP's GHG Assessment guidance.
- 15.21 The Site will form the principal study area for the assessment; however the assessment will include off-site GHG emissions such as those associated with the manufacture and transportation of construction materials, and those associated with the off-site generation (e.g. at a power station) of grid electricity consumed by the operational stage.
- 15.22 The GHG assessment of the proposals will consider both the construction and operation stages.
- 15.23 GHG emissions from the construction and operation of the proposed buildings will be estimated using recognised industry benchmarks/targets, for example RIBA 2030 Climate Challenge¹³⁰/ LETI 2020 Design targets¹³¹ which set out targets on embodied carbon and operational energy demand.
- 15.24 In line with ISEP's GHG Assessment guidance, GHG emissions resulting from the construction and operation stages of the proposals will be evaluated in the context of baseline GHG emissions from the Site, local authority's administrative area and UK region, as well as the future carbon budgets for the UK.
- 15.25 Furthermore, and in accordance with ISEP's GHG Assessment guidance, consideration will also be given to the contribution of the proposal to a science-based net zero trajectory in line with the 2015 Paris Agreement's¹³² 1.5°C pathway.
- 15.26 The global climate system is the receptor for GHG emissions and is considered highly sensitive in accordance with ISEP guidance.
- 15.27 The significance of the proposal's net GHG effect will then be determined by considering the magnitude of its net GHG emissions effect in conjunction with whether it makes an

¹³⁰ RIBA 2030 Climate Challenge. Available at: <https://www.architecture.com/about/policy/climate-action/2030-climate-challenge>

¹³¹ LETI Climate Emergency Design Guide. Available at: https://www.leti.london/_files/ugd/252d09_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf

¹³² UNFCCC (2016). Conference of the Parties, Report of the Conference of the Parties on its twenty-first session, held in Paris from 30 November to 13 December 2015. FCCC/CP/2015/10 (online). Available at: <https://unfccc.int/sites/default/files/resource/docs/2015/cop21/eng/10a01.pdf>

appropriate contribution to the UK's net zero trajectory for a project of its type and also using professional judgment.

- 15.28 The assessment of likely significant effects to sensitive receptors will consider the sensitivity of the receptor (on a scale of high, medium, low and negligible) and the magnitude of change (on a scale of large, medium, small and negligible) to determine the level of effect on a scale of major, moderate, minor and negligible for adverse effects or to determine a beneficial effect. It should be noted that the ISEP guidance does not seek to differentiate between different levels of beneficial effect.

Climate Conditions

- 15.29 The assessment of climate change adaptation and resilience will be carried out in accordance with ISEP's Resilience & Adaptation Guidance.
- 15.30 The assessment will include the establishment of baseline climate conditions for the Site from long term monitoring data from the closest Met Office automatic weather station, a review the Met Office's latest climate projections for the Site to establish predicted changes to the baseline climate conditions, and consideration of the UKCCRA alongside the UKCP18 impacts to identify potential risks and receptors.
- 15.31 A Climate Change Risk Assessment and Briefing will be prepared setting out potential risks and receptors for the project team to consider mitigation measures, and incorporate climate change into appropriate intra-project cumulative assessment topics.
- 15.32 The Climate Change ES chapter will include an assessment of potential effects, drawing on input from cumulative topics to provide a consolidated summary of potential effects where these are assessed, or climate change is incorporated into other topics.
- 15.33 The sensitive of receptors will be based on the ISEP Climate Resilience and Adaptation guidance and the Susceptibility and Vulnerability of receptors to climate change. Potential effects which may impact on Human Health or endanger safety critical infrastructure are considered to have a high sensitivity. The magnitude of effect will be based on the Probability and Consequences of the effects taking place.
- 15.34 The significance of the climate change adaptation and resilience effects will be determined using a scale of major, moderate, minor and negligible for adverse effects or to determine a beneficial effect.

The Approach to the Assessment of Cumulative Effects

Greenhouse Gas Emissions

- 15.35 ISEP's GHG Assessment Guidance recognises the cumulative contributions of all GHG emissions sources to global climate change and the climatic system as sensitive receptor. For this reason, the approach to cumulative effects assessment of GHGs differs from many other EIA topics where projects within a geographically bounded study area are considered.
- 15.36 For GHGs, unlike air pollution for example, there is no greater climate change effect from a local GHG emissions source than from one on the other side of the world. Indeed, all global cumulative GHG sources are relevant to the effect on climate change, which is taken into account when defining the global climatic system receptor as being of high sensitivity to further emissions.
- 15.37 Effects of GHG emissions from specific cumulative projects therefore in general should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other.
- 15.38 Instead, the contextualisation of GHG emissions incorporates, by its very nature, the cumulative contributions of other GHG sources which make up that context, whether geographical (in the case of UK carbon budgets) or sector bounded. Therefore, a form of cumulative assessment of GHG emissions / savings has already been undertaken.

Climate Conditions

- 15.39 The assessment of Climate Change relates to effects on the Proposed Development, as such there are no cumulative effects with regards to inter-project effects.
- 15.40 A cumulative approach has been considered with respect to potential intra-project climate change effects which impact on other EIA disciplines incorporated into the wider ES. These cumulative effects and assessment are inherent to the assessment methodology and primarily relate to Hydrology, Flood Risk and Water Quality, Ecology, and Air Quality.

16 STRUCTURE OF THE ENVIRONMENTAL STATEMENT

16.1 The ES will report the findings of the EIA and will address the requirements of Schedule 4 of the EIA Regulations, as set out in **Section 3**.

16.2 The ES is anticipated to include 2 volumes:

- Volume 1: Environmental Statement Main Text: sets out the findings to each of the environmental disciplines, including accompanying Figures (i.e. plans/drawings).
- Volume 2: Accompanying Technical Appendices: supports the main assessments within Volume 1.
- Non-Technical Summary (NTS) would also be provided as a separate document.

16.3 The anticipated structure and content of Volume 1 (and Volume 2 where applicable) of the ES is likely to be as follows:

- Chapter 1 Introduction
- Chapter 2 Assessment Scope and Methodology
- Chapter 3 Site Description
- Chapter 4 The Development Project and Alternatives
- Chapter 5 Planning Policy Context
- Chapter 6 Landscape and Visual Impact Assessment;
- Chapter 7 Ecology;
- Chapter 8 Transport and Access;
- Chapter 9 Air Quality;
- Chapter 10 Noise;
- Chapter 11 Hydrology, Flood Risk and Water Resources;
- Chapter 12 Socio-economics & Human Health;
- Chapter 13 Climate Change;

- Chapter 14 Residual Effects and Mitigation Summary; and
- Chapter 16 Glossary

16.4 Within each of the assessment chapters the main structure of the information presented, although not exclusively, will be as per the following headings:

- Introduction;
- Assessment Approach (including methodology, assessment of significance, legislative and policy framework, scoping criteria, limitation);
- Baseline Conditions;
- Assessment of Likely Significant Effects (Assessment of Impacts, including enabling works, construction and operation);
- Mitigation, Enhancement and Residual Effects;
- Cumulative and in-combination effects;
- Summary.

17 ENVIRONMENTAL STATEMENT SCOPING SUMMARY

- 17.1 This Environmental Impact Assessment (EIA) Scoping Report has been prepared on behalf of Northern Gateway Development vehicle (NGDV) (the “Applicant”) in respect of the proposed residential-led development at JPA 1.2 (the “site”), approximately 98 hectares in size.
- 17.2 This Scoping Report has been prepared to accompany a formal EIA Scoping Opinion to Bury and Rochdale Council under Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 (as amended) and has set out the proposed scope of the EIA and resultant Environmental Statement (ES) which is anticipated to support a planning application for an employment-led development at the Site.
- 17.3 We would welcome feedback on the proposed approach to the EIA and would be grateful if BC and RBC would respond by way of a formal Scoping Opinion within the requisite five weeks in accordance with Regulation 15(5) of the EIA Regulations.

APPENDIX 1.1 – EIA Assessment Boundary