

Ward: Prestwich - St Mary's

Item 01

Applicant: The Prestwich Regeneration LLP

Location: Longfield Shopping Centre/Car Park, Fairfax Road Car Park and adjoining land at Bury New Road, Rectory Lane and Fairfax Road, Prestwich

Proposal: Hybrid Planning Application constituting EIA Development comprising:

Full application for demolition of existing buildings/structures and erection of phased mixed use development including Community Hub with flexible uses of library, offices, medical/health services (Classes F1 (a-f), F2(b), E(c), E(e), E(g)) & retail uses (Classes E(a), E(b) F2(a)) & Sui Generis (hot food takeaway & bar), new Market Hall (Classes E(a), E(b) & Sui Generis (hot food takeaway and bar)), Commercial Building with flexible uses including retail, offices, gymnasium (Classes E(a), E(b), E(c), E(d), E(g), F2(a), Travel Hub with car parking & cycle parking (Sui Generis), public square & realm, associated landscaping, car parking provision, cycle storage & associated works; and,

Part Outline application (all matters reserved) - mixed use development of residential (Class C3), flexible commercial, business, service, local community & learning uses (Classes E, F) & Sui Generis (hot food takeaway & bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage & associated works

Application Ref: 70449/Full

Target Date: 07/05/2024

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the recommended planning conditions and the signing and completion of a Section 111 agreement to secure improvements to the access and lighting to and from the Prestwich Metrolink Station, and to secure satisfactory monitoring of any displaced car parking resulting from the development, and, where deemed necessary, to carry out the work involved in the consultation process and development of any residents parking zones, including the implementation thereof.

If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

Site Visit: A site visit will be scheduled for committee members to take place in advance of the committee meeting.

Description

The application is submitted as a hybrid planning application (part full/ part outline) constituting EIA development, and is seeking to deliver the comprehensive redevelopment of the Longfield Centre complex, the Longfield Centre public car park and the public car park on Fairfax Road that is located between Our Lady of Grace Parish Hall and Church, and the Metrolink line. The proposals also include improvement works to Rectory Lane.

Due to the size and nature of the development it is considered likely to have significant effects on the environment and an EIA is required. Accordingly, the application is supported by an Environmental Statement (ES). The ES assesses the topics requested in the Council's Scoping Opinion.

This ES has been examined by officers at the Council. It is considered that the ES submitted adequately addresses the topics scoped in and as agreed through the EIA Scoping process. The content of the ES is discussed in the relevant sections of this report, with reference to the assessment of likely significant effects.

The hybrid planning application proposals comprises the following elements:

- **Full Planning Permission** proposing the demolition of the existing Longfield Centre buildings and structures, and the erection of a mixed-use development (Plots A, B, C and G) comprising community, retail and commercial uses, including a new village square, and a travel hub on the Fairfax Road Public Car Park.
- **Outline Planning Permission** proposing the erection of a residential led development of up to 210 apartments with ground floor retail and community commercial uses within 3 buildings/ apartment blocks - Plots D, E and F.

The key building blocks of the new 'Prestwich Village' include:

- A Modern Community Hub – Plot A - a new four storey Community Hub is to include a new library alongside flexible community space that can be used for events, clubs and arts and culture at ground floor. The upper floors would comprise flexible space which could be occupied for office or medical use, which will enable the relocation of NHS / GP to occupy the building, subject to commercial discussions. Retail floor space is also proposed in a single storey projection. The Community Hub is to become a focal point of the village and intended to be a significant community asset with useable space for local people. The uses proposed within the proposed Community Hub are as follows:
 - F1 (a-f) - Learning and non-residential institutions, which includes Libraries, Public Halls, exhibition halls, public reading rooms, provision of education and public worship.
 - E(a) - Retail;
 - E(b) - Sale of food and drink for consumption (mostly) on the premises);
 - E(c) - financial, professional and commercial services;
 - E(e) - Provision of medical or health services; and,
 - E(g) - Uses which can be carried out in a residential area without detriment to its amenity:
 - E(g)(i) Offices to carry out any operational or administrative functions
 - E(g)(ii) Research and development of products or processes
 - E(g)(iii) Industrial processes
 - Sui Generis 'Hot Food Takeaway'
 - Sui Generis 'Drinking Establishment'
- Flexible Retail and Commercial Space – Plot B - two storey flexible retail and commercial space is proposed that can cater for the requirements of local and independent traders, including both existing and new businesses. The uses proposed within the proposed building would include retail (Class E(a), restaurants (Class E(b), financial and commercial uses (Class E(c), Indoor sport, recreation or fitness (Class E(d), uses which can be carried out in a residential area (Class E(g)), and uses falling within Use Class F2(a): Provision of Education.
- A Market Hall - Plot C - a single storey, double height, Market Hall is proposed which would provide a ground floor seating area and bar, and spaces for food/retail operators, as well as customer amenities and back of house facilities including a wash room, barrel store, bin store and staff facilities. A mezzanine level is also proposed for staff welfare facilities including a staff room, store rooms and toilets. The Use Classes proposed are: Class E(a) - Retail, Class E(b) - Food and Drink, and Drinking Establishments and Hot Food Takeaway (Sui Generis).
- The Village Square – a new Village Square and new public realm would create family social places for the community to use. The Village Square can be used flexibly for pop-up events such as markets, food festivals, art exhibitions and live performances to be a focus of activity and interaction.

- Landscaping and Biodiversity - the proposals include significant landscaping, tree planting, green roofs and publicly accessible spaces. Extensive planting and new green infrastructure is to support a significant increase in biodiversity when compared to the current village centre.
- An Active Travel Hub – Plot G - the proposal seeks to be two storeys high to provide replacement car parking and to provide secure parking provision for bicycles. It would extend the length of the Fairfax Road Car Park and would be approximately 10.4m high at the front of the Travel Hub decreasing in height to approximately 8.6m at its rear. It would provide 301 car parking spaces and 76 cycle parking spaces on the ground and first floor levels and also at roof level.
- Residential - Plots D, E and F - the proposal seeks up to 210 new homes (Use Class C3) across three plots within buildings that would be between 6 and 7 storeys in height, with Plant proposed on the roofs, which would encompass affordable homes and homes for first-time buyers, growing families and downsizers. The details of the new housing would be agreed at reserved matters stage but could include town houses and apartments with active ground floor uses such as retail (Class E), commercial uses (Class F), including drinking establishment use(s) and hot food takeaway (Sui-Generis) uses.
- Low and Net Zero Carbon by design - sustainability and carbon reduction proposes to be fundamental to the proposals. Proposed measures include new energy and water efficient buildings to minimise carbon in operation, the use of sustainable building materials to reduce upfront embodied carbon, photovoltaic panels and air source heat pumps.

It is proposed that the proposal would be developed in two distinct phases with sub-phases therein to be identified in a Phasing Plan to be approved. The first phase would include erection of the Travel Hub, the demolition of the Longfield Centre, and the building of the replacement retail/ commercial buildings, the Market Hall, the Community Building and the associated village square area. The second phase would involve erecting the proposed residential apartments, along with the associated public realm works.

Given the scale of the proposed development and constrained nature of the site it is recommended that the timeframe for submission of a reserved matters application is to be 7 years, which would then allow the Applicant a further 3 years in which to make a start on the outline phase.

Relevant Planning History

The majority of the Planning History associated with the Site has consisted of minor applications for advertisement consent, change of use and minor alterations as part of the Longfield Centre.

However, the redevelopment and regeneration of Prestwich Village Centre has been proposed since the early 1990s in various formats. Two significant regeneration schemes have previously been approved by the Council.

Hollins Murray Group Applications (2009 - Applications references 51465 & 54978)

Application reference 51465 - The Outline Application

"Demolition of existing buildings and construction of a town centre mixed use development comprising uses with floor areas of up to: Food retail (6040sqm), non-food retail (2218sqm) restaurant (385sqm), library (1287sqm), offices (3360sqm), residential (3 units), hotel (70 bed), new Longfield Suite entrance (540sqm), plant areas (421sqm), parking spaces (384) and highway infrastructure works and extension of Rectory Lane."

Approved in September 2009, with the permission extended in 2012, under reference 54978 in 2012 for another 5 years. These proposals were never implemented, and the planning permission has now lapsed.

1990s Applications

Capital Holdings Ltd proposed the refurbishment of the Longfield Centre in 1991 and 1992. In May 1991 the following planning permission was granted (reference 25292):

"Refurbishment of the Longfield Centre including new shops, re-roofing and servicing arrangements".

A revised application was approved in December 1991 (reference 26636), with a further revision refused in August 1992 (reference 27452). The proposals were not implemented and the planning permission has lapsed.

Publicity

The application constitutes Major Development with an Environmental Statement.

The application was publicised in accordance with planning requirements and the requirements for the Environmental Impact Assessment (EIA) requirements as the application was submitted with an Environmental Statement. The publicity comprised:

Press Notices: 13/02/2024

Site Notices: 07/02/2024

Direct letters to 409 surrounding properties on 07/02/2024

Revised plans letter issued: 22/05/2024

Revised Plans Press Notice: 30/05/2024

Revised Plans Site Notices: 24/05/2024

In total, 156 representations were received comprising:

Comments – 19

In favour - 23

Against - 113

Petition x 2 – 31 & 152 signatures - The petitions were received from the residents of Highfield Road and Highfield Place and from Our Lady of Grace Parish Church and Hall.

All representations can be found on the public file. The below is a summation of main relevant planning points made:

Buildings

- Concerns raised about height, size, appearance and not in keeping with the surrounding context, impacts on natural light from high rise, impact upon the residential amenity of radius residents and Highfield Roads houses and gardens.
- Proximity to church on Fairfax Road, development too close and obscures it.
- Will block light and generate overlooking and impact upon privacy – residential and car park.
- No light assessment done.
- Disagreement with the architecture chosen given surrounding context.

Scale and Layout

- More appropriate to a city location – overdevelopment.
- Distance to walk from car park to shops.
- Walkways would be too narrow.
- Cramming too much in / inappropriate mix of residential against retail.
- Shops are ok, rest of development isn't providing sufficient uses for all age ranges.
- Car park too close and impacts negatively on Highfield Roads houses.
- Metrolink and bus stops not integrated and too far apart to be a walking route.
- Apartments heavily skewed towards more city centre size rather than suburban town centre.
- Consultation meetings residents preferred lower buildings than the Radius;

disappointing that the scheme includes up to seven storeys.

- Disappointing arrival from Metrolink.
- Insufficient provision for servicing and waste refuse storage.
- The car park is in the wrong place – distance from centre and relationship to OLOG.
- What will happen if the health centre does not move?

Parking and servicing

- More disabled parking and drop-off required.
- Parking likely to overflow on to surrounding residential streets.
- Servicing can only take place on surrounding roads which will cause obstructions and shares pedestrian space, causing a safety risk.
- Isn't adequate space for waste and collection of the waste.
- Needs more parking to be commensurate with all the development proposed on the site than shown (following rev plans)
- Needs less parking to disincentivise car usage and clarity on how overall car parking reduction pro rata will be managed.
- Such a large car park isn't needed – charges will deter people from using it.
- The parking survey excludes weekdays in its conclusions, including only Fri-Sun in June and risks misrepresenting as it shows most stays are under 3 hours. Also done during a school holiday. Had weekday data been used, findings would have reflected longer stay commuter usage.
- Build the car park in stages to enable monitoring of demand.
- The added spaces found in the car park will exacerbate Fairfax Road and is based on flawed data.
- Design prohibits bus linking to the Metrolink and development of new bus routes/stops.
- Introduction of parking charges detrimental to local residents.
- Insufficient parking levels for new residents.

Highways

- The road reduction works should extend past the school and there's currently no safe place for children to cross the road, which is a concern when school crossing patrol staff are on holiday and there's no cover.
- Congestion is likely to be chaotic on Fairfax Road and Bury New Road junction.
- The traffic survey does not consider commuter parking.
- Active travel proposals are unambitious and not designed to Greater Manchester Streets for All design guide.
- Basic errors in the Transport Assessment e.g. number of trams per hour and it does not provide an insight of impact from the development.
- Should re-design Fairfax Road junction with Bury New Road and Poppythorne Lane; junctions will become blocked and unusable.
- Negligible investment in cycling and walking infrastructure.
- Close Rectory Lane to traffic and reroute bus/walking/cycle routes to improved bus terminus at Metrolink.
- Don't narrow Rectory Lane
- In their letter entitled 'TFGM Comments', TFGM point out (again) that the traffic modelling used in the planning application contains significant flaws:
 - "Using town centre sites is not representative of the future development location and leads to the determination of trip rates that are lower than what would be anticipated for such a location."
 - "... TFGM maintain their previous comment namely that traffic growth should be applied to the assessments".
 - "...TFGM cannot consider the traffic flow diagrams valid as they do not include appropriate traffic growth".
 - "The LINSIG modelling needs corrected (sic) before it is able to show correctly the impact of the development: the lane structure for Bury New Road North heading south shows two full lanes (Arm 1) feeding into two full

lanes (Arm 2) - in reality southbound traffic from the junction is a merge from two lanes down to one lane - as such the modelling is over-estimating the capacity of Bury New Road Southbound - this should be correctly modelled".

- "The stages are not modelled correctly - stage two is Fairfax Road and stage three is Chester Street".

Land Use

- Noise arising from car park use and users.
- Limited space for businesses to grow within the development.
- Flats are not needed; houses and gardens are.
- Reduces amount of available community space e.g. library. Type of dwellings per acre instead of per hectare
- How will the redevelopment be managed and keep activity going?
- Approximately half of the borough's housing delivery will come from this scheme – why all in Prestwich?
- The food court will be noisy.
- How much bigger/ smaller is the proposed Public Square than the existing Public Square

Other comments

- What is the overall BNG from the development?
- Health risk to local residents. Currently air quality stands at the 83rd percentile nationally (where 100 is highest) with PM2.5 (a key carcinogen) at 11.51mcg/m3 over double the WHO limit of 5mcg/m3 (addresspollution.org), thus a worsening of air quality.
- Three petitions received containing one hundred and thirty-five signatures against the development.
- Build the residential and shops first, then this will determine levels of parking needed.
- Gym space needs to be bigger.
- Increased demands upon local services, NHS and GPs who can't cope currently.
- Oppose any new bars, cafes, and restaurants as there are too many already.
- Disappointing climate and environment perspectives.
- Re-introduce rooftop garden to the community hub.
- Retail and community space should not be reduced.
- What services will be available during construction in terms of phasing?
- Rents not discussed and Insufficient engagement with businesses.
- The rolls of honour to war dead should be retained and given a new pride of place.
- Safety of pedestrians and concerns about crime and disorder from using the multi-storey car park.
- Ensure swift bricks are incorporated.
- Details are lacking between ideas and aims and actuals of the scheme in the masterplan.
- Ensure that affordable housing is provided.

Support

- Existing centre is an eyesore. The new development can't come soon enough and greatly supported.
- Ensure existing traders are looked after – space and business support.
- Keep the Retreat
- Increasing population in Prestwich, and the development and new homes are much needed.
- Support new library, event space, hall, greener space, better environment, health club.
- Visually appealing arrival point.
- Hopefully better nighttime economy generator.
- Appropriate to move the car parking out of the centre and appropriate phasing.

- Strong improvements to building standards, electric PV, planting, and SuDS.
- Positive socio-economic outcomes.
- Makes sense to reduce commuter demand by charging.
- Net tree gain is good – relocate the existing trees.
- Supports higher density residential accommodation, SuDs and need for more car club spaces than shown.
- Use of PV and heat pumps

The objectors have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

G M Archaeological Advisory Service - No objections, subject to condition securing the implementation of a programme of archaeological works.

Active Travel England - Generally supportive of the initial proposals but raised the following areas of concern:

Pedestrian and cycle access

- The indicative pedestrian crossing points, at the junction of Bury New Road with Fairfax Road - these crossings do not have call buttons or pedestrian crossing phases and so priority given to pedestrians is limited. Active Travel England recommends improvements to this junction as part of this development.
- Comment that there is a lack of any form of provision for cyclists on the A56 and Fairfax Road, their junctions, or indeed other nearby highways that would likely be used for cycling trips to or from the site and have reasonable traffic flows (Rectory Lane, Heys Road or Heywood Road, for example) which would result in poor provision of access for cyclists and only the most confident cyclists are likely to travel to and from the site. They recommend that the local authority should consider what improvements might result in more people feeling comfortable travelling to the site by active travel modes and there would be merit in the applicant assessing the highways and junctions in the immediate vicinity of the site to guide these improvements.

Cycle Parking

Active Travel England recommend a greater number of cycle parking spaces are proposed.

Outline application

Active Travel England advise that the cycle parking provision proposed is based on the Council's Parking Standards SPD that they state is now out-of-date and that the residential proposals should be conditioned to provide to accord with LTN 1/20.

Drainage Section - No objections, subject to a surface water management condition and a condition requiring details of the proposed Sustainable Urban Drainage Scheme (SuDs) and how it will be phased/ developed.

Environment Agency - No observations or recommendations received.

Health & Safety Executive (hazard pipelines/sites) - This application does not fall within any HSE consultation zones. They have advised there was therefore no need to consult the HSE Land Use Planning (LUP) team on this planning application and confirm that the HSE LUP team has no comment to make.

Historic England - No comments to make.

GM Fire Service - No comments or observations received.

Design for security - No objections, subject to updated Crime Impact Statements being secured at Reserved Matters stage.

GM Ecology Unit (GMEU) - No objections, subject to conditions securing mitigation for the

loss of bird nests present on the Longfield Centre buildings (due to be demolished), securing details of an updated Biodiversity Net Gain at reserved matters stage and a planting, management and maintenance plan for the proposed green roof on the single storey element of the proposed Community Building are secured by planning condition(s).

Conservation Officer - Raises objections to the proposals due to the impact of the proposed Transport Hub on views of Our Lady of Grace Roman Catholic Church (OLOG), its former Presbytery and Church Hall and loss of views of the tower of St Mary's Grade 1 listed Church from Prestwich Tram Stop by virtue of one of the apartments blocks removing the view of it. This is discussed in the Heritage Assets section of the report.

Environmental Health - Contaminated Land - No objections, subject to conditions requiring intrusive site investigations and any necessary mitigation and verification.

Environmental Health - Pollution Control - No objections, subject to conditions requiring separate planning permission to be sought for any necessary external extraction, in the interests of design, visual amenity and the amenity of nearby residents, as existing and as proposed. They also recommend a condition be imposed requiring mechanical ventilation.

National Highways - No objections.

Prestwich Village Neighbourhood Forum - Raises the following concerns:

Residential part of the proposals

- Concerns about the height and density of the residential part would be more akin to a city centre location rather than the suburban town centre of Prestwich.
- They query who the apartments are aimed at, stating this type of residential is unlikely to be attractive to those who wish to establish roots in the area or wish to relocate within the existing area.

Transport, parking and accessibility

- Concern about the scheme having less than the current parking spaces across both public car parks, query how the proposed decrease in public parking would be managed, particularly regarding its impact on the surrounding roads.
- They query whether the proposed Transport Hub will charge people to park and question what form this would take.
- They assert that the Travel Hub is a Multi-Storey Car Park and state its location, particularly, its northern end, is divorced from other forms of public transport - i.e. the bus stops on Bury New Road and the Metrolink station and query whether the proposal would deliver integrated and sustainable transport around and to the Centre.
- They query the assumptions made by the developer and raise concern that the current transport and parking proposals will not work.

Retail and community buildings

- Raise concerns that if the NHS does not occupy the Community Building, the proposed office uses may not be appropriate and asserts that the relocation of the existing health centre into the Community hub should be an essential part of this development.
- Asserts there is a significant loss of community space compared to the amount of community space in the Longfield Centre and existing library.
- Queries how the Market Hall would be operated and who by and also how it will be serviced.
- States that there is no information about how traders will be able to continue to trade during construction. The independent traders are the strength of Prestwich Village and we believe it is imperative that they are supported to sustain their businesses successfully during the transitional phases of the redevelopment.

Public Realm

Query how the 'open space' area will be developed to offer opportunities for residents and shoppers to rest, relax, meet up, nor is there any evidence what will be provided in the open space for children so as they become engaged with the village and play and enjoy the

space.

The Gardens Trust (Historic Amenities Societies) - No objections.

Traffic Section – No objections – See Highway Safety and Transportation Section of the Report for information.

Transport for GM – Initially raised concerns on the impact of the proposal on the the Fairfax Road/ Bury New Road junction, the safety of pedestrian access to the site and the Traffic Modelling used – see Highway Safety and Transportation Section of the Report for details.

Transport for GM - Metrolink - No objections, subject to either planning contributions or an agreement with the applicant for improvements to the access and lighting to and from the Metrolink station.

Tree and Woodland Management Officer - No observations or comments received.

United Utilities - Initially raised objections to the proposed development due to the proximity of proposed development to United Utilities assets and apparatus and due to there being insufficient information on infiltration testing. UU have recommended planning condition accordingly. On receipt of amendments, United Utilities are satisfied with the amended Drainage Strategy and therefore have no objections subject to conditions being imposed relating to their assets being protected and the drainage for the development being carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 2772-CIV-XX-XX-D-C-30003 Rev P 06 - Dated 19.09.23.

Pre-start Conditions - Awaiting confirmation from the agent that recommended pre-commencement conditions are acceptable.

Unitary Development Plan and Policies

Area	The Longfield Centre/Bury New Road
PR1	
S1/2	Shopping in Other Town Centres
S2/2	Prime Shopping Areas and Frontages
S3/3	Improvement and Enhancement (All Centres)
EN1/7	Throughroutes and Gateways
EN6/4	Wildlife Links and Corridors
HT2/1	The Strategic Route Network
S2/3	Secondary Shopping Areas and Frontages
H1/2	Further Housing Development
H2	Housing Environment and Design
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H3	Incompatible Uses in Residential Areas
S3/1	New Retail Dev Opportunities Within or Adj Town Centres
JP-Strat6	Northern Areas
JP-C8	Transport Requirements of New Development
JP-C3	Our Public Transport
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
H4	Housing Need
H4/1	Affordable Housing
EN1/2	Townscape and Built Design
EN2/3	Listed Buildings
EN2/1	Character of Conservation Areas
CF1	Proposals for New and Improved Community Facilities
CF1/1	Location of New Community Facilities
CF4	Healthcare Facilities

EC4/1	Small Businesses
EC4	Small and Growing Businesses
EC5/2	Other Centres and Preferred Office Locations
EC6/1	New Business, Industrial and Commercial
EN1/4	Street Furniture
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN1/8	Shop Fronts
EN10	Environmental Improvement
EN4	Energy Conservation
EN4/1	Renewable Energy
EN4/2	Energy Efficiency
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/3	Water Pollution
EN7/4	Groundwater Protection
HT2	Highway Network
HT2/1	The Strategic Route Network
HT2/3	Improvements to Other Roads
HT2/2	Improvements to the Strategic Route Network
HT2/5	Public Car Parks
HT2/4	Car Parking and New Development
HT3	Public Transport
HT3/1	Schemes to Assist Bus Movement
HT3/3	Design of Roads for Bus Routes
HT3/4	Schemes to Assist Metrolink
HT5	Accessibility For Those With Special Needs
HT6	Pedestrians and Cyclists
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
HT6/3	Cycle Routes
OL3	Urban Open Space
RT2/2	Recreation Provision in New Housing Development
H4/1	Affordable Housing
RT2/3	Education Recreation Facilities
S1/5	Neighbourhood Centres and Local Shops
S2	Control of New Retail and Non-Retail Development
S2/6	Food and Drink
S3	New Retail Dev and Env Improvements
TC1	Town Centres
TC2/1	Upper Floors
TC2/2	Mixed Use Development

Environmental Impact Assessment (EIA)

The EIA Regulations require that for certain projects, an EIA must be undertaken. Schedule 1 of the 2017 Regulations lists developments that always require EIA. Schedule 2 of the EIA Regulations lists developments that may require EIA if it is considered that they are likely to give rise to significant environmental effects (whether beneficial or adverse).

The proposed development is a Schedule 2, Class 10(b) 'Infrastructure Projects' - 'Urban development projects' scheme, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.

The EIA Regulations identify thresholds for Schedule 2 projects to assist with establishing whether an EIA is required. For 10(b) Urban Development Projects an EIA may be

required if:

- i. The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- ii. the development includes more than 150 dwellings; or
- iii. the overall area of the development exceeds 5 hectares”.

The EIA Regulations require that any development project falling within the description of a ‘Schedule 2 Development’, must be subject to an EIA where such development is likely to have ‘significant’ effects on the environment by virtue of factors such as its nature, size or location.

Given the nature and scale of the proposed development, the Applicant has submitted an Environmental Statement (“ES”) in support of the planning application, the scope of which was agreed with the Council under a Scoping Opinion, issued on the 28th November 2023.

The agreed scope with the council to be assessed within the ES is as follows:

- Townscape and Visual Effects;
- Transport;
- Air Quality;
- Noise and Vibration;
- Socio-economics; and,
- Climate Change

The ES predicts what the significance of each environmental effect would be, which is determined by two factors:

- The sensitivity, importance, or value of the environment (such as people or wildlife); and
- The actual change taking place to the environment (i.e. the size or severity of change taking place).

Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major.

During the assessment of likely significant effects, the EIA (in line with requirements of the EIA Regulations) has considered measures to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects - 'mitigations'. Finally, each chapter determines whether the level of effect reported is 'significant' or not. This determination is based on professional judgment and best practice.

Taking the chapters separately there follows a summary of the predicted significant effects:

Townscape and Visual Effects

Construction phase - Short term adverse effects on local townscape character and views are unavoidable and are likely to take the form of the use of cranes and construction activity on and around the site. Effects on surrounding receptors are expected to range from Negligible to Moderate Adverse. The construction process would be subject to a Construction Environmental Management Plan (CEMP), which would help control and minimise these effects. A condition securing a Construction Management Plan is therefore recommended.

Operational phase: Townscape Effects - The baseline assessment identified that at present the application site adversely influences local townscape character, for example through the general low quality of the Longfield Centre buildings and public realm, the surface level car parks, the poor relationship with the tramline and its failure to optimise this highly accessible location. The proposal would introduce high quality, highly sustainable, landmark buildings into the site and improve the public realm. Effects on the local townscape character areas are expected to range from Minor to Moderate Beneficial.

Operational Phase: Visual Effects – The proposal would introduce high quality, highly sustainable, landmark buildings into the site and improve the public realm with soft landscaping and improve pedestrian routes through the site from Bury New Road towards the Metrolink, re-establishing historic streets. The visual effects are therefore expected to be Minor Beneficial - Not significant.

The ES concludes that although it is acknowledged that the proposals do result in some significant adverse effects on a small number of visual receptors and townscape receptors during the enabling, demolition and construction works. These receptors are limited to a small geographical area, immediately adjoining the site, and are temporary in nature. Overall, it has been established that townscape character effects are beneficial once the Proposed Development is completed and operational with effects being Significant on a number of identified townscape receptors relating to local townscape character, urban grain, land use, building heights and site character. Once completed the Proposed Development will completely transform the site to a high-quality retail, community, and residential hub, that reflects the urban grain, with new local level facilities, street frontages and with an enhanced public realm.

Officers agree with the conclusions and recommendations of this Chapter of the ES. The proposal therefore accords with the Policy EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.

Transport

Chapter 8 of the Environmental Statement details an assessment of the effects of the Proposed Development on Transport. In particular it identifies and assesses the likely significant effects resulting from the Proposed Development on traffic and transport during both the demolition, enabling works, construction and operational phases of the Proposed Development on the road network within 200m of the site, and the M60 located to 600m to the north of the site, was chosen as the study area.

The road network within and immediately surrounding the site area comprises Fairfax Road, Rectory Lane and the A56 Bury New Road.

The A56 Bury New Road is a busy main road and often experiences congestion and delay, particularly if there is an incident on the motorway. Bury New Road is part of the A56 which is a key arterial route linking Manchester City Centre with the orbital M60 Motorway and Bury to the north of Prestwich. In the vicinity of the site, Bury New Road comprises a single carriageway with one lane in each direction, with additional traffic lanes developing locally at junctions to aid turning movements. Bus stops are located on Bury New Road towards the south-western corner of the site, just south of Warwick Road.

Fairfax Road and Rectory Lane are both single carriageway roads with one lane in each direction. These roads provide local access to the town centre and include connections into the town's two main car parking areas. Pedestrian crossing points are located at key positions, linking the car parks to the town's facilities, and linking with the Metrolink Tram Stop adjacent to Rectory Lane where bus stops are also located. Additional bus stops are located towards the eastern end of Fairfax Road and on Bury New Road.

The site and surrounding area score a 5 on the Greater Manchester Accessibility Level (GMAL) scale. A GMAL of 1 is 'very low' and 8 is 'very high', a score of 5 indicates the area is reasonably accessible by public transport - the Bus and Tram network.

The capacity and operation of the local highway network, in the study area, in the base year of 2023 is assessed in the Transport Assessment and is used in the ES assessment to show junctions which are sensitive to driver delay. The ES also assesses the change in delay and queue length during the peak hour(s) is used to provide a qualitative assessment of driver delay, noting that the peak hours are the hours in which the impact will be most significant, from a transport perspective.

Potential effects include additional large vehicles on the network associated with construction, as well as private vehicles from construction workers. It is acknowledged that there will also be ancillary related trips from contractor staff, imports of other construction material etc., however this cannot be quantified at this stage. During the course of the enabling works and construction period, Light Goods Vehicles (LGVs), Heavy Goods Vehicles (HGVs) and potential Abnormal Load Vehicles (ALVs) will be used. Construction vehicles will access the application site via Rectory Lane and Fairfax Road during this period. The ES notes Abnormal Load Vehicles are not allowed restricted from travel in Greater Manchester from 6:30am to 9:30am and 3:30pm and 6:30pm Monday to Fridays, to ensure that traffic can flow on Greater Manchester roads, which includes the A56 Bury New Road.

Construction vehicles would access the application site via Rectory Lane and Fairfax Road during this period. The anticipated core construction working hours are stated to be as follows:

- 07:30 – 18:30 hours on weekdays;
- 07:30 – 13:30 hours on Saturdays; and
- No working on Sundays or Bank / Public Holidays.

The impact of temporary additional traffic during each phase of enabling, demolition and construction works on the possible impacts of the Proposed Development on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as Negligible which is Not Significant.

The assessment takes account of the scale and programme of the work and together with measures to be contained in a Construction Environmental Management Plan) (CEMP) and Construction Logistics Plan which can be controlled by condition. Indeed, the Local Highway Authority and the Council's Environmental Health Officers have recommended these conditions be imposed and thus they are duly recommended.

The impact of the temporary additional traffic during each phase of enabling, demolition and construction works on the possible impacts of the proposed development on delay, amenity, fear and intimidation, road users and pedestrian safety is assessed as Negligible which is Not Significant.

Examining the anticipated changes in traffic flows associated with the Proposed Development once operational all links would be subject to an increase in traffic flows that would be Not Significant in terms of the thresholds suggested by the Institute of Environmental Management and Assessment (IEMA) guidelines as all roads on the local network would be subject to an increase in traffic flows of less than 10% with the Proposed Development in place.

Driver/ Passenger Delay

IEMA Guidelines note that driver delay may occur at several points on the network, but the effects are only likely to be significant when the traffic on the highway network is predicted to be at, or close to, the capacity of the system.

The junction model for A56 Bury New Road/Fairfax Road indicates that in the PM peak hour the Fairfax Road arm is approaching practical capacity on the Fairfax Road arm in the 2023 Base scenario. With the addition of Proposed Development traffic, the average delay per vehicle at the junction will increase by 1.99 seconds in the busiest hour (weekday PM peak hour). The average queue will increase by 2 vehicles on this arm.

This effect is not considered significant, especially as it is noted that the junction operates with SCOOT2 which can be optimised to make use of the spare capacity in the junction, which will make it work more efficiently. SCOOT is a real-time adaptive traffic control system for the coordination and control of traffic signals across and urban road network. It

is used extensively throughout the UK and is already in use at the A56 Bury New Road/Fairfax Road junction.

Taking account of receptor sensitivity, the overall effect of the Proposed Development on driver delay across the study area is assessed to be of Negligible significance on the majority of receptors and therefore Not Significant. The effect of the Proposed Development on Fairfax Road is considered to be Minor Adverse significance and therefore Not Significant.

Non-motorised User Amenity

The Proposed Development incorporates new pedestrian and cycle connections through the site and increases permeability through the area by non-motorised modes. This effectively creates new opportunities for existing residents and visitors to travel by sustainable modes and represents a clear wider benefit to the accessibility of the area.

Given the above, and the overall improvement of pedestrian and cycling facilities that would be introduced, the overall effect of the Proposed Development on pedestrian amenity on the road network is assessed to be of Moderate Beneficial significance and therefore considered to be Significant.

Fear and Intimidation

There is no formal guidance on the thresholds for the assessment of fear and intimidation experienced by pedestrians and cyclists. The measure of fear and intimidation is based on traffic volumes, traffic flow composition and the provision of wider footways or guardrails. Therefore, traffic flows of utilising the 30%, 60% and 90% threshold has been used taking into account traffic composition and site specific characteristics.

All roads would be subject to an increase in traffic flows of less than 10% and no discernible change in composition. Consequently, the effect of the Proposed Development on fear and intimidation is assessed to be Negligible on these sensitive receptors. With reference to the Fairfax Road junction with the Travel Hub traffic flows would not exceed a 30% change. It is acknowledged that there would be change in composition with an increase in Heavy Duty Vehicle flows. However, this is still below 30% and would not have a significant impact on fear and intimidation.

Furthermore, public realm improvements are proposed at this junction which will improve the pedestrian and cyclist space for users. On this basis, the effect of the Proposed Development on Fear and Intimidation at this junction is assessed to be Minor Adverse effect which is Not Significant.

Road User and Pedestrian Safety

An assessment of road traffic collision data for the latest five-year period has been undertaken. The data shows that across the study area the level of reported collisions is not abnormally high for the characteristics of the road network, although noting the number of collisions suggests an accident cluster at the A56 Bury New Road/Clifton Road/Poppythorn Lane junction. With reference to the increase in traffic flows along Bury New Road, this link does not experience an increase in traffic flows of more than 10%. On this basis the likely effect of the Proposed Development on road traffic collisions and safety is assessed to be of Negligible at all locations and Not Significant.

Mitigations

Notwithstanding that the effects of the enabling, demolition and construction phases are considered to be Negligible and temporary nature, measures will be undertaken during the enabling and construction phase to minimise disruption and manage the effects of the Proposed Development during both phases of construction. Such mitigation measures will be secured by planning condition in the form of a Construction Environmental Management Plan (CEMP) and Construction Logistic Plan. Suitably worded planning conditions are therefore recommended.

In summary, the following mitigation measures are recommended as part of the proposed development in connection with both the construction and operational phases:

- Adoption of a CEMP to minimise disruption and manage the effects on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Construction Logistics Plan to manage enabling works / construction traffic routing on the local highway network to be secured by a suitably worded planning condition.
- Adoption of a Framework Travel Plan to be secured by a suitably worded planning condition.
- Adoption of a Travel Hub Parking Management Strategy to be secured by a suitably worded planning condition.
- Implementation of a Traffic Regulation Order (TRO) on local roads if required, to be secured by a S106 Obligation.

To conclude, taking account of the identified mitigation measures, traffic associated with the Proposed Development would be satisfactorily accommodated and will not give rise to any significant adverse effects. In addition, a Moderate Beneficial effect has been identified in terms of the amenity of non-motorised users.

National Highways, the Local Highway Authority and Transport for Greater Manchester(TfGM) (Highways and Metrolink) raise no objections to the contents and conclusion of this Chapter of the ES. Accordingly, the proposals accord with the key principles within policies within the 'Connected Places' section of the Greater Manchester Places for Everyone Joint Development Plan.

Air Quality

Chapter 10 of the Environmental Statement has assessed the effects if the proposed development upon air quality. In particular it identifies and assesses the likely significant effects resulting from the Proposed Development on air quality during enabling, construction and operational phases.

The south-western edge of the site is located within the Bury Air Quality Management Area (AQMA) which covers large portions of the main roads within the borough, including the Bury New Road (A56) located to the immediate west of the Proposed Development site. Bury Council declared the AQMA in 2002 for exceedances of the annual mean NO₂ objective and 24-hour mean PM₁₀ objective. It was amended in 2007 to only include annual mean NO₂.

The main pollutants of concern have been identified as being dust soiling and health effects resulting from construction vehicle trackout. The term 'trackout' refers to the movement of dust and dirt from a construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network.

Dust Soiling

The surrounding area has a significant density of human receptors, which are potentially sensitive to dust soiling and health effects. The overall risk of unmitigated impacts is high for demolition, earthworks, construction and trackout. In accordance with the IAQM guidance, the 'site specific mitigation' are discussed in Annex I of Appendix 10.1 and the 'Further Mitigation' section of Chapter 10. These mitigation measures will need to be outlined in an Air Quality and Dust Management Plan (AQDMP) (forming part of a Construction Environmental Management Plan (CEMP)/ Construction Logistics Plan) and approved by Bury Council prior to the commencement of any on-site works. With the implementation of these mitigation measures, the impacts from construction activities are expected to be Not Significant. The Council's Environmental Health Officers consider subject to a separate dust management plan being secured by condition that the impact of dust can be minimised to a degree where dust pollution would not significant.

Effects from construction traffic trackout

Measures to control emissions during the construction phase are proposed in a Construction Environmental Management Plan (CEMP), and within Appendix 4.3 for a Framework CEMP. These mitigation measures would be implemented for both phases of the Proposed Development. A CEMP and a Construction Logistics Plan to minimise the effects of both dust and construction vehicle trackout can be secured for each phase via planning condition. Officers agree that such conditions would ensure the effects of dust and construction traffic trackout can be minimised by securing such conditions and these are therefore recommended to ensure the impact from dust during construction of the development is minimised as much as possible.

To conclude, there is no objection from Environmental Health - Pollution Control and subject to the recommended condition(s) being secured. the LPA has no reason to disagree with the conclusion of the ES. The proposal is considered to accord with Policy PF-C5: Clean Air of the Greater Manchester Places for Everyone Joint Development Plan.

Noise and Vibration

Chapter 9 of the ES assesses the effects of the proposed development on Noise and Vibration. It identifies and assesses the likely significant effects resulting from the potential noise and vibration impacts during enabling, construction and operational phases from the proposed development and whether any mitigations would be necessary.

The identified noise and vibration sensitive receptors in proximity to the site taken into account in the assessment include residential properties on Highfield Road and Highfield Place, Poppythorn Lane, the Radius Building (including the ground floor uses), Heys Road, The Heys, and Rectory Green, and commercial/ other properties; Our Lady of Grace Church, Hall and Prestbury, 458-466 Bury New Road, Prestwich Job Centre, and St Mary's C of E Primary School.

Enabling, Demolition and Construction Phase

Noise - The impact of noise during the enabling, demolition and construction of the Proposed Development has been predicted and assessed in accordance with BS:5228 guidance. Impacts from demolition and construction activities are predicted at the closest noise sensitive receptors, with temporary negligible to major adverse effects anticipated to arise, prior to mitigation.

Taking into account the implementation of Best Practicable Means (BPM) to be secured by a detailed Construction Environmental Management Plan (CEMP) condition and the temporary nature of the works, the resulting residual effect is considered to range from Negligible to Moderate-minor, which is not significant. Construction traffic noise effects are considered not significant; hence, no mitigation measures to control this impact were required.

Officers consider, that subject to a detailed CEMP condition being secured by condition there is no reason to disagree with the conclusion made in Chapter 9 of the Environmental Statement.

Vibration - Demolition and construction activities that produce vibration may impact adjacent buildings. The Framework Construction Environmental Management Plan (CEMP) accompanying the ES has highlighted a number of Best Practicable Means (BPM) to minimise the noise and vibration impact on nearby noise sensitive properties. These indicate that subject to a detailed CEMP being secured by condition that the impact on residents from noise and vibration can be minimised. The Council's Environmental Health Officers agree with this conclusion and have thus recommended a condition securing a both a CEMP and a piling condition.

The Completed and Operational Phase

During the operation of the Proposed Development, complying with plant noise limits in line with guidance provided in BS: 4142 is assessed as Negligible effect on the nearest noise-sensitive receptors and therefore not significant.

Based on predicted traffic flows, the magnitude of impact for all receptors is assessed as negligible in terms of both short and long term traffic changes. This would result in a Negligible effect for all receptors and is therefore not significant.

Turning to traffic noise, a noise model has been used to predict traffic and tram noise levels at the façade of the proposed development. Internal noise levels would adhere to BS 8233 (internal noise levels) through selection of appropriate façade design mitigation, such as acoustic glazing. As such, the residual effect is assessed as Negligible and therefore not significant.

For the operational phase, all residual effects have considered the potential effects in conjunction with compliance with policy and guidance and complying with these through design such as suitable glazing specification. For the outline element of the application, it is recommended that an Acoustic Design Statement at the detailed design stage, which is a recommended planning condition. The ES concludes no significant residual effects. It is considered that there would also be no significant noise effects during construction or operation. Subject to the recommended planning conditions, Officers agree with the conclusion.

Overall, there is no objection from Environmental Health and it is considered that there would also be no significant noise effects during construction or operation. Subject to the recommended planning conditions, Officers agree with the conclusions within Chapter 9 of the ES and accordingly consider the proposed development would occur with Policy EN1/7 - Noise Pollution, of the Bury Unitary Development Plan.

Socio-economics

This Chapter of the ES considers the potential effects of the proposed development on a defined local "Area of Impact" (as defined by the applied methodology) and on the district (Bury) socio-economic receptors. The socio-economic effects assessment has been conducted based on guidance issued by Homes England (previously the Homes and Communities Agency), including the Additionality Guide (2014) and Employment Densities Guide, 3rd Edition (2015). It also, describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct, indirect, and cumulative effects of the proposed development, and the mitigation measures required to prevent, reduce, or offset any identified significant effects and the residual effects.

Qualitative and quantitative assessments have been undertaken having regard to assessment methodologies from published guidance. The economic impact of the proposed development is considered relative to the core catchment area of Prestwich as identified by the June 2023 Place Informatics and Civic Engineers report, which has utilised GPS data. This analysis identifies a primary catchment area for Prestwich town centre. This core catchment area is considered the principal labour market for the proposed employment uses and the main community catchment for any proposed social infrastructure. Therefore, this catchment area is defined as the local 'Area of Impact' where relevant within the assessment. Based on the analysis, the 'Area of Impact' (AoI) is made up of the M25 and M45 Postcode population in Bury and the M7 Postcode population in Salford.

The following receptors have been identified and assessed within the ES:

- The economy in the local Area of Impact (as defined above) and Bury Local Authority area;
- Construction workforce in the local Area of Impact;
- The workforce in the local Area of Impact, across all industries;
- The housing market in the Bury Local Authority area; and
- The capacity of social infrastructure (schools and healthcare facilities).

It is anticipated that the Proposed Development will result in a range of potentially

significant socio-economic effects during both the Construction and Operational Phases. These effects may occur as a direct result of the Proposed Development or through indirect effects (supply chain linkages as a result of on-site businesses) and induced effects (employees spending in the local economy) in line with HCA guidance.

Enabling, Demolition and Construction Phase

To deliver the Proposed Development, it is expected there will be construction expenditure over an approximately seven-year construction programme up to 2031 (relating to the delivery of Phases 1 and 2). Therefore, this effect is considered to be a long-term temporary effect during this phase.

Overall, it is estimated that the redevelopment proposals would create 516 net additional person years of construction employment (52 FTE net additional jobs) over 7 years. The overall enabling, demolition and construction phase effects of both Phase 1 and 2 is likely to have a minor beneficial (not significant) temporary effect in the long-term at the local level. The overall enabling, demolition and construction phase effects of both Phase 1 and 2 is likely to have a minor beneficial (not significant) temporary effect in the long-term at the local level.

The Completed and Operational Development

The proposed development would contribute to strengthening and diversifying the economic base by providing accommodation for a mix of new activities that will stimulate business activity. The ES makes the following conclusions:

- The potential effect on employment is assessed to be a minor beneficial (not significant) permanent effect at the local level for both scenarios based on the net additional employment in the context of the Area of Impact's economy.
- Once completed, the Proposed Development is expected to generate between £5.2m to £14.4 (2023 prices, undiscounted) of net additional annual GVA depending on the use of the flexible space.
- The potential effect on employment is assessed to be a minor beneficial (not significant) permanent effect at the local level based on the net additional employment that would be created by the proposed development.
- The potential effect on business rates income is assessed to be a Minor Beneficial (not significant) permanent effect at the Bury district level.
- The implementation of a range of new residential homes is assessed to have a Moderate Beneficial (significant) permanent effect at a Bury district level. The spending expected to be generated by new residents is assessed to be a Minor Beneficial (not significant) permanent effect at the local Area of Impact. The additional Council Tax income as a result of the new residential homes is assessed to be a Minor Beneficial (not significant) permanent effect at the Bury district level.
- In respect of the impact on existing Health Care Capacity an assessment based on household size and bedrooms spaces data from the 2021 Census indicates that the Proposed Development could accommodate a total of 518 people when fully occupied. If this increase was all additional, it would represent an increase of 0.6% on the current population of the Area of Impact (88,000). However, this may not be the case as the Proposed Development could accommodate new homes taken up by existing residents and demands from hidden households (for example, a young person moving out of the family home) and reflect changes in household density rather than an increase in population.

There are 15 GP Practices within the Area of Impact of the Proposed Development, with a total of 66 GPs. This analysis includes the Prestwich Health Centre, which is currently on the existing site and has 10 GPs. In total, there are 93,202 residents registered to these 15

GP practices.

The analysis indicates that there is sufficient GP capacity in the local area to deal with the additional demand generated by the Proposed Development within either scenario. However, the opportunity to re-provide space for GPs at the existing site would help to keep the ratio of patients to GPs in the Area of Impact comfortably below (i.e. better than) the target levels. For example, it should be noted that the number of patients per GP would towards the maximum recommended levels (1,800 patients per GP) if none of the existing GPs from the current health facility remain in the Area of Impact.

It should be noted that the assessment of health infrastructure was based on two scenarios, one where 4.5 FTE GPs remain from the existing health facility remain in the Area of Impact and a second where all 10 FTE GPs remain due to the re-provision of space in the proposed development. The proposed development would have a Negligible permanent effect on primary healthcare within the Area of Impact, which is considered to be Not Significant. The additional demand generated by the Proposed Development together with the potential re-provision of the existing health capacity on site is assessed to have an overall Negligible (not significant) permanent effect at a local level.

In respect of the likely effect on primary and secondary school places the increased residential population of the proposed Development would result in an increased demand for Primary school and Secondary school places. However, the additional demand on both primary and secondary school places from the proposed development is assessed to be a Negligible (not significant) permanent effect at the local level.

The assessment of socio-economic benefits has identified a Moderate Beneficial effect following completion and operation of the proposed development, particularly resulting from the proposed new homes in the local authority area, which is concluded to be Significant. In light of the above, Chapter 6 of the Environmental Statement (ES), concludes that there would be no adverse significant effects from a socio-economic perspective. All socio-economic effects from the proposed development would be positive.

Climate Change

The ES assesses the effects of the Proposed Development on Climate Change. In particular it identifies and assesses the likely significant effects resulting from and upon the Proposed Development regarding Climate Change and Greenhouse Gases (GHGs).

Enabling, Demolition and Construction Phase

The assessment demonstrates there would be no likely significant GHG effects (only minor adverse effects), further mitigation would include a detailed assessment of regulated and unregulated loads, as well as consumption sources, to identify opportunities for energy consumption reduction through operational and management strategies.

An assessment of embodied carbon has been completed for Plots A, B and C to inform design development. Should planning permission be approved, this assessment process would continue through to RIBA Stage 4 Technical Design (post planning) to reduce embodied carbon as far as practicable.

Phase 2 of the proposed development forms part of the outline element and so further mitigation would be secured through design development e.g. developing proposals that support a net zero carbon trajectory through compliance with the latest building regulations and seeking to target improved levels of performance where possible. The Outline proposals for residential development above retail and commercial development, would also be required to comply with Policy JP-S2: Carbon and Energy, of the Places for Everyone Joint Development Plan. Taking account of the embedded mitigation measures and the further mitigation / enhancement measures set out above, the residual effects of the proposed development would be Not Significant.

The release of GHG emissions from the operation of the Proposed Development (for both Phases 1 and 2) is assessed as being Negligible which is Not Significant, taking into

account of the embedded mitigation measures identified which form part of the design of the proposals.

For the Construction Phase, in accordance with the stated IEMA methodology, the project is evaluated to have a Minor Adverse effect that would be Not Significant. For the Operational Phase, the Proposed development is expected to have reduced operational emissions, compared to the baseline, of 355.75 tCO₂e/yr, thus having a similarly Negligible impact locally and nationally.

During Construction, in accordance with the stated IEMA methodology, the project is evaluated to have a Minor Adverse effect that is not significant; it is in compliance with up-to-date policy and good practice guidance reduction measures, so is deemed to be compatible with the budgeted, science-based 1.5.C trajectory (in terms of rate of emissions reduction) i.e. the UK's net zero trajectory.

As the proposed development's operational net GHG impacts would be below zero and it would cause a reduction in atmospheric GHG concentration, compared to the without-project baseline, the operational development proposed is deemed to have a beneficial effect and a positive climate impact.

The Complete and Operational Development Phase

The total anticipated emissions associated with the completed and operational stage of the proposed development (combining Phases 1 and 2), relating to the operation of the buildings across local, regional and national scales, the magnitude of effect is considered to be negligible. Therefore, the operational CO₂ emissions would be likely to have a direct, permanent, long-term, adverse effect which is considered to be Negligible, which is classed Not Significant.

To conclude, Officers have no reasons to disagree with the contents, recommendations and conclusions of Chapter 11 of the ES. The proposal therefore accords with the relevant requirements of Policies JP-S1: Sustainable Development and JP-S2: Carbon and Energy of the Greater Manchester Places for Everyone Places for Everyone Plan.

Conclusion

According to the EIA Regulations, the Local Planning Authority (LPA) should reach a reasoned conclusion on the individual and cumulative significant effects and this conclusion should be integrated into the decision as to whether planning permission should be granted. If it is to be granted, the LPA should consider whether it is appropriate to impose monitoring measures. These effects are therefore considered in the planning balance discussion later in this report.

Principle of Development

The application site comprises the Longfield Shopping Centre and Car Park, Fairfax Road Car Park and adjoining land at Bury New Road, Rectory Lane, and Fairfax Road.

Retail

Paragraph 90 of the National Planning Policy Framework states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth management and adaptation.

Paragraph 90(a) further states that planning policies should promote the long-term vitality and viability of town centres by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.

Under Unitary Development Plan (UDP) 'Policy Area PR1', the Council will encourage and support proposals for retailing and other appropriate ancillary town centre uses within the Longfield Centre and the Bury New Road area of the Town Centre. UDP Policy S1/2 - 'Shopping in Other Town Centres', seek to maintain and strengthen the retail role of

Prestwich and support modest increases in shopping floorspace, however, the main emphasis will be on consolidation and enhancement.

Under UDP Policies S2/2 - 'Prime Shopping Areas and Frontages' and S2/3 - 'Secondary Shopping Areas and Frontages', the Council seeks to maintain retailing as the predominant use at ground floor level within Primary and Secondary Shopping Areas Under UDP Policy S3/1/29 - 'New Retail Development Opportunities Within or Adjoining Town Centres', the Council considers the small infill space within the Longfield Centre as suitable for retail purposes.

Whilst the proposal is to demolish the existing Longfield Centre, the redevelopment proposes new retail floorspace including a Market Hall and a range of different sized retail units to suit independent retailers.

The site is situated in an identified town centre location and therefore there is no need to undertake a sequential or impact test in accordance with the NPPF.

The new market building would be located in the centre of scheme and would be surrounded by the smaller units. It is proposed to locate all the retail units within the proposal at ground floor level generating more activity within the existing primary and secondary shopping area frontage(s). Given the above, it is considered that the proposals are in conformity with UDP policies PR1 - 'The Longfield Centre/ Bury New Road, S1/2 - 'Shopping in Other Town Centres', S2/2 - 'Prime Shopping Areas and Frontages', S2/3 - 'Secondary Shopping Areas and Frontages' and S3/1/29 - 'New Retail Opportunities Within or Adjoining Town Centres'.

Policy JP-Strat 6 – 'Northern Areas' of the Greater Manchester Places for Everyone Joint Development Plan places a strong focus on making as much use as possible of suitable previously developed land, through urban regeneration and enhancing the role of town centres in northern areas.

The redevelopment proposals for Prestwich town centre seek to develop the town centre as a hub for the local community, improve transport connections, diversify the retail, leisure and food and drink offer and provide new homes and commercial spaces to live and work.

The community hub would provide space for commercial uses, a library, community event space and retail spaces and there is the potential for healthcare facilities to also be co-located. It is proposed to locate the community and retail spaces at ground floor level to help provide footfall in the proposed village square.

The market hall would provide a mix of space for food retailers and smaller retail units. This would help to diversify the retail and food and drink offer and help to diversify the evening economy.

The consolidation of the two car parks into a mobility/ transport hub would unlock the existing surface level car parks for new homes which would help to retain and attract residents to Prestwich, increasing footfall and local spend.

The Public realm improvement works create public spaces which can be used for a variety of events and encourage people to the town centre. Given the above it is considered the proposals accord with the NPPF and will make a positive contribution to help support the long-term vitality and viability of Prestwich Town Centre.

The application seeks to deliver a new village centre by regenerating previously development land and buildings which will enhance Prestwich's role as a town centre within the borough.

Given the above, it is considered that the proposals are in conformity with UDP policies PR1, S1/2, S2/2, S2/3 and S3/1/29, and Policy JP-Strat 6 of the PfE Joint Development

Plan

Residential

The residential element of the application is in outline only and proposes up to 210 residential units.

The residential proposals incorporate commercial uses at ground floor level, which would be in accordance with UDP Policy S2/2, with residential apartments proposed above.

The National Planning Policy Framework (NPPF) should be treated as a material planning consideration, and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. The Framework states that unless they have an adopted plan that is less than five years old that identified a five year supply of specific deliverable sites at the time of conclusion of the examination, then local planning authorities should identify and update annually a supply of specific developable sites to provide either a minimum of five years' worth of housing, or a minimum of four years' worth of housing in certain circumstances set out in NPPF paragraph 226.

The joint Places for Everyone Development Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1 sets the following stepped targets for Bury:

- 246 homes per year from 2022-2025;
- 452 homes per year from 2025-2030; then
- 520 homes per year from 2030-2039.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up of sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the deliverable land supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). In addition to the housing land supply in the SHLAA, the joint Places for Everyone Plan allocates significant strategic sites for housing within Bury and will accelerate housing delivery within the Borough to meet housing needs.

Following the adoption of Places for Everyone, the Council is now able to demonstrate a minimum deliverable 5 year supply of housing land when assessed against the adopted PfE housing requirement.

However, the National Planning Policy Framework also sets out the Housing Delivery Test, which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government show that Bury has a housing delivery test result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11d) of the National Planning Policy Framework is relevant in the assessment of this proposal. It states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provides a clear reason for refusing the development proposed; or

ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole.

The site is considered to be in a sustainable location for housing within the urban area and sitting outside the Green Belt. The national requirement to significantly boost the supply of housing under the NPPF is a material consideration that would favour the residential development of this part of the site in principle. The tilted balance is engaged in line with paragraph 11(d)(ii) of the NPPF which directs that planning permission should be granted.

Conclusion

It is clear from all of the above that the proposals seek to regenerate this portion of Prestwich and replace the buildings forming the Longfield Centre, as well as provide a number of new homes in a location that is considered to be highly accessible, due to its proximity to Prestwich Tram Station and the Bus Stops on Bury New Road, a main public transport route. The proposals are therefore acceptable in principle.

Affordable Housing

The residential element of the proposal is in outline and as yet, no details other than the upper limit of the number of apartments is proposed (up to 210 dwellings).

PfE Policy JP-H2 - 'Affordability of New Housing' seeks to maximize the delivery of additional affordable homes and support the provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities). UDP Policy H4/1 - Affordable Housing and its associated SPG5 - Affordable Housing Provision in New Residential Developments require 25% of new housing on schemes of 25 or more units to be provided as Affordable Housing. NPPF paragraph 66 expects at least 10% of the total number of homes to be available for affordable home ownership (subject to limited exemptions). The Government's Written Ministerial Statement published on 24th May 2021 and the Council's interim First Homes Policy Position Statement require 25% of affordable housing to be provided as First Homes (subject to limited exceptions). The definition of affordable housing is set out in NPPF Annex 2.

As the residential element of the application is in outline with all matters reserved, it is not possible to ascertain the exact number and mix of housing, which would be determined at the reserved matters stage if Members are minded to approve the application. As such, it is not possible to ascertain which specific units would be affordable at this stage. A condition is recommended to be included on the decision notice to ensure that a scheme to secure the affordable housing in accordance with relevant policy is submitted at reserved matters stage.

Heritage Assets (Listed Buildings, Conservation Areas and Archaeology)

In accordance with the statutory duty in section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in determining the planning application it is necessary for the Local Planning Authority to have special regard to the desirability of preserving the buildings or their settings or any features of special architectural or historic interest they possess. Preservation in this context means not harming the historic interest which the building possesses, as opposed to keeping it completely unchanged. The duty under section 72(1) provides that, with respect to any buildings or other land in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area in decision making.

The environmental objective of the NPPF means protecting and enhancing the built and historic environment. Indeed, conserving heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations is a core planning principle. Significance derives not only from a heritage asset's physical presence, but also from its setting. The heritage interest may be archaeological, architectural, artistic or historic.

Section 16 of the NPPF, 'Conserving and enhancing the historic environment', requires

applicants to describe the significance of any heritage assets affected by proposed development and states that *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation ... This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”* (paragraph 199). It sets out in paragraph 205 that *“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification...”* Paragraph 206 states *“Where a proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal ...”*

UDP Policy EN1/2 - 'Townscape and Built Design', EN2/1 - 'Character of Conservation Areas' and EN2/3 - 'Listed Buildings' of the UDP discuss development in relation to a heritage considerations.

The application site does not contain any statutory listed buildings nor is it within a Conservation Area, although the site is located close to the southern boundary of the Poppythorn Conservation Area, which is sited on the opposite side of the Metrolink line, approximately 300 metres from the application site. There are a number of Non-Designated Heritage Assets (NDHAs) adjacent to the site and the Grade I listed St Mary's Church is approximately 350 metres to the south-west of the site.

Paragraph 200 of the Framework states:

“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance”.

A Heritage Assessment accompanies this application which has been reviewed by Officers. The respective heritage assets that need to be considered as part of this assessment are discussed below.

Archaeology

The application site does not contain any designated heritage assets but is located between two conservation areas and is of some historical and archaeological interest, not least for having been a centre for the cottage-based silk handloom-weaving industry during the 17th and early 18th centuries. The earlier history of the application site is not well understood, although the projected line of the Roman road between the forts at Manchester and Ribchester is thought to follow the approximate line of Bury New Road whilst St Mary's Church, founded in 1231 and situated some 200m to the south-west of the Longfield Centre, is known to have been a focus for medieval activity in the area. Any surviving remains of the medieval and / or post-medieval landscape would be of some archaeological interest and establishing the potential for any such remains to survive warrants further investigation.

The application is supported by an archaeological desk-based assessment that sets out the historical development of the application site. The archaeological assessment identified a high potential for the application site to retain archaeological remains deriving from the 18th- and 19th-century development of the area, including workers' housing, various industrial buildings and a police station, together with a lower potential for remains deriving from the Roman and medieval periods. The report concludes that it would be appropriate to undertake further investigation of the application site in advance of construction work. Greater Manchester Archaeological Advisory Service (GMAS) concurs with this conclusion and thus a planning condition to secure an initial phase of evaluation trenching that will aim to establish whether any buried remains of archaeological interest survive intact. In the event of significant remains being uncovered in the initial trenches, a

second phase of more detailed excavation and recording is considered to be warranted, in accordance with paragraph 211 of the National Planning Policy Framework.

GMAAS accepts that any below-ground archaeological remains that do survive across the application site will not be of national importance requiring preservation in-situ, and therefore archaeological interests can be secured through a condition attached to planning consent. A suitably worded condition is therefore recommended.

Impact on non-designated heritage assets

Adjacent to the Fairfax Road car park exists a group of traditional buildings known as, Our Lady of Grace Church, Hall and Presbytery, Fairfax Road.

A number of other non-designated heritage assets exist along Bury New Road, including the Liberal Club opposite Marks and Spencer's Food, the Nat West Bank and Managers House, Bury New Road/ Clifton Road, Barclays Bank, Bury New Road, Railway and Naturalist Public House, Bury New Road, The White Horse Public House. 466 Bury New Road, and the Istanbul Restaurant (formerly the Wilton Arms Hotel) the gable of which abuts the Bury New Road boundary of the application site.

Given the proximity of the site to the identified non-designated heritage assets, paragraph 209 of the National Planning Policy Framework December 2023 (NPPF) should be considered when assessing this application. Paragraph 209 states:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.

The Our Lady of Grace Church (OLOG), Church Hall and former Presbytery form a group value of non-designated heritage assets. It is accepted that the setting of this group has been compromised in recent years by the Radius development, but the group has retained a positive element to its setting with the openness of the adjacent car park preserving views from the car park itself, Fairfax Road, Rectory Lane and the junctions of Fairfax Road and Rectory Lane as well as filtered and kinetic views from the Metrolink Line when arriving and departing Prestwich tram stop. It is considered the views from and along Fairfax Road and from Rectory Lane are the most sensitive to changes brought about by the proposed travel hub.

The group currently retains a level of setting that is beneficial to its associative/communal and historic interest providing a tangible significance in how the building is experienced, the group of buildings have a visual experience when approached along established routes of access as in Fairfax Road, Rectory Lane and the adjacent car park. The proposed Travel Hub would harm this element of the groups' setting, reducing the ability to appreciate the building and therefore how it is experienced.

The applicant asserts that the Fairfax Road car park is a negative feature within the groups setting and that because harm may have already been caused to its setting by the Radius development further harm would be acceptable. Officers do not agree with this approach for the reasons provided above.

The applicant also asserts that the proposed Travel Hub would cause negligible harm to the setting of this group of non-designated heritage assets. Officers do not agree with the applicants reasoning. The proposed Travel Hub would obscure the majority of the east facing side elevation of this group of buildings, albeit it is proposed to be set back behind the projecting gable of the Parish Hall. Therefore, Officers consider the proposal would have a moderate, albeit a less than substantial harm on this group of buildings.

As directed by paragraph 209 of the NPPF, in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required

having regard to the scale of any harm or loss and the significance of the heritage asset.

Poppythorn Conservation Area

The existing townscape and dense tree canopy along Poppythorn Lane provide complete screening of the proposed development. Although there is potential for increased visibility during the winter months when the trees are not in leaf, it is considered that the density of the tree cover and the raised embankment of the Metrolink is likely to retain a screening function that limits potential visual impacts. Consequently, it is considered that the character and appearance of the Conservation Area will not be impacted by the proposed development.

Impact on the setting of the Grade I listed St Mary's Church

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities in the exercise of their planning functions to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 206 of the NPPF states any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 208 of the NPPF states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The Parish Church of St Mary the Virgin, Prestwich is Grade I Listed and as such is a building of significant national importance.

St Mary's Church tower had been visible historically in views from Prestwich tram stop but is now, at certain times of the year, screened by self-seeded, unmanaged deciduous trees which occupy a vacant site once occupied by the National School, between Rectory Lane and Bury New Road. The trees are considered to be a transient feature in that when the site is re-developed the trees would be removed restoring historic views. The proposed residential blocks, while only proposed in outline and indicated to be up to 6 or 7 storeys in height would permanently remove that view of the church in its wider setting representing harm to its significance. Within the terms of paragraph 208 of the NPPF this harm is considered to represent less than substantial harm.

The applicant has also identified that less than substantial harm would be caused to the setting of the church but has not quantified this harm within the terms of paragraph 208 of the NPPF. Nevertheless, Officers consider that the harm to the setting of St Mary's Church would be less than substantial harm.

In accordance with paragraph 208 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. This balancing exercise is undertaken towards the end of this report.

Highway Safety and Transportation

The application site is within the defined Town Centre of Prestwich, as defined by the Unitary Development Plan and is accessed on foot and by vehicle from three highways; A56 Bury New Road, Fairfax Road and Rectory Lane. The current car park located adjacent to the Metrolink line is accessed off Fairfax Road with the car park adjacent to the Longfield Centre, is accessed from Rectory Lane.

A car park for users of the Metrolink is located opposite the existing Longfield Centre Car Park.

Section 9 of the NPPF considers matters relating to 'Promoting sustainable transport'. NPPF paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy JP-Strat14: 'A Sustainable and Integrated Transport Network' of the Places for Everyone Joint Development Plan advises that higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network to reduce car dependency and increase levels of walking, cycling and public transport.

Policy JP-C8: Transport Requirements of New Development states that new development will be required to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

The Prestwich Metrolink stop is immediately adjacent to the site and therefore the density of the residential development proposed reflects that, in accordance with the principles of the Places for Everyone Development Plan.

The site is located within 400m walking of the Prestwich Metrolink which provide connections to Bury, Manchester Piccadilly and Altrincham. It is an accessible station. Tram services arrive every 12 minutes so there are 8 trams per hour.

On the A56 Bury New Road, the bus stops serve routes 90, 94, 95, 97, 98, X41 and X43. The southbound bus stop additionally serves route 66. These bus stops each serve 11-13 buses per hour providing regular connections to Manchester city centre and other local centres. In the vicinity of the Site the stops have shelters and seating. There are two bus stops in Fairfax Road that serve routes 90 and 94, with 1 service each per hour. There is a bus stop on Rectory Lane (making use of the layby) next to the Park and Ride that serves route 66, which is served by 1 bus per hour.

A key principle of the proposals is to remove the existing car parking from the village centre and relocate it within the proposed Travel Hub. The quantum of car parking has been derived from parking survey data collected in 2023 and a Car Parking Management Strategy has been prepared to set out key principles. Relocating the car parking into the Travel Hub would give back the streets to pedestrians and cyclists and enhance the permeability for walking and cycling in and around the site. To support this, 95 cycle spaces would be provided across the detailed element of the masterplan, with a potential for a further 210, as a minimum, to serve the residential development which is part of the outline proposals.

In terms of the site's accessibility to the public transport network, the application site is in a highly accessible location and is a location where new housing should be located.

Due to the proposal to regenerate the Longfield Centre site and also propose up to 210 residential apartments, the application has been submitted with a Transport Assessment and Travel Plan in order to assess the impact of the proposal on the highway network.

The Transport Assessment concludes that traffic flows have been assessed for up to date levels, and whilst the location has capacity issues based on a robust view of the flows, no capacity issues are expected to arise with the adjacent junctions to the site. As such the scheme would have little or no impact on the local network. As such, National Highways have raised no objections to the proposal even though the site is only approximately 650 metres from the A56 junction with the M60.

Original Proposals

The Local Highway Authority (LHA) provided its initial comments upon the planning application and accompanying Environmental Statement (ES). Within this document, the LHA set out its initial comments and observations and had a number of concerns in relation to -

Parking – level of provision, scope of surveys, methodologies used

- The scheme rather presented a like for like replacement of parking and demands for parking were based upon an incorrect floorspace of existing available retail space.
- Compared to pre-app scheme, the submitted scheme showed a reduction in scale/height and removal of the upper deck) of the new Travel Hub, only 275 parking spaces are now proposed, incorporating 20 accessible spaces, 26 EV charging spaces and 2 spaces for the City Car Club (along with 76 secure cycle spaces).
- Only a 30% provision relates to the residential element.

Trip Generation and Traffic - Details

- TfGM are of the view that if the Bury Local Authority boundary is taken into consideration on its own, then Bury Town Centre would be the town centre location and not Prestwich. Using town centre sites is not representative of the future development location and leads to the determination of trip rates that are lower than what would be anticipated for such a location. Bury LHA will have to consider this representation.
- In terms of traffic growth, TfGM maintain their previous comment that traffic growth should be applied to the assessments. Growth including 2023 is shown by the permanent data count data located in the vicinity of the development. Bury LHA will have to consider this representation. Bury LHA agree with the stance taken by TfGM. In order for the LPA/HA to take a view on this issue, this needs to be responded to and figures/numbers/impact on queues on the Key Route Network submitted to determine whether the applicant's highway consultant's proposed approach is acceptable.
- TfGM comments on diagrams, Traffic regulation orders to be introduced, construction traffic management plan.

Active Travel

- In order to maximise the benefits of the site's location, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks. Pedestrian access to the site is limited by the lack of any signalised pedestrian facilities at the junction of Bury New Road – Fairfax Road. These should be provided by the developer.
- Any footways less than 2.0 metres are sub-standard and not providing enough width for pedestrians and other users of the footways. This issue should be addressed as part of the development. Provision of continuous 2-metre-wide footways throughout and surrounding the development.
- From the information provide the cycle access to the site is poor – provision should be made for improving the cycle infrastructure for accessing the site.
- Cycle parking – how the short-stay cycle parking is to be kept safe and secure should be explicitly described.
- It is noted that there have been two pedestrian KSIs at this junction. Note that there are no funded plans to add signalised pedestrian facilities to the junction.
- The Local Highway Authority (LHA) agrees with these observation. Whilst (a different part of) TfGM are looking at junction improvement here, due to the close proximity of the site to this junction and pedestrian movement that this development will generate across the A56, proposals to upgrade the identified junction needs to form part of the off-site mitigation measures required of this proposal, secured through a pre-commencement condition in the event that planning consent is granted or via the S106 Agreement.

- The need for Travel Plans

General Comments

- Concerns around the 'Pedestrian Zone solution', with vehicular access in restricted hours (to be confirmed) within 'Prestwich Village', controlled by removable bollards, with the type of bollard and operational strategy to be determined via a Development Access and Management Strategy. Control can be secured by a suitably worded planning condition.

Amendments and Mitigations

On a complex scheme, none of the above is unexpected and it is commonplace for amendments and clarifications to be sought for such matters. This resulted in a number of discussions with the applicant and amendments were sought. As part of the amendments, it is considered that the nature of changes would not undermine the scope and nature of the submitted ES. The applicant did provide amended plans and reports to clarify matters and an additional highways mitigations document was submitted [dated 07 June 2024], including;

- A very up to date Transport Assessment being produced, dated 07 June 2024 considering the uplift in parking provision and other mitigations.
- A commitment (if needed) to the establishment and management of residents parking zones has been proposed.
- Parking provision has been increased and mitigation measures now proposed in the form of a Parking Management Strategy and potential RPZ. This is recognised as an important mitigation in the event of managing parking displacement that may arise as a result of elements of the scheme removing parking provision and the modal shift underachieving.
- Travel plans are proposed, including for the residential element as suggested by consultees.

Comments were raised by the LHA and others on the scope of the surveys undertaken in support of the application. It was recommended additional traffic surveys were undertaken to further inform the decision-making process. However, the increased car parking provision and mitigation measures proposed give the Highway Authority appropriate comfort that the proposal can now be supported.

It is recognised that the scale of development proposed here and the location of the development is within a highly sustainable location. This includes good access to public transport of bus services on the Key Road Network (KRN) and also the Metrolink. Moreover, there are good cycling provisions in the area and forming part of the development under consideration. In this sense, the scheme is seeking to uphold the principles of the 2040 Transport Strategy, which is an important step to encouraging modal shift.

There is also a balance required in terms of parking provision. It is considered that the scheme should provide an appropriate level of parking provision, which the travel hub now has been re-examined by the application and lifted the number of parking spaces by circa 10%. Given the scale of the development proposed, it is considered that this uplift together with a significant level of other transport/sustainable mitigation measures still provides a reasonable level of parking provision and is a rational approach to the 2040 Transport Strategy.

To encourage sustainable travel choices, a full Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets, is proposed. The development proposes and states the following:

- An uplifted parking provision to 341 (301 in the travel hub and 40 elsewhere within the site)

- 15 spaces in the hub to be accessible
- 89 dedicated resident spaces (63 in the hub and 26 on plots D, E and F)
- The travel hub itself to contain EV charging
- Minimum of 2 Car club spaces for residents and general public use. This will utilise access to wider networks of car clubs if the on site provision is not available. Growth of this provision to follow increased demand
- 76 Safe and secure cycle parking and store covered by CCTV
- Parcel lockers, information boards, Metrolink and bus services are to remain;
- Dedicated staff room, storage and plant room to support the hub and a management strategy
- Travel plan measures for Prestwich Village including funding for discounted/free public transport tickets for residents and employees
- Travel plan coordinator
- Embedded design principles that seek to reduce private car and encourage other modes of transport e.g. clear legibility, the hub, metrolink proximity, bus stop locations
 - Cycle and scooter principles and initiatives including :
 - Hosting of 6-monthly Dr Bike sessions, where a mechanic is on site and will fix resident and employee cycles for free (funded by the Travel Plan).
 - A fund for cycle training for residents and staff to potentially link with TfGM Bikeability scheme which is a cycle training programme aiming to build confidence in riding and fixing your bike and safety awareness.
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 - Hosting of 6-monthly Dr Bike sessions, where a mechanic is on site and will fix resident and employee cycles for free (funded by the Travel Plan).
 - A fund for cycle training for residents and staff to potentially link with TfGM Bikeability scheme which is a cycle training programme aiming to build confidence in riding and fixing your bike and safety awareness.
 - Accommodate Beryl Bike docking stations within the village, subject to ongoing discussions with TfGM and operator demand.
 - Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances to encourage the use of cycles and reduce the risk of crime.

- Accommodate future e-scooter hire within the village in line with any borough wide or TfGM proposals, subject to ongoing discussion with TfGM and operator demand.
- Provide a fund to offer staff free membership/ride time on the TfGM Beryl Bikes/e-scooter hire, subject to ongoing discussions with TfGM and operator demand.
- Contribution to Metrolink to improve the Prestwich station lighting and access.
- To scope parking displacement that arises, development, funding and running alongside the Council appropriate resident parking schemes. This will be monitored throughout the development of the scheme with key triggers for potential implementation of measures determined as part of a legal planning agreement. This would include initial loss of parking within the site, loss arising through on-site site cabins and other support infrastructure; the implementation of new buildings – commercial and residential; a period of time following completion. This is to recognise that there is an invested interest in the site and its immediate neighbours.
- Off site traffic management improvements on Fairfax Road and Bury New Road/Fairfax Road junction.

LHA Response to highway related objections:

- Servicing is proposed within the curtilage of the site;
- Car parking charging is an issue outside of the planning process.
- The submitted reports indicate that the proposed parking provision accords with SPD11, which should include 'MINIMUM standards for car parking provision for those who are disabled'. Some provision is to be provided within the curtilage of the site (for example, in the converted service yard accessed off the bend on Rectory Lane and in, as yet undefined, areas of the development itself, which would be part of the reserved matters for the layout of the site.
- The proposals as set out do not intend to build the travel hub/car park in phases. The scheme is being considered on the basis of how it was submitted.
- The introduction of parking charges would be detrimental to local residents. This is not a planning matter but it does provide a degree of protection to those residents who may become affected by displaced parking should it occur.
- Design prohibits bus linking to the Metrolink and development of new bus routes/stops. This would be for TfGM/bus operators to comment on but has not been raised as problematic in the Council's consultation with them.
- Justification has been submitted for the amended levels of car parking provision for the proposed new development at Prestwich Village. This is part of the outline proposals and indicative only. Certain aspects of the design have been raised (for example use of nose-in parking close to bends, etc.) and will need to be conditioned as part of the first reserved matters application in due course.
- The traffic, including commuter occupancy parking surveys have been undertaken as part of the above Transport Assessment have not been queried by TfGM nor disagreed with by the LHA.
- Comment: Active travel proposals are unambitious and not designed to Gtr Mcr Streets for All design guide. This is not correct, the proposals are (hence some of the planning and highway reservations/concerns initially raised). It is not clear what aspects of the full application do not meet the guidance (and it is only guidance). The 'outline' highway works will be conditioned and can refer to this guidance.
- Comment: Basic errors in the Transport Assessment e.g. #of trams per hour and it does not provide an insight of impact from the development. The errors are not fatal in consideration terms and various amendments sought and provided. As such, no concerns have been raised by the LHA, TfGM or Metrolink.
- Comment: Should redesign Fairfax Road junction with Bury New Road and Poppythorn Lane; junctions will become blocked and unusable:- This is an active junction already under consideration by a wider transport CTRS scheme. The extent of any off-site improvements over and above (a) S106 contribution/ conditional requirements of any potential improvements to the Bury New Road/Fairfax Road junction and (b) highway

works around the perimeter of the site on Rectory Lane (subject to the comments above) would need to be justified and agreed between the LPA and the applicant under advice from the LHA. TfGM schemes outside of the application site would need to address any wider deficiencies regardless of any development proposals. This notwithstanding, the sustainable modal shift emphasised by the scheme would without doubt bring additional usage of the junction one way or another. As such some degree of mitigation contribution will be required from the development. This would be secured by Condition/S106 as appropriate.

- Comment: Close Rectory Lane to traffic and reroute bus/walking/cycle routes to improved bus terminus at Metrolink - This is not part of any current proposals and would affect many adjacent residents that might have a completely opposing view. Such proposals can be worked up independently of this application.
- Comment: Don't narrow Rectory Lane - The works shown are indicative only and are not part of the full application. To be conditioned as part of the outline approval where the need (or not) for any widening will be considered at later date.
- Comment: "Using town centre sites is not representative of the future development location and leads to the determination of trip rates that are lower than what would be anticipated for such a location." and in their letter entitled 'TfGM Comments', TfGM point out (again) that the traffic modelling used in the planning application contains significant flaws - TfGM are asked to make comments and recommendations. It is for the LHA to consider these as their role of statutory consultee on planning applications under consideration by the LPA. It is the consideration of the LHA that the centre of Prestwich (not Bury) is the appropriate centre for consideration in relation to transport impacts. It has excellent public transport links with Metrolink and Bus which provide a level of service compatible to a town centre.
- Comment: "....TfGM maintain their previous comment namely that traffic growth should be applied to the assessments" - The comment related to traffic growth relates to the appropriateness of considering zero growth (which is a GM 2040 strategy aim). The developer has undertaken work that shows no traffic growth over past few years, which is not doubted. The challenge is confirming that this will continue going forward. The GM 2040 strategy is designed to accommodate growth through sustainable modes. Whether this occurs or not is yet to be seen. The LHA suggested that a model run is made with 'normal' traffic growth so that the decision makers can make a fully informed decision based on zero growth (Policy on- as is 'designed to be achieved under 2040 Transport Strategy) and average growth (Policy off).

Conclusion

Planning Policies within the NPPF, PFE policies and the UDP together with the 2040 Transport Strategy have commonality across all of them, which is to secure sustainable development, whilst balancing all relevant planning considerations of growth, housing supply, retail and town centre viability, safety and movements on highways and good design.

The LHA have considered consultee responses and third-party representations and through continual discussions with the applicant's consultant for highways matters consider that an appropriate recommendation can now be made.

The key test within the NPPF is a judgement that scheme should be refused where the likely impact from traffic is likely to be severe. It is in consideration on this point, that appropriate mitigations are an absolute must to enable the development to be a leader in terms of sustainability principles and to make effective provisions to deliver real choice and ultimately a clear demonstration of modal shift.

It is considered that the scheme will through various controls through conditions and legal agreements that the scheme will bring innovation and the development of sustainable ideas to the site that will be able to cater for people in and around the development. The longevity of many of the measures are key and also the triggers at which various mitigations and studies take place to ensure that there are no spikes of impact through the construction of the development and as respective parts come on line.

It is considered that overall, with the respective measures in place, the development would represent sustainable development and that the negative impacts arising from the development would not be severe.

Taking account all of the above, and subject to the conditions recommended by the LHA being imposed on the decision notice, the proposal accords with the requirements of UDP Policies HT2/3 - Improvements to Other Roads, HT/4 - Car Parking and New Developments, HT/5 - Public Car Parks. HT2/6 - Replacement Parking, HT2/10 -Development Affecting Trunk Roads, HT6/1 - Pedestrian and Cyclist Movement and HR6/2 - Pedestrian and Vehicular Conflict and Policies JP-C1: An Integrated Network, Policy JP-C5: Streets for All, Policy JP-C6: Walking and Cycling, and Policy JP-C8: Transport Requirements of New Development, of the Greater Manchester Places for Everyone Joint Development Plan.

Design, Amenity and Landscaping

The NPPF sets out at paragraph 131 that *‘The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities’. Indeed, paragraphs 131 – 141 are concerned with ‘achieving well-designed places’.*

The Government’s National Design Guide also sets out how townscape ought to develop in reasonable ways in consideration of location, context and disposition of land uses and how these contribute to townscape development and design.

PfE Policy JP-P1: Sustainable Places requires all development to be distinctive with a clear identity; visually stimulating; socially inclusive; resilient, capable of dealing with major environmental events; adaptable, able to respond easily to varied and changing needs and technologies; durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained; safe, supported by critical infrastructure; functional and convenient; incorporating inclusive design; legible; easy to move around for those of all mobility levels; well connected to other places; comfortable and inviting; incorporating high quality and well managed green infrastructure and quality public realm; and well served by local shops.

UDP Policies EN1/2, H2/1 and H2/2 set out considerations on the form and layout of new development and townscape and built design.

The following design principles have formed the basis for the proposals:

- Mending the grain - Responding to the movement framework that looks beyond the redline, the development plots are informed by a sequence of streets and spaces that flow through the masterplan.
- A people first place - Consolidate existing surface parking and reposition car parking outside of the village core into a new car park off Fairfax Road.
- Give everything back to the street - Maximise active frontages within and around the masterplan with retail, community and residential addresses.
- A sequence of streets and space - Create a sense of community place within the village centre realised through the positioning of a community space / market hall in the heart of the site.
- Appropriate scale - The existing scale and massing is relatively low scale but there is an opportunity to position a community focus in the heart of the plan providing an opportunity for strategically placed buildings of scale to draw you into the masterplan.

Full Application Proposals

Plot A: Community Building

This building would be positioned against the boundary of the application site with Rectory

Lane. It would primarily be four storeys high, at approximately 17.5m high of the roof proposed to be used for Plant, meaning part of the building would be approximately 20.5m high. This plot includes a single storey element with a roof overhang that would extend towards Bury New Riad. This would have a green roof and would be linked to the main part of the proposed Community Building.

This single storey retail element on the new pedestrian link would be fully glazed to form an inviting shop frontage. The proposed concrete columns would support the brick roof overhang that forms a continuous datum with the Hub element of the building. Decorative metal panels would help break up the elevation and be utilised for any future mechanical ventilation requirements. The proposed overhang to Bury New Road would create an architectural feature at the entrance to the rest of the proposed development.

The design of the upper floors would create a rhythm of brick piers with recessed windows, dogtooth spandrel panels between floors and brick corbelling to the top floor take direct reference from the surrounding vernacular. A mixture in window sizes, either fully glazed or with decorative vent panels would help break down the elevation further and allow for a future mix mode ventilation strategy to be implemented.

All of the above, would assist in minimising the visual scale and massing of this proposed building.

Plot B: Retail Building

This Building would be sited at the rear of the properties on Bury New Road and would be two storey with an eaves height of approximately 9.5m and a ridge height of approximately 11m. The roof of the building reflects the northern light roof profile seen on a variety of historic mills and solar panels are proposed on the west facing roof slopes. This roofing profile visually breaks up the bulk and massing of this building and integrating the building into the site.

Plot C: The Market Hall

The proposed Market Hall would be a single storey double height building approximately 7m high with a large floating roof canopy that would overhang the proposed Village Square, ensuring itself as an anchor and central space for the proposed development. The height of the Market Hall is proposed to be lower than the existing Longfield Centre element currently in this location, allowing natural light to come into the new village square and improving the relationship between the development and the existing Radius building. The layout and positioning of the Market Hall would be reflective of its central location and importance within the proposed development. The Market Hall faces onto and sits north of the proposed village square and would activate the public realm and create a bustling environment.

Plot G: Travel Hub

The Travel Hub is proposed as ground plus two storeys and also comprises surface level provision car parking that will accommodate spaces for EV charging. The front elevation of the proposed Travel Hub would be approximately 10.4m high. The Travel Hub would decrease in height to 8.4m at its rear where it would be close to properties on Highfield Place. The proposed Travel Hub has been set back from Fairfax Road slightly so that part of the gable on the side of Our Lady of Grace Parish Church and Hall to minimise the enclosing effect of placing this car park on Fairfax Road.

The proposed development has taken into account that there is a strong historic grain and consistent street frontage to Bury New Road corridor. Moving away from this corridor, the grain across the site becomes more incoherent due to the modern larger format blocks and surrounding parking areas that form large gaps in the townscape with weak frontages to key roads and movement corridors. Legibility of key pedestrian routes on the site is compromised by the hidden nature of the existing shopping centre, and poorly defined public spaces and squares. The proposals illustrate that they have designed the proposed development to address the above weaknesses; recreating historic routes,

providing a clear connecting route between Bury New Road and the Prestwich Metrolink station which would provide clear legibility through the site.

Some concerns have been raised in the representations about the heights of all buildings proposed. The development proposes a modern design approach and seeks to increase the height of buildings as the site moves away from Bury New Road, as would be expected in a Town Centre location, where they coalesce. Members should note that the proposals went to two Places Matters Reviews during the pre-application process, who raised no concerns over the heights of the development proposed.

The layout of the proposed development would focus everyone through the Village Square which is envisaged to become a key public square which would create a vibrant centre for this development, and for Prestwich itself.

The proposed village square is proposed to be 52 metres long and 28.9 metres wide and the Design and Access Statement (DAS) sets out how various events could be accommodated within it.

A drawing illustrates that the building within Phase 1, the full application, could be serviced, however, a condition is recommended to secure exact servicing and refuse storage details for all plots to ensure that the impact on the amenity of neighbouring occupants would be satisfactory and to satisfy the Local Highway Authority and the Waste Management team that the proposals could be satisfactorily serviced and would not have an adverse impact on highway safety.

Landscaping

The indicative proposals for both Phases propose soft landscaping through the site. With regard to planting across the masterplan, trees are proposed to be strategically positioned along the streets to establish a comprehensive network of green infrastructure throughout the masterplan. These trees have been carefully selected based on their shape, seasonal variation, colour, and their significant contribution to enhancing the site's biodiversity. The streetscape character is proposed to create a harmonious array of paving materials to compliment the quality of the development proposed. Planning conditions are recommended, to ensure the landscaping indicated throughout the site is secured on both phases, to ensure the proposed development accords with UDP Policy EN1/2 - Townscape and Built Design and Policy JP-P1: Sustainable Development of the Greater Manchester Places for Everyone Plan.

Outline Proposals

The Outline proposals relate to proposed Plots D, E and F and is accompanied by Parameter Plans which propose that the building heights would be up to 7 storeys, with part of Plot F seeking to be 8 storeys in height. The Parameter Plans indicate that the three plots would have Plant positioned on the roof of these apartments.

The outline proposals are submitted with all 'reserved matters' reserved. Therefore, the matters of Appearance and Layout are not for consideration at this stage. However, the indicative plans indicate that the proposed buildings would reflect the height of the Radius development.

The residential development element provides residential accommodation within a highly sustainable location and in terms of other land uses, maintains an economic rebuilding of the town centre. The parameters suggested form a similar scale to the highest structure in the area and does make the best use of a brownfield site. The height of the buildings are carefully considered, putting the height towards the rear of the site, which is then well separated from more sensitive land uses beyond the Metrolink line, which itself is an elevated structure.

Although concerns have been raised over the height of the proposed apartment blocks, the taller buildings would form a backdrop to lower scaled buildings along the Bury New Road

frontage, which itself is more modest in scale and appearance. The scheme would incorporate wide boulevards separating the structures and these would form clear markers for legibility as well as appropriately scaled streets to separate. There are no significant sensitivities in relation to 'height' from Conservation Areas or listed buildings as stated in the ES considerations above. The ethos suggested in elevation would be modern and contemporary, which is appropriate.

Representations made consider that Prestwich is a Town Centre not a suburb and it is already a densely formed centre. The existing centre does not offer a full cycle of occupation or activity 24/7 and is heavily reliant upon a presently dated layout and structure, with poor take up of land use disposition. The proposals would make the best use of land, whilst addressing other pressures on the Borough such as housing supply, opportunity, environmental improvement, and economic growth can be seen to be a significant driver from the NPPF. the balance of impacts is considered not to be so significant to warrant refusal of the scheme and indeed, would be a significant contributor to the functionality, attraction to and longevity of the Town Centre. This scheme is considered be a sustainable thread of development.

To conclude, the proposals would deliver a development which makes best of land in a sustainable location whilst still maintaining a high quality design, public realm and which would be sympathetic to the local character and history of Prestwich whilst appearing as a modern development that has designed a scheme that would increase in height from Bury New Road towards the Metrolink line which is set at a higher level than the application site. All proposed buildings would sit below the height of the Radius building. Accordingly, the proposals accord with Policy EN1 - Townscape and Built Design of the UDP.

Amenity of existing neighbouring properties

Going from the north of the site to the south of the site; neighbouring residents on Highfield Road and Highfield Place exist along the side and top of the Fairfax Road car park.

The proposed Travel Hub would be sited on the Fairfax Road Car Park. The pre-application proposals moved the building away from the residents nearest to it and removed a storey off the building to give an overall max height of 10.4m over two storeys.

It would replace the existing car park which presently occupies a significant area of land within the heart of the town centre. Representations have been made considering that the building would be better placed where the existing medical centre is located. However, the application details disagree. The choice on location moves it to the edge of the site adjoining the Metrolink line. The main considerations of this location centre upon the relationship to the residents nearest to it are from height, scale and use, as well as movements on the highways to it.

The repositioning of the car park and reduction of the number of levels has improved the relationship to these properties on Highfield Road/Place. The land use would not change from the current land use as such, the principle is already established. The additional height would maintain a minimum aspect distance of some 31m from the closest dwelling. Whilst the Council does not have any specific policy limits for such relationships, the distance would exceed the 23m set out between two storey residential development used often as a yardstick within SPD6.

Paragraph 185 of the NPPF states that new development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from the new development - and avoid noise giving rise to significant adverse impacts on health and quality of life.

The structure would be designed such that there would be no undue impact from headlight movement on the upper levels by barriers and a parapet roof to either residents on Highfield Road or Highfield Place. The sides would contain noise and general movements such that there would be no significant concerns in terms of traffic movements or disturbance. The car park would be managed and maintained including the use of

CCTV so that there would be close control to prevent and discourage misuse.

Whilst there would be some impact upon these residents from the change and introduction of a new building, the height, scale, position are such that the development is considered to be reasonable, and this would be appropriate in terms of adopted policies EN1/2 - Townscape and Built Design and HT2/4 - Car Parking and New Development.

Radius

Residents in the neighbouring Radius building occupy a high rise building already that is largely unaffected by any surrounding development in terms of direct impact upon outlook. The siting of the proposed residential buildings and their height would have an impact on a number of residential properties located on the south easterly side. BRE assessments carried out demonstrate that there would be an availability of no less than two hours of daylight per day, which is the considered minimum under these standards.

Notwithstanding this, it is unreasonable to hold a neighbouring site ransom in terms of a 'first up best dressed' scenario. With the considerations of orientation, separation of high-rise living quarters and the fact that the existing Longfield Centre building prevents direct sunlight embracing all sides of the building, it is the change in outlook that would have the greatest impact upon the Radius from the new residential elements.

Places Matter did consider the proposals and did make commentary on proximity and whilst not objecting in principle, they did suggest that the street separation was key in acceptance, not height. The layout of the site for the residential is a reserved matter. Elevations when worked up can incorporate design solutions to ensure minimised overlooking relationships and preventative measures within the new build. This would be considered within the external appearance of the reserved matters. As this application seeks the acceptance of principle, the use of the land heights indicated are considered acceptable.

Rectory Green

Plot D, a residential apartment block, proposed in Outline, would be between 19 - 24 metres from the north-west windows in residential apartments at Rectory Green. The apartments due to their orientation do not have a direct outlook over the site. Whilst there would be some impact upon these residents from the change and introduction of a new building, the height, scale and position are such that the development is considered to be reasonable. It is also considered that the proposals could be designed to not cause any loss of privacy to habitable rooms.

Poppythorn Lane

The proposed Travel Hub, Plot G would boarder Fairfax Road Car Park. Whilst trees exist along the railway line, residents on Poppythorn Lane who back on to the Metrolink line, need to be considered. The closest property, no. 29 Poppythorn Lane, is approximately 32 metres from the application site. The proposed development is therefore sufficient distance away from the rear habitable rooms of properties on Poppythorn Lane to ensure the proposed Travel Hub would not affect their amenity.

The Metrolink Line is also located at a higher level than properties on Poppythorn Lane and is bordered by trees. Notwithstanding these trees, the proposed Travel Hub has been designed with headlight height barriers and therefore, the proposed separation distance and intervening landscape features would protect the amenity of these residents.

The Poppies and Heys Road

Plots E and F, the residential apartments, would be visible in the skyline from properties on the Poppies and Heys Road. These properties are positioned between approximately 85-170 metres from the application site and therefore the proposals would not result in direct overlooking or cause any other amenity issues.

Noise/ Nuisance/ Pollution

Paragraph 191(a) of the NPPF states that new development should mitigate and reduce to a minimum potential adverse impact resulting from noise from the new development - and

avoid noise giving rise to significant adverse impacts on health and quality of life. Policy EN7/1 - Noise Pollution of the NPPF reflects the requirements of the NPPF.

The proposal includes a mix of uses, some of which are capable of causing disturbance to residential occupiers both existing and those proposed as part of this overall development, such as drinking establishments and any uses falling within a Sui-Generis use class.

The application has been submitted with a Noise Assessment which considers that the site is acoustically suitable for the proposed development and that conditions can be imposed to minimise the impact of the proposed development on the amenity of nearby residential occupiers. Conditions are therefore recommended to control the hours of use of all commercial uses of 7am -12pm Monday - Saturday and 8am - 12pm Sundays, and requiring details of any necessary ventilation and extraction systems.

In terms of proposed residential occupiers within the Outline aspect of the proposals, an acoustic glazing and ventilation scheme condition is proposed to protect the apartments/ dwellings from noise emanating from passing road traffic, surrounding uses and uses approved under this application.

Planning conditions are also recommended to safeguard all residents during the construction period.

To conclude, in consideration of Policies EN1/2: Townscape and Built Design, HT2/3 - Improvements to Other Roads, H1/2 - Further Housing Development and H2/2 - The Layout of New Residential Development, of the Bury UDP the proposals are considered to comply. Subject to the recommended planning conditions the proposals would not cause demonstrable harm to the amenity of neighbouring residential occupiers and would therefore accord with UDP Policies EN1/2 - Townscape and Built Design and the National Planning Policy Framework.

Trees

Places for Everyone, Policy JP-G7: Trees and Woodland states that where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and protecting trees and woodland during the construction phase of development. UDP Policy EN8/2 supports and encourage new woodland and tree planting.

A total of 60 trees are to be removed as part of the proposals, no Category A trees will be removed. 120 new trees will be planted across the masterplan. All trees will be protected during the construction period.

A total of 60no. trees are proposed for removal (27 individuals and 33situated in groups), comprising 19no. Category B tree and 41no. Category C trees. None of the trees to be removed are Category A, subject to a TPO, or of veteran status. The removals are considered unavoidable and compensatory tree planting is proposed on site. The removal will result in a temporary reduction in canopy cover. However, it is anticipated that the canopy cover and green infrastructure connectivity will be fully re-established, with improvements in overall tree quality as the replacement planting matures and provides greater multi-functional benefits.

The retention of some of the existing trees is viable, and the replacement of those removed allows for the proposed development to be set within a densely tree-populated environment. A positive balance of tree replacement planting is proposed within the soft landscaping strategy to sufficiently account for the tree losses. Specifically, 120no. new individual trees will be incorporated into the landscape internally and along the boundaries of the site, offering a net-gain in tree numbers. This ensures the development is consistent with local planning policies; UDP EN8/2: Woodland and Tree Planting and PfE Policy

JP-G7: Trees and Woodland which seeks to provide 2 for 1 replacement planting.

The protection of the retained trees during the construction stage will require a detailed Arboricultural Method Statement (AMS). This report provides recommendations for protection to demonstrate how this can be achieved. An AMS is therefore recommended to be secured by planning conditions should consent be granted.

Subject to the recommended planning conditions, the proposals accord with UDP Policy EN8/2: Trees and Woodland and PfE Policy JP-G7: Trees and Woodland.

Ecology/ Biodiversity

Paragraph 180 of the Framework states that planning policies and decisions should, amongst other things, contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. Paragraph 186 of the Framework states that when determining applications, local planning authorities should aim to conserve and enhance biodiversity by applying a number of principles.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity of the Places for Everyone Joint Development Plan requires development proposals to follow the mitigation hierarchy, avoid fragmenting or severing connectivity between habitats; achieve a measurable net gain in biodiversity of no less than 10%.

An Ecological Impact Assessment has been prepared by Tyler Grange in support of this application which indicates an extended Phase 1/ UK Habitat Classification Survey Preliminary Bat Roost Assessment were undertaken as part of the assessment. The assessment also includes a section on Biodiversity Net Gain.

The site comprises developed land, including buildings and hardstanding, young, scattered trees that have a negligible ecological importance, and three category B mature trees.

No impacts are anticipated on any nearby Statutory and non-statutory designated sites due to the nature of the proposals.

The development would primarily affect habitats of negligible ecological importance. Loss of three trees of local ecological importance, would be compensated for by replacement tree planting which is recommended to be secured by planning conditions. With the enhancements and habitat creation proposed, including native species planting, habitats of ecological importance on site would be enhanced, providing additional opportunities for biodiversity within the site.

Bats - All buildings on site are proposed for removal and they were assessed for biodiversity value. All buildings were found to have no roosting bats and therefore no direct impacts on bats are anticipated. Although bat surveys have not recorded any roosting bats within buildings to be demolished, as bats are mobile and cryptic in their habits and due to the statutory protection surrounding them, if bats are encountered at any time during works, work must cease immediately, and advice sought from a suitably qualified person about how best to proceed.

Birds - The site contains habitats that support common and widespread nesting and foraging birds.

All birds, their nests and eggs, are protected by law and as such it is an offence to intentionally kill, injure, or take any wild bird; intentionally take, damage, or destroy the nest of any wild bird while it is in use or being built; and intentionally take or destroy the egg of any wild bird.

The Ecological Impact Assessment recommends the clearance of suitable habitat (the buildings and trees) should be timed outside the nesting bird season (generally taken as March to September inclusive, though this is not defined in law and birds may nest outside

of this time). If any clearance works to nesting habitats are required during the nesting season, then pre-removal checks for nesting birds must be carried out by a suitably experienced Ecological Clerk of Works (ECoW), no more than 48 hours prior to the works commencing. If any nesting birds are found to be present, an appropriate buffer zone will be implemented, within which works are excluded for the duration of the breeding attempt. Any active nests will need to be left in situ until a suitably experienced ecologist confirms that the chicks have fledged and the nest is no longer active.

Habitat creation such as native shrub and tree planting is expected to increase nesting opportunities on site. Additionally, two bird boxes are recommended to be incorporated within scheme, targeting species of conservation concern known to be present. These are recommended to be secured by planning condition.

Biodiversity Net Gain - The application was submitted prior to Biodiversity Net Gain becoming mandatory on the 12 February 2024. However, Policy JP-G8: 'A Net Enhancement of Biodiversity and Geodiversity' of the Greater Manchester Places for Everyone Plan requires development proposals to achieve a 10% net-gain to Biodiversity.

Species-specific enhancements recommended within this report, include provision of bat and bird boxes, would both mitigate the loss of bird nests within the site as well as enhance the site for wildlife and increase the habitat diversity on site providing a range of nesting, foraging and commuting opportunities for species such as invertebrates, bats and birds. Landscaping of the site with trees and planters, including the provision of a Green Roof on the single storey part of the proposed Community Building would increase the biodiversity value of the application site.

The proposals include a Biodiversity Net Gain of 40.78% through the delivery of rain gardens, shrubs, green roofs and tree planting. Greater Manchester Ecology Unit agree that a meaningful net gain in biodiversity could be achieved but note that the 40.78% gain in Biodiversity claimed in this proposal relies on the creation of green roofs and rain gardens. Details of these landscape features, and Landscaping in general are presented in outline only and in the form of masterplan details. Details of habitat establishment and long-term management will be secured through the production of a Landscape and Ecological Management Plan (LEMP). The LEMP would set out the prescriptions for the establishment and maintenance of the habitats on site for 30 years. A condition is recommended to secure the delivery of this, with the management and maintenance being secured through the S106 agreement.

Subject to the conditions recommended and the S111 (S106) being completed, the proposals accord with Policy JP-G8: 'A Net Enhancement of Biodiversity and Geodiversity' of the Greater Manchester Places for Everyone Plan and the National Planning Policy Framework.

Air Quality/ Climate Change

Policy PF-C5: Clean Air of the Greater Manchester Places for Everyone Plan seeks to secure a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met/

The application site is located adjacent to the Bury Air Quality Management Area (AQMA) which covers large portions of the main roads within the borough, including the A56 which borders the proposed development.

A construction dust impact assessment was undertaken in accordance with Institute of Air Quality Management (IAQM) guidance. It concluded that in the absence of any adequate mitigation, there is a high risk from the demolition, earthworks, construction and trackout dust-generating activities associated with the proposed development. However, with appropriate mitigation measures implemented, it is anticipated that the dust generation and

harmful emissions from construction site activities would not be significant.

An Air Quality and Dust Management Plan (AQDMP) which conforms to the requirements of Bury Council will need to be provided prior to the commencement of any on-site works to ensure that the mitigation measures recommended are implemented throughout the construction phase. A suitably worded condition has been recommended by the Council's Environmental Health Officers.

The Council's Environmental Health Officers also recommend that a scheme for Electric Vehicle and Electric Bike Charging within the proposed Travel Hub should also be secured by condition as well as requiring a condition securing details of any heating or cooking flues to ensure their dispersal rates have an acceptable impact on air quality.

Subject to these conditions, the recommendations made within the submitted Air Quality Assessment being secured and securing a Construction Management Plan by planning condition, the proposal is considered that to accord with Policy JP-S5: Clean Air of the Greater Manchester Places for Everyone Plan and the air quality provisions of the NPPF.

Safety and Security

Section 17 of the Crime and Disorder Act 1998 places a duty on each local authority to 'do all that it reasonably can to prevent crime and disorder in its area'. Section 8 ('Promoting healthy and safe communities') of the National Planning Policy Framework states at paragraph 96 that there should be an aim to achieve healthy, inclusive and safe places which: (b) are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Policy JP-P1: Sustainable Places of the Greater Manchester Places for Everyone Plan and the NPPF requires proposals to, amongst other things, design out crime and terrorism, to reduce opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.

The Greater Manchester Police Architectural Liaison Officer has been consulted on the proposal and raised no objections in principle to the proposal as originally submitted but recommended conditions requiring more detailed Crime Prevention Statement for the residential aspect of the proposals at reserved matters stage. As such, subject to the conditions recommended it is considered that no conflict is found with the requirements of criterion 8 within Policy JP-P1: Sustainable Places of the Greater Manchester Places for Everyone Joint Development Plan and paragraph 96 of the NPPF.

Drainage and Flood Risk

The site lies within Flood Zone 1 where there is the lowest risk of flooding including from fluvial, surface water and groundwater sources. Existing drainage is via private separate foul and surface water drainage systems discharging into the separate foul and surface water network.

The residential component (defined as phase 2) forms part of the outline application and as such a detailed design has not been produced for these plots, but design principles have been established which will be developed further at a later date. The detailed mixed-use component (phase 1) proposals have been developed to a sufficient level of detail to support the full planning application element of the hybrid application.

A Flood Risk Assessment and Drainage Strategy accompanies the application. It concludes that as well as the application site being within Flood Zone 1 and is within the low-risk area for reservoir, rivers and sea, groundwater, and surface water flooding.

- Rivers and Sea - Very low risk
- Reservoir - Low Risk
- Groundwater - Low risk
- Surface Water - Low risk

There are no historic borehole records located within the site boundary, however the accompanying Desk Study found the existing geology of the site is likely to consist of sandstone bedrock overlain by clays, sands, and gravels which in turn are overlain by made ground. Based on the presence of sandstone bedrock and sand and gravels, infiltration could be feasible and further investigations are underway which include infiltration testing to confirm.

There are no watercourses within the immediate vicinity of the site. The site is currently served by a combined sewer and as such the intention is to replicate the existing regime discharging to the combined sewer but at a reduced rate. The site impermeable area will be reduced with the addition of soft landscape areas.

A discharge rate of 23l/s has been proposed and approved by UU to discharge the surface water to the UU combined sewer, which also meets the LLFA requirement of a reduced discharged rate.

The proposed drainage network has been designed to accommodate run off from the 1 in 100yr + 45% climate change event.

Both the Local Lead Flood Authority (LLFA) and United Utilities (UU) have reviewed the Flood Risk Assessment and Drainage Strategy. They raise no objections and confirm that the principles set out in the submitted Foul & Surface Water Drainage Design Drawing 2772-CIV-XX-XX-D-C-30003 Rev P 06- Dated 19.09.23 are acceptable in principle. In the interests of sustainable drainage, United Utilities recommended a condition specifying the surface water for phase 1A and phase 2 must drain at the restricted rate of 20 l/s and surface water for phase 1B must drain at the restricted rate of 3 l/s. Conditions are thus recommended to secure a more detailed Foul and Surface Water Sustainable Drainage Scheme, SuDs, and an Operation and Maintenance Plan.

The proposed development would not increase flood risk to the site or increase flood risk downstream. The proposed development would not impact adversely upon the foul and surface water drainage. Therefore, the proposed development would comply with Policy EN7/5 - 'Wastewater Management' of the Bury Unitary Development Plan, Policy JP-S4: Flood Risk and the Water Environment of the Places for Everyone Joint Development Plan and Section 14 (Meeting the challenge of climate change, flooding and coastal change).

Carbon and Energy

An Energy and Sustainability Report has been prepared by Hoare Lee in support of the application. The sustainability credentials of the proposed development have been accepted by the Council's planning policy officer.

The ambition for the project goes far beyond policy requirements and aims to create an exemplar sustainable development. The proposals target BREEAM "Excellent" with an aspiration to achieve BREEAM "Outstanding". The proposals approach to sustainability has been developed in accordance with the five capitals framework which introduces the physical, social, economic, human and natural elements to sustainability.

The proposals state that new buildings would be designed in line with the Building Regulations 2021, the Future Buildings and Homes Standard 2025 and the Heating and Building Strategy 2021, and each plot will achieve an EPC Rating of A.

The Proposed Development would also be designed to be Net Zero Carbon Ready in operation. Space heating and/ or cooling and hot water would be provided by Air Source Heat Pumps, and Photovoltaic panels (PVs) would generate electrical energy. Whilst Photovoltaic panels are shown on the south facing roof slopes of Plot B; the two storey retail building, no air source heat pumps are indicated on the proposals. A planning condition is therefore recommended to secure details of these, which as well as ensuring compliance with PfE Policy JP-S2: Carbon and Energy, their location and noise output, to

ensure they would not harm the amenity of nearby residents.

For the above reasons, subject to the matters above being secured by planning condition, the proposals accord with Policy JP-S2: Carbon and Energy of the Greater Manchester Places for Everybody Joint Development Plan.

Planning Obligations

Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. These tests are set out as statutory tests in the Community Infrastructure Levy Regulations 2010 (as amended) and as policy tests in the National Planning Policy Framework. It is considered that the obligations meet the tests.

At the time the planning permission will be issued the Council will still be the land owner, therefore the legal agreement being entered into will be completed under section 111 of the Local Government Act 1972. Section 111 agreements are structured so as to require the applicant to enter into a Section 106 obligation in an agreed form appended to the Section 111 agreement, as soon as the applicant acquires a land interest in the site.

A series of requirements have arisen through the consideration of the application that require them to form part of a legal agreement. These have been discussed in detail and any significant points that arise will be updated if necessary within the Supplementary Report.

To accord with the Community Infrastructure Levy Regulations 2010 (as amended), the legal agreement will cover the following:

- The Applicant recognises that there will be some patronage of the Metrolink system by residents of, and visitors to, the development, and on that basis the Applicant agrees that it is appropriate that a reasonable and proportionate contribution should be made towards improving the access and lighting for pedestrians accessing the tram stop. TfGM seek a payment of £130,000, but this is considered by the Applicant to be disproportionate to the impact and use arising from the development. However, the Applicant considers a contribution of £80,000 is appropriate and reasonable.
- Biodiversity Management - This is to become an obligation to ensure that the appropriate management as set out in the regulations (30yrs) is delivered. Monitoring and Enforcement would be easier to achieve through being a legal obligation and any variations of uplift in dealing with nature ensures appropriate compliance whilst maintaining flexibility.
- To closely monitor the need for specific resident parking zones in the event of significant parking displacement arising from aspects of the development. This would require a scheme to be submitted and to be dynamic to reflect the changing nature of implementation of different elements of the scheme as they come online. The cost of this studies behind working up any necessary Traffic Regulation Order and implementing this would be the development's cost. The obligation at this point is to submit an appropriate scheme, to be dynamic as required and costs be the development's.
- Improvement to the Fairfax Road / Bury New Road junction. The scheme's aims are to encourage greater sustainable movement. This junction is seen by the Council, Active Travel England and TfGM to be suboptimal currently. The development is expected to deliver circa a third of the likely cost of improving this junction to the amount of approximately £130,000.

The legal agreement is being finalised to secure the contributions set out. Officers are therefore satisfied that the legal agreement will adequately reflect the resolution and recommend that delegated authority be given to completing and signing the legal agreement.

Planning Balance and Conclusion

The application must be determined against the relevant statutory tests as set out in legislation cited earlier in this report. In terms of establishing the principle of development these set out that:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 that in considering planning applications the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Paragraph 11 of the NPPF states plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date *Footnote 8*, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed *Footnote 7*;
 - or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In terms of housing delivery, the Borough has underdelivered against the local housing need, and as a result the 'tilted balance' is engaged. According to paragraph 11 of the NPPF, where the tilted balance is engaged, as is the case here, permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

At a national level, the NPPF places sustainable development is at its heart and recognises that there are three dimensions of sustainable development: economic, social and environmental (Framework, Paragraph 11). These include:

- An **economic** objective - to help build a strong, responsive and competitive economy;
- A **social** objective - to support strong, vibrant and healthy communities; and
- An **environmental** objective - to contribute to protecting and enhancing the natural, built and historic environment.

These objectives are interdependent and need to be pursued in a manner which is mutually supportive.

Economic

- Construction phase would provide 128 full time equivalent jobs.
- Once operational, the proposed development would support up to 335 direct jobs (gross), which represents an additional 101 jobs to the jobs currently supported by the Longfield Centre offer.
- The proposed dwellings would provide benefits from residents spending capacity within the area.
- Provide a mix of commercial uses that would strengthen and diversify the economic base.
- Develop links with local educational facilities and look to provide apprenticeships and work experience for local people through a local labour agreement.

Social

- Up to 210 new dwellings would be provided, which would contribute to the housing supply within the borough.
- Increasing accessibility to healthcare services for the local community and

- providing a hub for health and wellbeing advice.
- Support health and wellbeing through quality in design, including indoor air quality, optimised daylight provision and thermal and acoustic comfort.
- Provide new health and fitness uses to promote physical activity and improved wellbeing.
- Provide active modes of travel to promote walking and cycling.
- Provide new public spaces where people can exercise, walk and relax.
- All the proposed buildings and spaces would be accessible for all.
- The creation of a public square and enhanced public realm to allow events to take place.
- Provision of the library within the community and retail hub.
- Provision of community space where people can learn, study and interact.

Environmental

- Proposals would deliver significant environmental benefits when compared to the existing facilities with a BREAM rating of 'Excellent' and aspirations to achieve 'outstanding'.
- The reuse, renewal and regeneration of a significant and underutilised previously developed site.
- Good connectivity and accessibility.
- Achieve a measurable net gain in biodiversity of no less than 10% as required by PfE Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity .
- Use of low and zero carbon technology, including air source heat pumps and photovoltaic array on the roofs of buildings.
- Provision of 28 electric vehicle chargers as well as car club provision and safe and secure cycle parking to reduce the reliance upon the private car.

The report has set out that the proposal as submitted can be judged to represent well planned and beneficial sustainable development as set out in the NPPF.

It has considered the ES as a whole with Chapter 12 of the ES assessing the residual effects of the proposed development in EIA terms which concludes that with the mitigations proposed, secured by condition, the effects of the proposals would not be significant. The LPA does not disagree with the conclusions within the ES and has recommended planning conditions where necessary to ensure effects from the development are minimised to a satisfactory level.

It is recognised that the proposed development of this scale would have some negative impacts, such as its impact (less than substantial) on views of, and therefore the setting of the Grade 1 St Mary's Church, the impact of placing a Travel Hub on Fairfax Road car park, in the setting of Our Lady of Grace Parish Church and Hall, the possibility of car parking being displaced onto neighbouring roads and off-road parking areas, and, the proposed uses within the proposed development potentially affecting the closest residential occupiers. However,, the development proposals have objectively identified the impacts and offers appropriate mitigation such that effects are appropriately determined and mitigated.

The harm identified to the setting/ views of the Grade 1 listed St Mary's Parish Church are clearly outweighed by the public benefits outlined above. The impact of the identified harm is assessed to be less than substantial, particularly The proposals along with as the recommended planning conditions and planning obligations are such that the effects can be reasonably controlled and that long with the mitigation and compensation proposals ensure that the impacts are would be largely temporary and acceptable in planning policy terms. Therefore, the proposed development, including the public benefits arising from the proposed development, would represent a well-planned and beneficial sustainable development and the proposed development would be transformational for this part of Prestwich. The proposals therefore accord with paragraph 208 of the NPPF.

The proposed development would deliver significant investment into the area and would also be a catalyst for growth to Bury New Road and the wider area, which would provide investor confidence and create a location for new inward investment.

The proposal is bold and contemporary in design and would replace existing poor quality, dated buildings within the town centre whilst creating a public square and improved public realm. The proposed public square would create better legibility and connectivity throughout the town centre, which is welcomed. The proposed development would offer significant environmental benefits with the proposed development having a BREAM rating of 'excellent' with aspirations to be 'outstanding' and the provision of at least 10% biodiversity net gain.

Therefore, having regard to all of the above and subject to the imposition of conditions, informatives and planning obligations set out within this report, the development would comply with the Unitary Development Plan, the Places for Everyone Joint Development Plan and the National Planning Policy Framework when considered as a whole and as such it is recommended the application be approved.

Response to objectors

Highway Safety matters

- Servicing is proposed within the curtilage of the site;
- Car parking charging is an issue outside of the planning process.
- The submitted reports indicate that the proposed parking provision accords with SPD11, which should include 'MINIMUM standards for car parking provision for those who are disabled'. Some provision is to be provided within the curtilage of the site (for example, in the converted service yard accessed off the bend on Rectory Lane and in, as yet undefined, areas of the development itself, which would be part of the reserved matters for the layout of the site.
- The proposals as set out do not intend to build the travel hub/car park in phases. The scheme is being considered on the basis of how it is submitted.
- The Introduction of parking charges would be detrimental to local residents. This is not a planning matter but it does provide a degree of protection to those residents who may become affected by displaced parking should it occur.
- Design prohibits bus linking to the Metrolink and development of new bus routes/stops. This would be for TfGM/bus operators to comment on but has not been raised as problematic in the Council's consultation with them.
- Justification has been submitted for the amended levels of car parking provision for the proposed new development at Prestwich Village. This is part of the outline proposals and indicative only. Certain aspects of the design have been raised (for example use of nose-in parking close to bends, etc.) and will need to be conditioned as part of the first reserved matters application in due course.
- The traffic, including commuter occupancy parking surveys have been undertaken as part of the above Transport Assessment have not been queried by TfGM nor disagreed with by the LHA.
- Comment: Active travel proposals are unambitious and not designed to Gtr Mcr Streets for All design guide. This is not correct, the proposals are (hence some of the planning and highway reservations/concerns initially raised). It is not clear what aspects of the full application do not meet the guidance (and it is only guidance). The 'outline' highway works will be conditioned and can refer to this guidance.
- Comment: Basic errors in the Transport Assessment e.g. #of trams per hour and it does not provide an insight of impact from the development. *The errors are not fatal in consideration terms and various amendments have been sought and provided. As such, no concerns have been raised by the LHA, TfGM or Metrolink.*
- Comment: Should redesign Fairfax Road junction with Bury New Road and Poppythorn Lane; junctions will become blocked and unusable:- *This is an active junction already under consideration by a wider transport CTRS scheme. The extent of any off-site improvements over and above (a) S106 contribution/ conditional requirements of any potential improvements to the Bury New Road/Fair fax Road*

junction and (b) highway works around the perimeter of the site on Rectory Lane (subject to the comments above) would need to be justified and agreed between the LPA and the applicant under advice from the LHA. TfGM schemes outside of the application site would need to address any wider deficiencies regardless of any development proposals. This notwithstanding, the sustainable modal shift emphasised by the scheme would without doubt bring additional usage of the junction one way or another. As such some degree of mitigation contribution will be required from the development. This would be secured by Condition/S106 as appropriate.

- *Comment: Close Rectory Lane to traffic and reroute bus/walking/cycle routes to improved bus terminus at Metrolink - This is not part of any current proposals and would affect many adjacent residents that might have a completely opposing view. Such proposals can be worked up independently of this application.*
- *Comment: Don't narrow Rectory Lane - The proposals shown are included within Phase 2, the Outline proposals and are not part of the full application and are thus shown as being indicative and are therefore to be conditioned as part of the outline approval where the need (or not) for any widening will be considered at later date.*
- *Comment: "Using town centre sites is not representative of the future development location and leads to the determination of trip rates that are lower than what would be anticipated for such a location." and in their letter entitled 'TfGM Comments', TfGM point out (again) that the traffic modelling used in the planning application contains significant flaws - TfGM are asked to make comments and recommendations. It is for the LHA to consider these as their role of statutory consultee on planning applications under consideration by the LPA. It is the consideration of the LHA that the centre of Prestwich (not Bury) is the appropriate centre for consideration in relation to transport impacts. It has excellent public transport links with Metrolink and Bus which provide a level of service compatible to a town centre.*
- *Comment: "....TfGM maintain their previous comment namely that traffic growth should be applied to the assessments" - The comment related to traffic growth relates to the appropriateness of considering zero growth (which is a GM 2040 strategy aim). The developer has undertaken work that shows no traffic growth over the past few years, which is not doubted. The challenge is confirming that this will continue going forward. The GM 2040 strategy is designed to accommodate growth through sustainable modes. Whether this occurs or not is yet to be seen. The LHA suggested that a model run is made with 'normal' traffic growth so that the decision makers can make a fully informed decision based on zero growth (Policy on- as is 'designed to be achieved under 2040 Transport Strategy) and average growth (Policy off).*

Buildings

- *Concerns about height, size, appearance and not in keeping with the surrounding context; impacts on natural light from high rise, impact upon the residential amenity of Radius residents and Highfield Road houses and gardens. - These matters have been addressed in the report at 'Amenity of existing neighbouring residents'.*
- *Proximity to church on Fairfax Road, development too close and obscures it - This matter is addressed in the report at 'Impact on non-designated heritage assets'*
- *Will block light and generate overlooking and impact upon privacy – residential and car park - These matters have been addressed in the report at 'Amenity of existing neighbouring residents'*
- *No light assessment done - A 'Daylight, Sunlight & Overshadowing (Impact Upon Neighbours Letter Report)' by has been undertaken by GIA. This is referred to in the report at 'Amenity of existing neighbouring residents'.*
- *Disagreement with the architecture chosen given surrounding context - This matter is addressed in the report at 'Design, Amenity and Landscaping'.*

Land Use

- Noise arising from car park use and users - *This matter is addressed in the report above under 'Amenity of existing neighbouring properties'.*
- Limited space for businesses to grow within the development - *The proposals represent the ability for businesses over and above the current facilities. Businesses are only part of the consideration of any regeneration scheme and the Planning Balance looks at all aspects of the development. See also comments under the response relating to 'Retail space should not be reduced'.*
- Flats are not needed houses and gardens are - *This is addressed in the report at the 'Principle of Development' and 'Affordable Housing Sections' of the report. It should be noted that the residential element of the proposal is in outline, with all matters reserved (acknowledging that this would likely be in the form of 1, 2 and 3 bedroom apartments).*
- Reduces amount of available community space e.g. library. This is not a planning consideration.
- Type of dwellings p/acre instead of hectare - *The density of the development would exceed the minimum requirements laid out within PfE Policy JP-H4 - Density of New Housing. The exact mix of housing will be determined as part of future reserved matters application(s) but indicatively will include a mix of 1, 2 and 3 bed properties. PfE Policy JP-H 4 Density of New Housing seeks to deliver densities of new residential development at a minimum of 120 dwellings per hectare on sites that are within 400m of Metrolink Stops.*
- How will the redevelopment be managed and still keep activity going - *This would be a management concern and is not a planning consideration. However, Phase 1A (Travel Hub) will be constructed first to ensure that there remains some level of parking provision whilst the remainder of Phase 1 i.e. Phase 1B (community hub, market hall, retail units/leisure provision and public realm) is delivered.*

The Council is in the process of looking for an alternative location for a temporary library to ensure that this provision remains within the area, as well as looking at potential options for temporary retail units for the businesses that wish to remain in the centre and continue to trade during the construction phase.

The NHS building will remain open until completion of the community hub. These services will then move to the new community hub building.

- Approximately half of the borough's housing delivery will come from this scheme – why all in Prestwich? - *The residential proposals are in Outline only, with all matters reserved seeking three apartment blocks in Phase 2 of the proposed development. No timeframe has been given as to how the three apartment blocks would be developed within Phase 2, however, Members will note that the timeframe for submission of a reserved matters application is recommended to be 7 years due to the scale of the development proposed and constrained nature of the site by highways, which would then allow a developer a further 3 years in which to make a start on the apartments, never mind complete them. Accordingly, up to 210 homes would not be built within year one and would subsequently be phased over at least the next decade.*
- The food court will be noisy - *This matter is addressed in the report at 'Amenity of existing neighbouring residents'.*

Scale and layout

- More appropriate to a city location – overdevelopment
- Distance to walk from car park to shops
- Walkways would be too narrow
- Cramming too much in / inappropriate mix of residential against retail

- Shops are ok, rest of development isn't providing sufficient uses for all age ranges
- Car park too close and impacts negatively on Highfield Road houses
- Metrolink and bus stops not integrated and too far apart to be a walking route
- Apartments heavily skewed towards more city centre size rather than suburban town centre.
- Consultation meetings residents preferred lower buildings than the Radius; disappointing that the scheme includes up to 7 storeys
- Disappointing arrival from Metrolink
- Insufficient provision for servicing and waste refuse storage
- The car park is in the wrong place – distance from centre and relationship to OLOG
- What will happen if the health centre does not move?

The above matters are addressed in the report at the 'Design, Amenity and Landscaping' and 'Highway Safety and Transportation' sections.

Other comments

- What is the overall BNG from the development? - *This is addressed in the report at 'Ecology/Biodiversity' and Biodiversity Net Gain (BNG) is recommended to be secured by planning condition.*
- Health risk to local residents. Currently air quality stands at the 83rd percentile nationally (where 100 is highest) with PM2.5 (a key carcinogen) at 11.51mcg/m3 over double the WHO limit of 5mcg/m3 (addresspollution.org), a worsening of air quality. - *This is addressed in the report at 'Air Quality/Climate Change'.*
- 2 x Petitions received containing 135 signatures against the development - *These Petitions are reported within the 'Publicity' section of the report.*
- Build the residential and shops first, then this will determine levels of parking needed - *These matters are addressed in the report at 'Highway Safety and Transportation'.*
- Gym space needs to be bigger - *There is no ability to increase the size of the indoor leisure space. However, there is currently no leisure provision in the centre of Prestwich Village, so this is a welcomed added benefit that should attract a local operator, alongside the overall design of the scheme that is also encouraging green active travel outdoors i.e. cycling and walking that will also be a health benefit to local people.*
- Increased demands upon local services, NHS and GPs who can't cope currently - *This has been discussed under the Socio-economics section of the 'Environmental Impact Assessment' section of the report.*
- Oppose any new bars, cafes and restaurants as there are too many already - *The proposal includes main town centre uses and relates to a town centre site. The report includes a section on 'Safety and Security'.*
- Disappointing climate and environment perspectives - *Sustainability and carbon reduction is fundamental to the proposals. Proposed measures include new energy and water efficient buildings to minimise carbon in operation, the use of sustainable building materials to reduce upfront embodied carbon, photovoltaic panels and air source heat pumps.*
- Re-introduce rooftop garden to the community hub - *A green roof is proposed on the community hub in order to maximise opportunities for high quality landscaping and biodiversity. A condition relating to maintenance of the green roof has been suggested.*
- Retail and community space should not be reduced - *The existing retail offer measures approximately 3,500sqm. However, it only has an occupancy rate of 65% and is set within a dilapidated environment. The proposals include up to 2,940 sqm of modern, flexible retail floorspace to include a range of unit sizes, with an emphasis on providing space for independent and local retailers. This new space has been designed to ensure the vibrancy of the retail offer so that it continues to grow in line with the vision for the*

future of Prestwich Village. *Community space: The proposed development will deliver 475 sqm of new community space including a library. The existing space in the current library is not all regularly used. The new space has been designed to be flexible, including being useable out of hours for many groups to access.*

- *What services will be available during construction in terms of phasing? - The likely significant effects of the construction phases have been assessed in the Environmental Statement. A condition requiring the submission of a phasing plan has been suggested. As such, it is not possible to say which services will remain available during construction at this stage until greater detail is provided on the phasing in line with this condition.*
- *Rents not discussed and Insufficient engagement with businesses - Not a material planning consideration.*
- *The rolls of honour to war dead should be retained and given a new pride of place - Consideration will be given to where best to display these existing and important framed rolls of honour that are currently displayed in the existing library.*
- *Safety of pedestrians and concerns about crime and disorder from using the multi storey car park - The Travel Hub has been designed to 'secure by design' principles and there will be the expectation that the operator will actively manage the building. The existing pedestrian crossing will remain in place. Muse and the Council (the joint applicants) will consider enhancements to the crossing as part of the scheme, subject to further discussions. Furthermore, Greater Manchester Police have also not objected to the proposal (see 'Safety and Security').*
- *Ensure swift bricks are incorporated - See Ecology/ Biodiversity section of report - Ecological mitigation is recommended to be secured by condition, which would include provision for nesting birds.*
- *Details are lacking between ideas and aims and actuals of the scheme in the masterplan - The proposal is a Hybrid Planning Application and is therefore part outline and part full application.*
- *Ensure that affordable housing is provided -This matter is addressed in the report at 'Affordable Housing' and a condition is recommended to secure a satisfactory amount of Affordable Housing.*

Recommendation: Minded to Approve

Conditions/ Reasons

1. In this permission, the following definitions are applicable:
Relevant Phase: to include Phase 1 (full detail) and Phase 2 (outline with all matters reserved)
 - Sub-Phase: to include the construction of individual plots or buildings, hard and soft landscaping, public realm, highway improvement works or other associated works of the development within the respective phases
2. **CONDITIONS RELATING TO THE OUTLINE APPLICATION - conditions**
3. Application for approval of reserved matters must be made not later than the expiration of seven years from the date of this permission and the development must be begun not later than: (i) the expiration of seven years from the date of this permission; or (ii) two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the requirements of section 92 of the Town and Country

Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. Any application for reserved matters for any relevant phase or sub-phase relating to means of access, layout, scale and external appearance of the buildings and landscaping shall be sought from the Local Planning Authority and be in accordance with the principles and parameters set out in the approved plans, in particular:

P1 - Land Use Parameter Plan 207-JMA-MP-XX-DR-A-001601 P01

P2 - Max Site Heights Parameter Plan 207-JMA-MP-XX-DR-A-001602 P01

P3 - Access & Movement Parameter Plan 207-JMA-MP-XX-DR-A-001603 P01

P4 - Plots & Public Realm Parameter Plan 207-JMA-MP-XX-DR-A-001604 P01

P5 - Site Levels Parameter Plan 207-JMA-MP-XX-DR-A-001605 P01

Reason: The application is granted in outline only under the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) Order 2015 and details of the matters referred to in the condition have not been submitted for consideration.

5. Any application which seeks approval for the reserved matter of landscaping pursuant to condition 3 of this permission shall include a scheme which demonstrates compliance with the landscaping strategy indicated on drawing nos Landscape Masterplan Phase 1 & Outline Area 3107-PLA-XX-XX-DR-L-0002 P13 and Landscape Masterplan - Phase 1 3107-PLA-XX-XX-DR-L-0006 P05. The scheme shall include, but not be limited to, the following details:

- (i) all trees, hedgerows and any other vegetation on/overhanging the site to be retained;
- (ii) compensatory planting to replace any trees or hedgerows to be removed as part of the development;
- (iii) the strengthening and/or introduction of landscaping buffers along the boundaries of the site with Rectory Lane;
- (iv) the introduction of additional planting within the site which forms part of the internal development layout and does not fall within (i) to (iii);
- (v) the type, size, species, siting, planting distances and the programme of planting of hedges, trees and shrubs.

The duly approved landscaping scheme shall be carried out during the first planting season after each phase of the development is substantially completed and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure the introduction of appropriate biodiversity rich landscaping as part of the development in accordance with the requirements of chapter 15 of the National Planning Policy Framework.

6. Prior to any above-ground works for any relevant phase or sub-phase pursuant to condition 4, of this permission an acoustic glazing and ventilation scheme to protect the apartments/ dwellings from noise emanating from passing road traffic, surrounding uses and uses approved under this application shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify the location of each plot/ apartment where noise attenuation measures are

required; and include specific details of the noise attenuation measures to be introduced for each plot/ apartment. Where windows need to remain shut in order to achieve these levels other means of ventilation shall be provided. The development shall thereafter be implemented in accordance with the duly approved scheme.

Reason: To ensure the implementation of appropriate noise attenuation measures for the dwellings in order to achieve satisfactory living conditions for future occupiers of the development in accordance with the requirements of Policy EN7/2 of the Bury Unitary Development Plan, and the National Planning Policy Framework.

Any relevant phase or sub-phase of the development authorised by this permission shall not begin unless and until the Local Planning Authority has approved in writing an Affordable Housing Scheme for the provision of affordable housing in that relevant phase or sub-phase of the development. The Scheme shall be submitted as part of the relevant reserved matters application and shall include: (if relevant justified) a viability review to determine the amount of affordable housing to be provided in that phase; the number, location and tenures of the affordable housing to be provided in that phase, and a mechanism for phasing, delivery and management of the affordable homes, in accordance with Policy H4/1 - Affordable Housing and its associated SPG5 - Affordable Housing Provision in New Residential Developments, the First Homes Policy Position Statement and the National Planning Policy Framework. The development shall be delivered in full accordance with the relevant approved Affordable Housing Scheme.

Reason: To ensure that the development would contribute to satisfying the need for affordable housing provision pursuant to Bury Unitary Development Plan Policy H4/1 - Affordable Housing, the associated Development Control Policy Guidance Note 5 - Affordable Housing Provision in New Residential Developments, First Homes Policy Position Statement and National Planning Policy Framework.

7.

8. As part of any reserved matters application for Appearance and Layout for any relevant phase or sub-phase the use of the development hereby approved shall not commence until a Crime Impact Statement, detailing measures that will be incorporated into the development to prevent the opportunity for crime, disorder, and anti-social behaviour has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter operate in accordance with the approved strategy.

Reason: To encourage the inclusion of Secured by Design principles and reduce the fear and risk of crime and anti-social behaviour, in accordance with the National Planning Policy Framework.

9. Within 6 months of occupancy of each relevant phase or sub-phase hereby approved, a Full Travel Plan (FTP) shall be submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase. The Travel Plan shall provide details of the objectives, targets and measures to promote and facilitate public transport, walking, cycling and car sharing to reduce the need to travel and to reduce single occupancy car use. For the avoidance of doubt, the FTP shall include:

- a.) Travel to work survey results for residents;
- b.) Management of the Travel Plan with a nominated Travel Plan Coordinator;

- c.) Clearly defined targets based on the survey results for mode share;
- d.) Appropriate measures taken to improve and encourage sustainable travel;
- e.) An action plan including a timetable for implementation of each element; and,
- f.) Annual reinforcement of the Travel Plan by monitoring and review mechanisms.

The annual monitoring report which assesses the effectiveness of the measures introduced by the FTP shall be submitted to and approved in writing by the Local Planning Authority annually for the first five years following the implementation of the FTP on occupation of any phase or sub phase of the development. The initiatives contained within the approved Travel Plan shall be implemented thereafter together with any additional measures that, after review, are found to be necessary to deliver the Travel Plan objectives.

Reason: To promote alternatives means of transport and active travel pursuant to the principles of the National Planning Policy Framework.

10. No work shall take place in respect to the provision of cycle parking within any relevant phase or sub-phase until details of proposals to provide secure cycle parking facilities for the approved dwellings have been submitted to and approved in writing by the local planning authority. Each dwelling within that phase or sub-phase shall not be occupied until the cycle parking facility for that dwelling has been provided in accordance with the approved details. The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.

Reason: To ensure the satisfactory provision of cycle storage facilities are provided to support the scale of the development pursuant to Policy JP-C8 of the Greater Manchester Places for Everyone Plan and the principles of the National Planning Policy Framework.

11. Notwithstanding the proposed phasing of the future residential aspects of the development and the details shown indicatively on the submitted plans and supporting information, full details of the following shall be submitted at the reserved matters stage for any relevant phase or sub-phase to a scope and specification to be agreed on (where appropriate), a topographical survey of the site and adjacent adopted highways:
 - Access arrangements/proposed junctions onto the adopted highway incorporating adequate visibility splays in accordance with the standards in Manual for Streets;
 - 1. Retention of adequate levels of forward visibility at the bend in Rectory Lane in accordance with the standards in Manual for Streets;
 - 2. Proposed internal road/street layout incorporating adequate tracked servicing arrangements for the proposed mix of uses proposed ;
 - 3. A scheme of highway works/ traffic calming works to the adopted highways that abut the site, encompassing limits of Fairfax Road, Rectory Lane and Poppythorne Lane to be agreed, in accordance with the 'Streets for All' guidance.
 - 4. Details that demonstrate the delivery of additional parking provision necessary as described within the application documents that will be provided for:
 - (a) In curtilage to the residential elements;
 - (b) Servicing and drop-off facilities.

The highway works subsequently approved for that phase or sub-phase shall be implemented to a programme to be agreed with the Local Planning Authority prior to the implementation of the development hereby approved.

Reason. To secure the satisfactory development of the site and to ensure good highway design in the interests of highway safety pursuant to Policies EN1/2 of the Unitary Development Plan and Policies, JP-C5 and JP-C6 of the Greater Manchester Places for Everyone Joint Development Plan.

12. As part of the reserved matters for 'Layout', for any relevant phase or sub-phase the development of the site, a 'Parking Management Strategy' shall be submitted to and approved in by the Local Planning Authority for that phase or sub-phase. The approved scheme only shall be implemented.

Reason. To ensure adequate and appropriate levels of car parking are incorporated into the development pursuant to Policies JP-C5 and JP-C6 of the Greater Manchester Places for Everyone Joint Development Plan..

13. As part of the reserved matters for 'Layout', a scheme of car parking spaces and arrangements shall be submitted to and approved by the Local Planning Authority in respect of that part of the site. No part of the development shall be occupied until car parking spaces and arrangements in respect of that part of the site have been completed and made available for use in accordance with the approved details.

Reason. To ensure adequate and appropriate levels of car parking are incorporated into the development pursuant to Policies JP-C5 and JP-C6 of the Greater Manchester Places for Everyone Plan.

14. **CONDITIONS RELATING TO THE FULL ASPECTS OF THE PROPOSALS -
Conditions**

15. The development must be begun not later than the expiration of three years from the date of this permission.

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), except for the portion of retail (Class E(a))space shown on Drawing number: 207-JMA-A-00-DR-A-022400 Rev. P00, the Community Building - Plot A shall only be used for uses within Classes E(c), E(e), E(g), F1(a-f) and F2(b) and for no other purpose including any other purpose in Classes E or F of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class/ those Classes in any statutory instrument amending, revoking and/or re-enacting that Order with or without modification.

Reason: In order to define the permission and to ensure that satisfactory community facilities are provided for with the development pursuant to the principles of the National Planning Policy Framework.

17. Notwithstanding any details shown on the approved plans, within three months of development first taking place a landscaping scheme for the site which demonstrates compliance with the landscaping strategy indicated on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a scheme which demonstrates compliance

with the landscaping strategy indicated on drawing nos. Landscape Masterplan Phase 1 & Outline Area 3107-PLA-XX-XX-DR-L-0002 P13 and Landscape Masterplan - Phase 1 3107-PLA-XX-XX-DR-L-0006 P05. The scheme shall include, but not be limited to, the following details:

5. all trees, hedgerows and any other vegetation on/overhanging the site to be retained;
1. compensatory planting to replace any trees or hedgerows to be removed as part of the development;
2. the strengthening and/or introduction of landscaping buffers along the boundary with Rectory Lane;
3. the introduction of additional planting within the site which forms part of the internal development layout and does not fall within (i) to (iii);
4. the type, size, species, siting, planting distances and the programme of planting of hedges, trees and shrubs.

The duly approved landscaping scheme shall be carried out during the first planting season after each phase of the development is substantially completed and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees, hedges or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees, hedges or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure appropriate landscaping of the site in the interests of visual amenity, to enhance the character of the street scene and to provide biodiversity enhancements in accordance with the requirements of Policies EN1/2 and EN8/2 of the Bury Unitary Development Plan and the National Planning Policy Framework.

18. Prior to any above-ground works on any relevant phase or sub-phase unless and until, a scheme providing the positions, types and heights nesting/roosting provisions to be made for birds nesting within that phase or sub-phase, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved scheme and no dwelling within that phase or sub-phase shall be occupied until the scheme has been implemented in its entirety.

Reason. In order to minimise the developments impacts on local wildlife populations pursuant to policies JP-G8 - A Net Enhancement of Biodiversity and Geodiversity, EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment

19. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the Travel Hub hereby permitted shall not be brought into first use unless and until a car park management plan has been submitted to and approved in writing by the local planning authority.

The car park management plan must be implemented in full accordance with the details approved under this condition before the development is first occupied or brought into first use and shall be maintained and operated in accordance with the approved plan in perpetuity.

Reason: To ensure that adequate car parking arrangements are provided to serve the development in accordance with Policy JP-C8: Transport Requirements of New Development of the Greater Manchester Places for Everyone Joint

Development Plan and the National Planning Policy Framework.

20. Prior to the first use of the development hereby approved, a scheme detailing the electric vehicle charging points in the Travel Hub shall be submitted to and agreed in writing by the local planning authority. The Travel Hub shall be provided with the approved electric vehicle charging points, which shall be retained for that purpose thereafter.

Reason: In the interests of air quality and to promote modal shift and increased use of sustainable methods of travel in accordance with Policies JP-S5: Clean Air and Policy JP-C4: The Strategic Road Network of the Greater Manchester Places for Everyone Plan and the National Planning Policy Framework.

21. The green roof hereby approved on the Community Building, Plot A, shall be maintained and any plants, grass and flowers, dead, dying severely damaged or diseased must be replaced during the lifetime of the development.

Reason: In the interests of the design and appearance of the building, visual amenity and securing biodiversity net gain, in accordance with the principles of the National Planning Policy Framework.

22. Prior to any above-ground works of any relevant phase or sub-phase a scheme for (any relevant) highway improvement works shall be submitted and approved in writing by the LPA. The development shall commence in a relevant phase or sub-phase unless and until a scheme for the siting, layout, design, construction and drainage of the following highway improvement works has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase:

5. All external alterations to the adopted highway within and around the perimeter of the site and implementation of an adopted hard and soft landscaping scheme to a scope and specification to be agreed, incorporating the provision/retention of adequate footway widths to be agreed at all locations, demarcation of the limits the adopted highway, demarcation of all landscaped areas for the blind and partially sighted pedestrians, relocation/replacement of all affected street lighting columns and street furniture in positions to be agreed, scheme of bollards to enable maintenance access/restrict unauthorised vehicular access to the pedestrianised areas and all associated highway and highway drainage remedial works;
1. Improvements to/relocation of the existing pedestrian crossing on Fairfax Road and all associated works to form the junction table proposed at the Rectory Lane/Fairfax Road junction, including the need to incorporate the improvements/traffic calming measures within a wider traffic calming and carriageway resurfacing scheme;
2. Confirmation of retained emergency access arrangements and route through the development on Poppythorn Lane, clear of the proposed hard/soft landscaping works, taking into consideration fire appliance access requirements to the existing and new buildings and the need for/type and operation of any access control bollards;
3. Formation of all temporary highway works between the proposed full and outline phases of the development;
4. Foundation/private hardstanding details for the proposed buildings to ensure compliance with the Highways Act 1980 and that no foundation encroachment under the adjacent adopted highway will occur;
5. Any proposed surface water attenuation measures located under the adopted highway, in a position(s) and to a scope and specification to be agreed;

6. Review of affected traffic regulation orders required as a direct result of the proposed development, including details of the revocations required and new measures/orders proposed, all necessary modifications to road markings and signage and a timetable for implementation;
7. Review of affected traffic regulation orders required as a direct result of the proposed development, including details of the revocations required and new measures/orders proposed, all necessary modifications to road markings and signage and a timetable for implementation;
8. Submission of staged Road Safety Audits in accordance with national guidance .

The details subsequently approved shall be implemented to a programme to be agreed with the Local Planning Authority prior to the development in that phase hereby approved being brought into use.

Reason. To secure improvements to the highway network in order to ensure safe and convenient access for pedestrian and vehicle traffic in the interests of road safety, and to promote modal shift and increased use of sustainable methods of travel pursuant to Policies JP- S1 Sustainable Development, JP-C5 - Streets for All JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan and the principles of the National Policy Framework.

23. No development shall commence unless and until a photographic dilapidation survey of the footways and carriageways leading to and abutting the sites in the event that subsequent remedial works are required following demolition and construction of, and statutory undertakers connection to, the proposed development, has been submitted to and agreed in writing with the Local Planning Authority. All highway remedial works identified as a result of the dilapidation survey shall be implemented to a programme to be agreed with the Local Planning Authority prior to the commencement of the development hereby approved.

Reason. To maintain the integrity of the adopted highway, in the interests of highway safety pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan.

24. No development shall commence on any relevant phase or sub-phase unless and until a Demolition Management Plan has been submitted to and approved by the Local Planning Authority for that phase or sub-phase, where relevant. The approved plan only shall thereafter be implemented.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan.

25. No development of any relevant phase or sub-phase shall take place, including any works of demolition, until a 'Construction Logistics Plan' for that phase or sub-phase has been submitted to, and approved in writing by the local planning authority. The Construction Logistics Plan shall include details of vehicular routing, parking arrangements and be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. Construction of the relevant Phase shall be carried out only in accordance with the approved details for the duration of the demolition and construction periods.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan.

26. Other than those works associated with the demolition of existing buildings on the site, no development shall take place on a relevant phase or sub-phase until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase. The CMP shall include:
9. Formation of all temporary highway works between the proposed full and outline phases of the development;
 1. Access route for all demolition/construction vehicles to the site from the Key Route Network;
 2. Access point/arrangements for demolition/construction traffic, taking into consideration the need to maintain safe pedestrian/vehicular access to Bury Market and 'Market' car park, and all temporary works required to facilitate access for demolition/construction vehicles;
 3. Hours of work for site preparation, delivery of materials and construction and number of vehicle movements;
 4. Arrangements for the parking of vehicles for site operatives and visitors on land within the applicant's control, together with storage on site or on land within the applicant's control of demolition/construction materials;
 5. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres including details of areas designated for the loading, unloading and storage of plant and materials;
 6. Details of the siting, height and maintenance of security hoarding;
 7. The provision, where necessary, of temporary pedestrian facilities/protection measures on the highway;
 8. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its accesses;
 9. Arrangements for the provision of wheel washing facilities for vehicles accessing the site;
 10. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to control the emission of noise, dust and dirt during construction;
 11. a scheme for recycling/disposing of waste resulting from construction works; and
 12. a strategy to inform neighbouring occupiers (which as a minimum, shall include those adjoining the site boundaries) of the timing and duration of any piling operations, and contact details for the site operator during this period.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations

pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan.

27. The use of the development on any relevant phase or sub-phase hereby approved shall not commence until an 'Access and Servicing Management Plan' has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase. The management plan shall contain, as a minimum:

13. Travel to work survey results for staff and employees;

1. All external the location of the height barrier (to prevent coaches and larger vehicles accessing the site;
2. The location and details of any advance signage warning of the height restriction;
3. How access by scheduled larger vehicles (such as waste vehicles) will be managed; and
4. How unexpected access by larger vehicles will be managed.

The development shall thereafter operate in accordance with the approved management plan.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan.

28. Prior to the occupation of any relevant phase or sub-phase of development, a Travel Plan will be submitted to and approved by the Local Planning Authority for that phase or sub-phase. The approved Travel Plan (based on the submitted Framework Travel Plan) shall be implemented as approved, monitoring and maintenance requirements outlined within that document.

Reason: To promote alternatives means of transport, active travel, promote modal shift and increased use of sustainable methods of travel pursuant to Policies JP-S1 Sustainable Development, JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan and the principles of the National Planning Policy Framework.

29. Prior to any above-ground works within any relevant phase or sub-phase of development, vehicle turning areas within that phase or sub-phase shall be provided, surfaced and ready for use. The nature and duration of any temporary car and cycle parking arrangements that may be required due to phasing and construction logistics shall be first agreed in writing by the Local Planning Authority. Any parking areas, whether permanent or temporary, shall not be used for anything other than their designated purpose. The duly approved details shall be implemented for the duration of the construction period of any phase, or sub phase of the development.

Reason. In order to secure the satisfactory development of the application site in the interests of highway safety and to minimise the standing and turning movements of vehicles on the highway in the interests of highway safety pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

31. Any relevant phase or sub-phase of the development shall not be first occupied or brought into first use unless and until full details of the car parking (including accessible and Electric Vehicle charging point provision with 10% of all spaces to be provided with active charging points and the remainder of all spaces served by passive provision, (subject to an update in local policy standards which may exceed these requirements ahead of Reserved Matters approval), motor cycle, delivery and drop off space, and covered and secured cycle storage facilities to serve that phase of development hereby approved have been submitted to and approved in writing by the local planning authority.

The respective buildings within any relevant phase or sub-phase shall not be first occupied or brought into first use unless and until the on-site car parking spaces for the respective buildings within any phase, have been provided and made available for use in full accordance with the drawings, together with properly constructed vehicular access to the adjoining highway, all in accordance with the approved plans for that phase.

The approved parking spaces shall be provided and made available for use and the accessible parking bays shall be clearly marked with a British Standard disabled symbol prior to the occupation of that part of the development and shall be maintained thereafter solely for the parking of occupiers of, visitors to and users of the development.

Details of the provision of the car club parking spaces and electric vehicle charging points within a relevant phase or sub-phase shall be provided including number and location.

Reason. To ensure that adequate car parking is provided and retained to serve the development and to ensure that adequate cycle parking is provided and retained to serve both the commercial and residential development pursuant to Policies JP- S1 Sustainable Development, JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

32. Prior to any above-ground works of any relevant phase or sub-phase, a scheme of off-highway bin storage facilities shall be submitted to and approved in writing with the Local Planning Authority for that phase or sub-phase. The approved arrangements shall be implemented prior to each relevant phase or sub-phase of the development hereby approved being brought into use and/or being first occupied.

Reason: To ensure that adequate bin storage arrangements are provided within the curtilage of the site pursuant to Policies EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan, Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

33. **CONDITIONS IN RELATION TO ALL PARTS OF THE PLANNING APPLICATION SITE - CONDITIONS**

34. No development, including demolition, shall commence on any relevant phase or sub-phase unless and until a scheme to minimise dust emissions has been submitted to and approved in writing by the Local Planning Authority as outlined in Annex I (Mitigation Measures for Construction - Tables I-1 to I-9) and Air Quality Assessment, Prestwich Village, Cundall, Reference: 1039026-CDL-XX-XX-RP-AQ-40201 Revision P07, 17 January 2024 for that phase or sub-phase. The scheme shall include details of all dust control measures and the methods to monitor emissions of dust arising from the development. The development shall be implemented in accordance with the

approved scheme with the approved dust control measures being retained and maintained in a fully functional condition for the duration of the development hereby approved.

Reason: The information is required to reduce the impacts of dust disturbance from the site on the local environment, pursuant to Policy JP-S5: Clean Air of the Greater Manchester Places for Everyone Joint Development Plan and Chapter 11 of the National Planning Policy Framework - Conserving and enhancing the natural environment.

35. No development works (excluding demolition) of any relevant phase or sub-phase of the development hereby approved shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works for that phase or sub-phase. The works are to be undertaken in accordance with a Project Design submitted to and approved in writing by Bury Planning Authority. The Project Design shall cover the following:
5. Informed by the updated North West Archaeological Research Framework, a phased programme and methodology of investigation and recording to include:
 - an archaeological evaluation through trial trenching;
 - dependent on the above, targeted open-area excavation and recording (subject to a separate Project Design).
 1. A programme for post-investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
 2. Deposition of the final report with the Greater Manchester Historic Environment Record.
 3. Dissemination of the results of the archaeological investigations commensurate with their significance.
 4. Provision for archive deposition of the report and records of the site investigation.
 5. Nomination of a competent person or persons / organisation to undertake the works set out within the approved Project Design.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, in accordance with the requirements of the National Planning Policy Framework.

36. Prior to the first use/occupation of any relevant phase or sub-phase of the development hereby approved, full details of all equipment to be installed for heating and ventilation of the building, the extraction and control of fumes and odours, including details of how noise and vibration will be attenuated together with a maintenance schedule for the future operation of that equipment have been submitted to and approved in writing by the local planning authority for that phase or sub-phase and implemented in accordance with the approved details. The scheme shall also be in accordance with current guidance from DEFRA and the Heating and Ventilating Contractors' Association (HVCA) For Kitchen Ventilation Systems. The use hereby permitted shall not take place other than in accordance with these approved details. Noise from ventilation and extraction shall be limited to 10 dB(A) below the background noise level measured and expressed as a LA90,15minutes at the boundary of the nearest residential property. This shall include penalties for noise characteristics such as tone, intermittency, etc.

Background noise levels shall be established for the following periods:

- " Daytime 0700 to 1900
- " Evening 1900 to 2300
- " Night 2300 to 0700

In order to establish background noise level a representative survey shall be undertaken in accordance with BS 4142:2014+A1:2019 at the boundary of the nearest residential properties. This shall be undertaken by a suitably competent person.

Prior to operation of any relevant phase or sub-phase post completion noise surveys must be undertaken by a suitably qualified acoustic person, and a report submitted to and approved in writing by the Local Planning Authority for that phase. Method statements should be submitted to and approved by the Local Planning Authority prior to the survey being undertaken, unless otherwise agreed in writing by the Local Planning Authority. If the noise levels set out in the Report are exceeded, additional noise mitigation measures, (where necessary to ensure the appropriate noise levels can be met), shall be submitted to an approved in writing by the Local Authority and implemented in accordance with the approved details in full prior to operation.

All noise mitigation schemes as approved shall be retained as such thereafter.

Reason: To protect the amenities of the occupiers from undue noise and disturbance in order to protect their amenities in accordance with Policy EN7/2 - Noise Pollution and EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan and the National Planning Policy Framework.

37. No development of any relevant phase or sub-phase shall commence until a Construction Environmental Management Plan (CEMP Noise) for the control of construction site noise for that phase has been submitted to and approved in writing by the Local Planning Authority for that phase.
The approved CEMP (Noise) shall be operated and retained throughout the site preparation and/or construction period and shall include:

6. The location of nearest sensitive receptors;
 1. A review of the plant and equipment to be used on site, including a consideration of the type of vehicle reversing alarms, and any other precautions that are proposed to minimise the noise from such equipment (acoustic enclosures/screens and non-metallic dollies for piling operations etc.);
 2. The proposed location of any fixed plant, buildings and storage yards;
 3. Details of a community engagement plan, to include a named individual chosen to liaise with the public upon receipt of complaints;
 4. Proposals for the hours of operation, including during which piling operations will be undertaken referenced to the location of noise sensitive premises;
 5. Details of the information that all those operating on site will be given regarding the control of noise;
 6. Any other measures proposed to control construction noise.

Reason: A pre commencement condition is required to ensure that noise from the site construction operation can be mitigated by use of the appointed contractors through an appropriate noise management plan. The condition will protect the amenity of occupiers of adjacent properties from noise in accordance with Policy EN7/2 of the Bury Unitary Development Plan and the National Planning Policy Framework.

38. Before any construction works on any relevant phase or sub-phase of the development hereby approved a Biodiversity Net Gain Plan and Habitat Management and Monitoring Plan (HMMP) detailing, in full, measures to protect

existing habitat during construction works and the formation of new habitat to secure a measurable net gain in biodiversity of at least 10% across the entire scheme, shall be submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase. Within the Biodiversity Net Gain Plan and the HMMP document the following information shall be provided:

7. Details of both species composition and abundance where planting is to occur;
 - Proposed management prescriptions for all habitats for a period of no less than 30 years;
 - Assurances of achievability;
 - Timetable of delivery for all new and enhanced habitats; and
 - A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feed-back mechanism by which the management prescriptions can be amended should the monitoring deem it necessary. All ecological monitoring and all recommendations for the maintenance/amendment of future management shall be submitted to and approved in writing by the Local Planning Authority.
- The development shall be undertaken and thereafter maintained in accordance with the approved Net Gain Plan and the Habitat Management and Monitoring Plan.

Reason: To ensure the satisfactory development of the site in relation to the protection of and mitigation for ecological habitats pursuant to Policy JP-G8 of the Places for Everyone Joint Development Plan and the principles of the National Planning Policy Framework.

39. No development of any relevant phase or sub-phase shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks in that phase or sub-phase shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority for that phase or sub-phase;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority for that phase or sub-phase.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

40. Notwithstanding the submitted Environmental Statement, prior to any piling work taking place within any relevant phase or sub-phase of the development, the following shall occur in consecutive order for that phase or sub-phase:

- An assessment shall be undertaken to determine the levels of ground borne vibration associated with the piling works within the development which shall identify all affected receptors and detail how impacts can be mitigated and / or reduced.
1. A scheme based upon the findings in part (1) shall be submitted to and approved in writing by the Local Planning Authority outlining the type of piling,

its location, noise/vibration levels and details of mitigation measures to ensure that the impact of the piling works on the receptors identified in (1) are mitigated/reduced.

2. The development shall be carried out in strict accordance with the approved scheme for that phase.

Reason: To ensure impacts on amenity from are acceptable and to accord with the requirements of Policy EN1/2(b) of the Bury Unitary Development Framework, and the National Planning Policy Framework

41. No above-ground works shall take place on any relevant phase or sub-phase of development hereby permitted until the following information on the proposed low/zero carbon energy sources (photovoltaics and air source heat pumps) has been submitted to and approved by the Local Planning Authority for that phase or sub-phase where relevant:

- a) System description, supported by site plans
- b) Installed capacity and estimated output
- c) Site specific design requirements
- d) Detailed plan showing where the technology would be installed
- e) Relevant operational considerations, for example, fuel storage and delivery arrangements, avoidance of nuisance and air quality issues, and arrangements for maintenance.
- f) Noise Output of air source heat pumps compared to site specific background levels.

The development of that relevant phase or sub-phase shall be implemented in accordance with the respective approved details prior to occupation and shall thereafter be maintained.

Reason: To secure low/ zero carbon energy generation and in the interests of the amenity of nearby residents, in accordance with Policy JP-S2: Carbon and Energy of the Greater Manchester Places for Everyone Plan and the National Planning Policy Framework.

42. Following the provisions of Condition 39 of this planning permission, where remediation is required on any relevant phase or sub-phase, the approved Remediation Strategy must shall be carried out to the satisfaction of the Local Planning Authority within agreed timescales for that phase or sub-phase; and a Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

43. Development shall not commence on any relevant phase or sub-phase until final details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority for that phase or sub-phase. The scheme shall be in accordance with the principles set out in the submitted Flood Risk Assessment and Drainage Strategy document and final detailed design must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for

Sustainable Drainage Systems (SuDs) (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed operation and maintenance arrangements for all SuDS features should also be provided.

The detailed design of the proposed surface water drainage system shall be appropriately phased to ensure that the benefits of SuDS delivered under this development are appropriate to the needs of this phase of the development of the site.

Each phase or sub phase of the scheme shall be implemented in accordance with the duly approved details before any of the buildings or dwellings hereby approved are first occupied or brought into use, and maintained as such thereafter.

Reason: The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Policy JP-S4: Flood Risk and the Water Environment of the Places for Everyone Joint Development Plan and Chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the National Planning Policy Framework

44. Any commercial and retail uses hereby approved shall only take place between the hours of 7am -11pm Monday - Thursday, 7am-12am Friday-Saturday and 8am - 11pm Sundays.

Reason: In order to define the permission and safeguard the amenities of occupiers of premises/dwellings in the vicinity, in accordance with Policy EN1/2 and EN7/2: Noise Pollution of the Bury Unitary Development Plan and the National Planning Policy Framework.

45. No relevant phase or sub-phase of development shall be occupied until a detailed lighting scheme for that phase of development has been submitted to and approved in writing by the Local Planning Authority for that phase or sub-phase.

The detailed lighting scheme shall include site annotated plans showing lighting positions for the external spaces, facades, building elevations and structures they illuminate, site plans showing horizontal and vertical overspill to include light trespass and source intensity, affecting surrounding residential premises and details of the lighting fittings including: colour, watts and periods of illumination.

For the avoidance of doubt, the scheme shall include lighting to be placed along the edge of the site close to neighbouring residential properties.

All lighting works shall be implemented in accordance with the approved details and shall be completed prior to the occupation of any part of the development and shall thereafter be retained and maintained.

Reason: To ensure a high quality of external environment, to complement the development proposals, to protect and reinforce local character, and to protect the amenity of nearby residents from any light pollution pursuant to the principles of the National Planning Policy Framework.

46. Prior to the commencement of the landscaping works for any relevant phase or sub-phase hereby approved a Landscape and Ecological Management Plan (LEMP) shall be submitted for that phase or sub-phase to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the

following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism{s} by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting, JP-G8 and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

47. Notwithstanding the submitted details, no development of any relevant phase or sub-phase shall take place until a phasing plan for the construction of the development has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include a programme of works for the provision of:- each of the proposed land uses within the site; any highway infrastructure associated with those uses; and the area(s) of recreational open space and any other areas of amenity open space.

The development shall thereafter be carried out in accordance with the duly approved phasing plan(s).

Reason: To ensure that any phased development of the site takes place in an appropriate order and within an acceptable timescale, to ensure adequate provision of infrastructure to serve each phase given the scale of development proposed.

48. Notwithstanding the submitted details, no development of any relevant phase or sub-phase shall take place (including ground works, vegetation clearance) on that phase or sub-phase hereby approved until:
 3. A detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), in accordance with British Standards BS 5837:2012 have been submitted to and approved in writing by the Local Planning Authority;
 1. Tree protection fencing has been erected in accordance with the details shown on the approved TPP, and;
 2. The Local Planning Authority has been notified in writing of the erection of the Tree Protection Fencing and its full implementation in accordance with the approved TPP.

The tree protection provisions set out in the AMS shall be fully implemented and the tree protection fencing shall be retained, in the locations and to the standard shown on the TPP, for the duration of the construction period and no works shall take place and nothing shall be stored within the area enclosed by the Tree Protection Fencing until demolition and construction works have ceased.

Reason. A pre-commencement condition is required to ensure that adequate measures are put in place to protect existing trees which are to be retained as part of the development before any construction works commence, in the interests of visual amenity and to safeguard the ecological value provided by the trees on the site in accordance with the requirements of Policy EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan, Policy JP-G8 of the Places for Everyone Plan and the National Planning Policy Framework.

49. Prior to the occupation of any relevant phase or sub-phase a scheme of hard and soft landscape works for each phase that phase or sub-phase of development shall be submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved.

These details shall include:

- 1) A scaled plan at 1:100 or 1:200 showing all existing vegetation and landscape features to be retained; and where used, locations of individually planted trees, areas of woodland, shrubs, hedges, herbaceous planting, bulbs, and areas of grass.
- 2) Within ornamental planting areas, plans should be sufficiently detailed to show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs.
- 3) Planting schedules noting species, plant sizes and proposed numbers/densities, and details of the proposed planting implementation programme.
- 4) Location, type and design of materials to be used for hard landscaping, including ground surfacing, paving, kerbs, edges, steps and furniture.
- 5) Specifications, where applicable for the following:
 - a) permeable paving;
 - b) tree pit design - indicating root available soil volumes and matched to species demands at mature size;
 - c) underground modular systems;
 - d) sustainable urban drainage integration;
 - e) surfacing within tree Root Protection Areas (RPAs);
 - f) Green Roof and Rain Gardens
- 6) Specifications for operations associated with plant establishment and maintenance that are compliant with best practice.
- 7) Retaining structures, noting their height, design and facing materials.
- 8) Minor artefacts and structures.
- 9) Proposed and existing functional services above and below ground.

All hard and soft landscape works shall be implemented in accordance with the approved details.

The works shall be implemented prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority and thereafter maintained.

Any trees or shrubs which, within a period of two five years from the completion

of the phase of development, die, are removed or become seriously diseased or damaged, shall be replaced in the next planting season with others of similar size and species.

Reason: In order to secure the satisfactory development of the application site, ensure a high quality of external environment and reinforce local landscape character and to secure net gains to biodiversity in accordance with Policy JP-G8: Biodiversity and Geodiversity of the Greater Manchester Places for Everyone Joints Development Plan and the National Planning Policy Framework.

50. Prior to the commencement of any relevant phase or sub-phase of the development, details of a Local Labour and Training Proposal for that phase, in order to demonstrate commitment to recruit local labour for the duration of the relevant phase of the development, shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the relevant phase or sub-phase of the development.

In this condition a Local Labour and Training Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed for any relevant phase or sub-phase of the development, a detailed report for that phase or sub-phase which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the Local Planning Authority.

Reason: To provide local economic benefits to the local labour force pursuant to Policy JP-J1: Supporting Long-Term Economic Growth, of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

51. If within a period of 5 (five) years from the date of planting, any retained and provided tree is cut down, uprooted or destroyed or dies another tree shall be planted at the same place and that tree shall be of such size and species and shall be planted, with the same type and of a heavy standard within the first planting season or at such time as may be specified in writing by the local planning authority. In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars.

Reason: In the interests of the character and appearance of the area and to ensure that the development complies with Policy EN8/2: Trees and Woodland of the Bury Unitary Development Plan and Policy JP-G7: Trees and Woodland of the Greater Manchester Places for Everyone Plan.

52. The drainage for any relevant phase or sub-phase of development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 2772-CIV-XX-XX-D-C-30003 Rev P 06- Dated 19.09.23 which was prepared by Civic Engineers, for that phase or sub-phase. For the avoidance of doubt surface water for phase 1A and phase 2 must drain at the restricted rate of 20 l/s and surface water for phase 1B must drain at the restricted rate of 3 l/s. Prior to occupation of the proposed development with any relevant phase or sub-phase,

the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of that phase or sub-phase of development.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, in accordance with the requirements of the National Planning Policy Framework and the National Planning Practice Guidance.

53. Prior to the installation of any external finishing materials within a relevant phase or sub-phase samples of the materials to be used in the construction of the external surfaces of that phase or sub-phase hereby permitted shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in accordance with the duly approved materials.

Reason: No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design and the National Planning Policy Framework.

54. No construction shall commence (including demolition, site clearance and any earthworks) on plots A, B and C until details of the means of ensuring the water mains that are laid within the site boundary are protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing.

These details shall include the following:

- i. Evidence that diversion works for the water main(s) have been agreed with the relevant statutory undertaker and that the approved works have been undertaken; and,
- ii. Details of the means of ensuring the water main(s) is protected from damage as a result of the development. These details shall include the potential impacts on the water main(s) from construction activities and the impacts post completion of the development, including landscaping, on the water main(s) infrastructure, and identify mitigation measures, to protect and prevent any damage to the water main(s) both during construction and post completion of the development.

Any mitigation measures identified by (ii) shall be implemented in full prior to commencement of development in accordance with the approved details and shall be retained thereafter for the lifetime of the development.

Reason: In the interest of public health and to ensure protection of the public water supply pursuant to the principles of the National Planning Policy Framework.

55. No relevant phase or sub-phase of the development shall commence which requires the stopping-up or diversion of a public highway unless and until the required stopping-up order has been secured.

Reason. To secure the satisfactory development of the site in terms of the legal stopping-up of all affected highways and in order to maintain the integrity of the adopted highway network in the vicinity of the site pursuant to Policies JP-C5 - Streets for All and JP-C6 Walking and Cycling of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

56. No above-ground works may be commenced on a Phase, or sub phase, unless and until the land interests in that Phase are bound by the planning obligations set out in the draft Section 106 Agreement appended to the Agreement under Section 111 of the Local Government Act 1972 dated [XXX] or the obligations are secured by other means to the satisfaction of the Local Planning Authority
57. This decision relates to the following drawings:

Drawing no. 207-JMA-MP-XX-DR-A-001601 Rev. P01: P1: Land Use Parameter Plan

Drawing no. 207-JMA-MP-XX-DR-A-001602 Rev. P01: P2: Max Site Heights Parameter Plan

Drawing no. 207-JMA-MP-XX-DR-A-001603 Rev. P01: P3 - Access & Movement Parameter Plan

Drawing no. 207-JMA-MP-XX-DR-A-001604 Rev. P01: P4 - Plots & Public Relam Parameter Plan

Drawing no. 207-JMA-MP-XX-DR-A-001605 Rev. P01: P5: Site Levels Parameter Plan

Site location plan 207-JMA-MP-XX-DR-A-000400 P00

Second Floor (third and fourth similar) Proposed site plan 207-JMA-MP-02-DR-A-001402 P01

Site Plans

Ground floor Proposed site plan 207-JMA-MP-00-DR-A-001400 P01

First floor Proposed site plan 207-JMA-MP-01-DR-A-001401 P01

Roof Proposed site plan 207-JMA-MP-RF-DR-A-001410 P01

Demolition Plans

Longfield Centre	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-041500	P00			
Fairfax Road A	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-041501	P00			
Fairfax Road B	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-041502	P00			
Poppythorn Lane A	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-041503	P00			
Poppythorn Lane B	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-041504	P00			
Poppy thorn Lane C	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-41505	P00			
Bury New Road	Demolition	Existing	Context	Elevation
207-JMA-MP-XX-DR-A-041506	P00			

Streetscene Elevations

Clayton Street A Proposed Context Elevation 207-JMA-MP-XX-DR-A-042400 P01

Clayton Street B Proposed Context Elevation 207-JMA-MP-XX-DR-A-042401 P01

Poppythorn Lane Proposed Context Elevation 207-JMA-MP-XX-DR-A-042402 P01

Rectory Lane Proposed Context Elevation 207-JMA-MP-XX-DR-A-042403 P01

Village Square Proposed Context Elevation 207-JMA-MP-XX-DR-A-042404 P01

Fairfax Road Proposed Context Elevation 207-JMA-MP-XX-DR-A-042405 P01

Section Plans

Highfield Road to Tramline Proposed Section 207-JMA-MP-XX-DR-A-051400 P01

Rectory Lane to Bury New Road Proposed Section
207-JMA-MP-XX-DR-A-051401 P01
Fairfax Road to Rectory Lane Proposed Section 207-JMA-MP-XX-DR-A-051402
P01
Rectory Lane to Highfield Place Proposed Section 207-JMA-MP-XX-DR-A-051403
P01

Plot A: Community Hub

Ground Floor GA Plan - 207-JMA-A-00-DR-A-022400
1st Floor GA Plan - 207-JMA-A-01-DR-A-022401
Roof GA Plan - 207-JMA-A-RF-DR-A-022410 Village Square GA Elevation
207-JMA-A-XX-DR-A-042400
Calyton Street GA Elevation - 207-JMA-A-XX-DR-A-042401
Poppythorn Lane GA Elevation - 207-JMA-A-XX-DR-A-042402
Service yard GA elevation - 207-JMA-A-XX-DR-A-042403
Section A - JMA-A-XX-DR-A-052400
Section B JMA-A-XX-DR-A-052401
Study Bay 1 207-JMA-A-XX-DR-A-104401 P00
Study Bay 2 207-JMA-A-XX-DR-A-104402 P00
Study Bay 3 207-JMA-A-XX-DR-A-104403 P00

Plot B - Retail and Commercial Hub

Ground Floor GA plan 207-JMA-C-00-DR-A-022400 P01
First Floor GA plan 207-JMA-C-01-DR-A-022401 P01
Roof GA plan 207-JMA-C-RF-DR-A-022410 P00
Village Square elevation 207-JMA-B-XX-DR-A-042400 P00
Clayton Street elevation 207-JMA-B-XX-DR-A-042401 P00
Poppythorn Lane elevation 207-JMA-B-XX-DR-A-042402 P00
Service Yard elevation 207-JMA-B-XX-DR-A-042403 P00
Section A 207-JMA-B-XX-DR-A-052400 P00
Section B 207-JMA-B-XX-DR-A-052401 P00
Section C 207-JMA-B-XX-DR-A-052402 P00
Study Bay 1 207-JMA-B-XX-DR-A-104401 P00
Study Bay 2 07-JMA-B-XX-DR-A-104402
Study Bay 3 207-JMA-B-XX-DR-A-104403 P00

Plot C: Market Hall

Village Square GA elevation 207-JMA-C-XX-DR-A-042400 P00
Village Square GA elevation 207-JMA-C-XX-DR-A-042401 P00
Village Square GA elevation 207-JMA-C-XX-DR-A-042402 P00
Village Square GA elevation 207-JMA-C-XX-DR-A-042403 P00
Section A GA section 207-JMA-C-XX-DR-A-052400 P01
Section B GA section 207-JMA-C-XX-DR-A-052401 P01
Study bay 1 Village Square elevation 207-JMA-C-XX-DR-A-104401 P00
Study bay 2 Retail front elevation 207-JMA-C-XX-DR-A-104402 P00

Plot G: Travel Hub

Ground floor GA plan 207-JMA-G-00-DR-A-022400 P01
Typical ramp floor GA plan 207-JMA-G-01-DR-A-022401 P01
Roof GA plan 207-JMA-G-RF-DR-A-022410 P01
GA elevations and GA sections 207-JMA-G-XX-DR-A-042401 P01
Fairfax Road /Highfield Place GA elevations 207-JMA-G-XX-DR-A-042400 P01
Highfield Road Railway Elevation GA elevations & GA section
207-JMA-G-XX-DR-A-42401 P01
Study Bay 1 207-JMA-G-XX-DR-A-104401 P01
Study Bay 2 207-JMA-G-XX-DR-A-104402 P01

Landscape Plans

Landscape Masterplan Phase 1 & Outline Area 3107-PLA-XX-XX-DR-L-0002 P13

Supporting documents

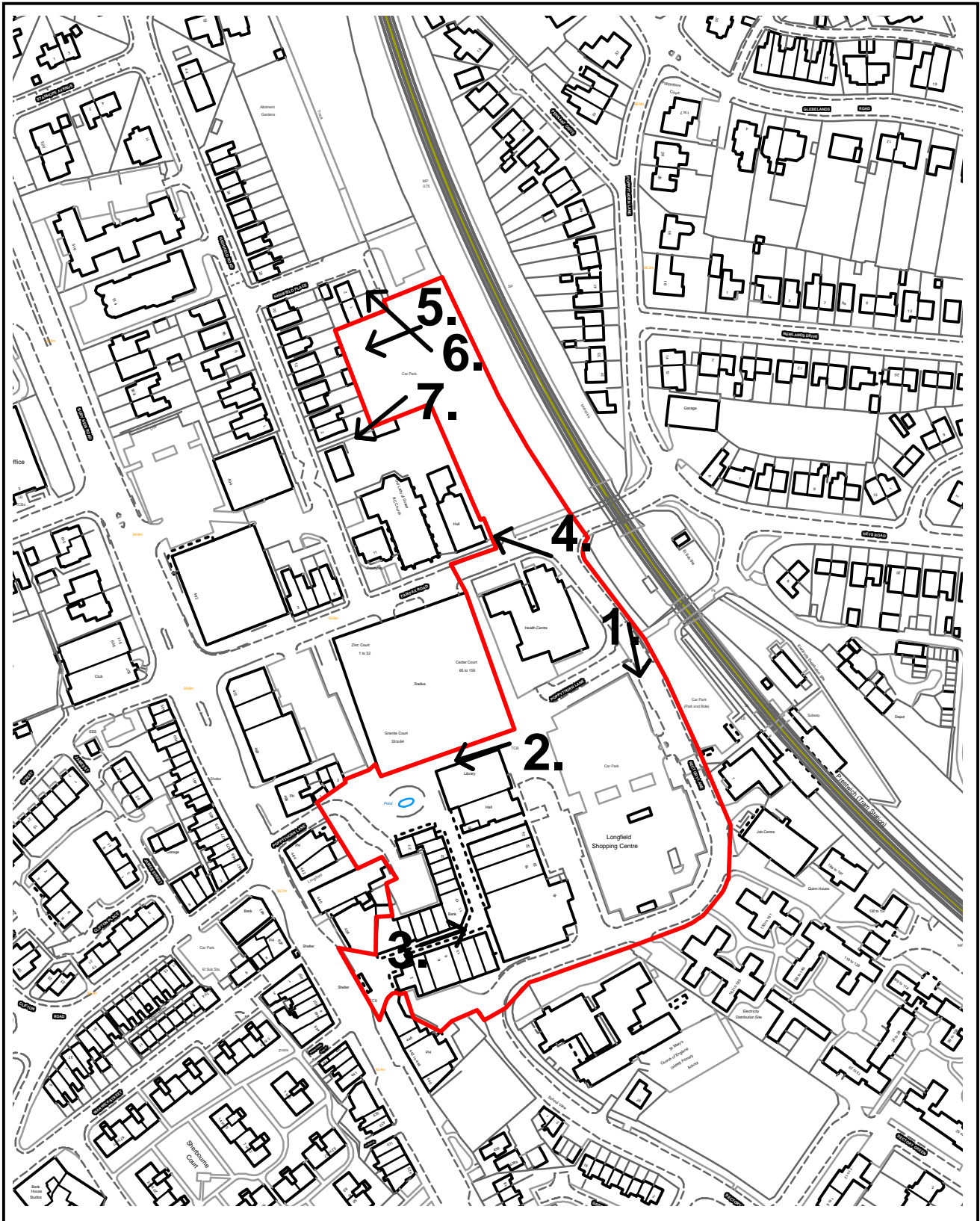
Arboricultural Impact Assessment Rev C prepared by Tyler Grange;
Building for Life Assessment prepared by PlanIT;
Ecological Impact Assessment (including Bat and Protected Species Survey);
prepared by Tyler Grange;
Environmental Statement prepared by Asteer Planning, including:
3. Chapter 6: Socio-Economics
• Chapter 7: Townscape and Visual Impact Assessment prepared by PlanIT;
• Chapter 8: Transport Assessment, Framework Travel Plan and Parking Data
and Parking Management Strategy prepared by Civic Engineers;
• Chapter 9: Noise and Vibration assessment prepared by Cundall;
• Chapter 10: Air Quality assessment prepared by Cundall;
• Chapter 11: Climate Change prepared by Hoare Lea
Flood Risk and Drainage Strategy prepared by Civic Engineers;
Health Impact Assessment prepared by AMION;
Sustainability and Energy Statement prepared by Hoare Lea;
Topographical Assessment by Greenhatch Group;
Highways and Car Parking Update Note Rev E prepared Civic Engineers
Amended Framework Travel Plan v1.6 prepared by Civic Engineers

The development shall not be carried out except in accordance with the drawings
hereby approved.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of
development in accordance with the policies contained within the Bury Unitary
Development Plan, the Greater Manchester Places for Everyone Joint
Development Plan and the National Planning Policy Framework.

For further information on the application please contact **Claire Booth** on **0161 253 5396**

70449 - Viewpoints



APP. NO 70449

ADDRESS: Longfield Shopping Centre/Car Park,
Fairfax Road Car Park and adjoining
land at Bury New Road, Rectory Lane
and Fairfax Road, Prestwich



Bury
Council

Planning, Environmental and Regulatory Services

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70449

Photo 1: Longfield Centre Car Park



Photo 2: Photo showing part of the Longfield Centre complex



70449

Photo 3: Part of Longfield Shopping area



Photo 4: View of Fairfax Road Car Park and Our Lady of Grace Church buildings



70449

Photo 5: Photo from Fairfax Road Car Park of properties on Highfield Road



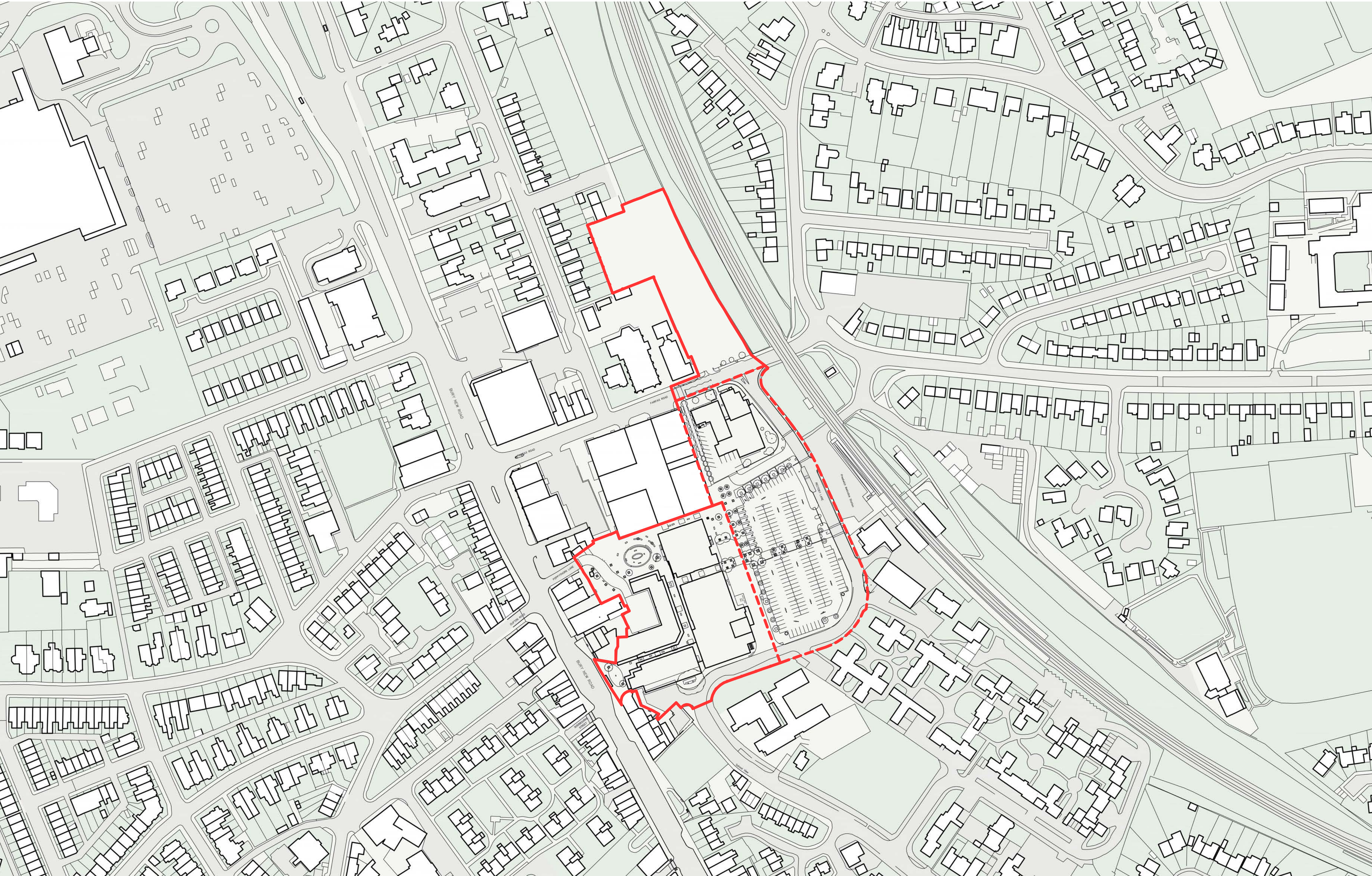
Photo 6: View of nos. 1 and 2 Highfield Place and dwellings on Highfield Road



70449

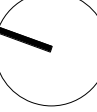
Photo 7: View from Fairfax Road Car Park of the rear of Our Lady of Grace Church buildings





Notes:

- EXTENT OF FULL APPLICATION
- EXTENT OF OUTLINE APPLICATION

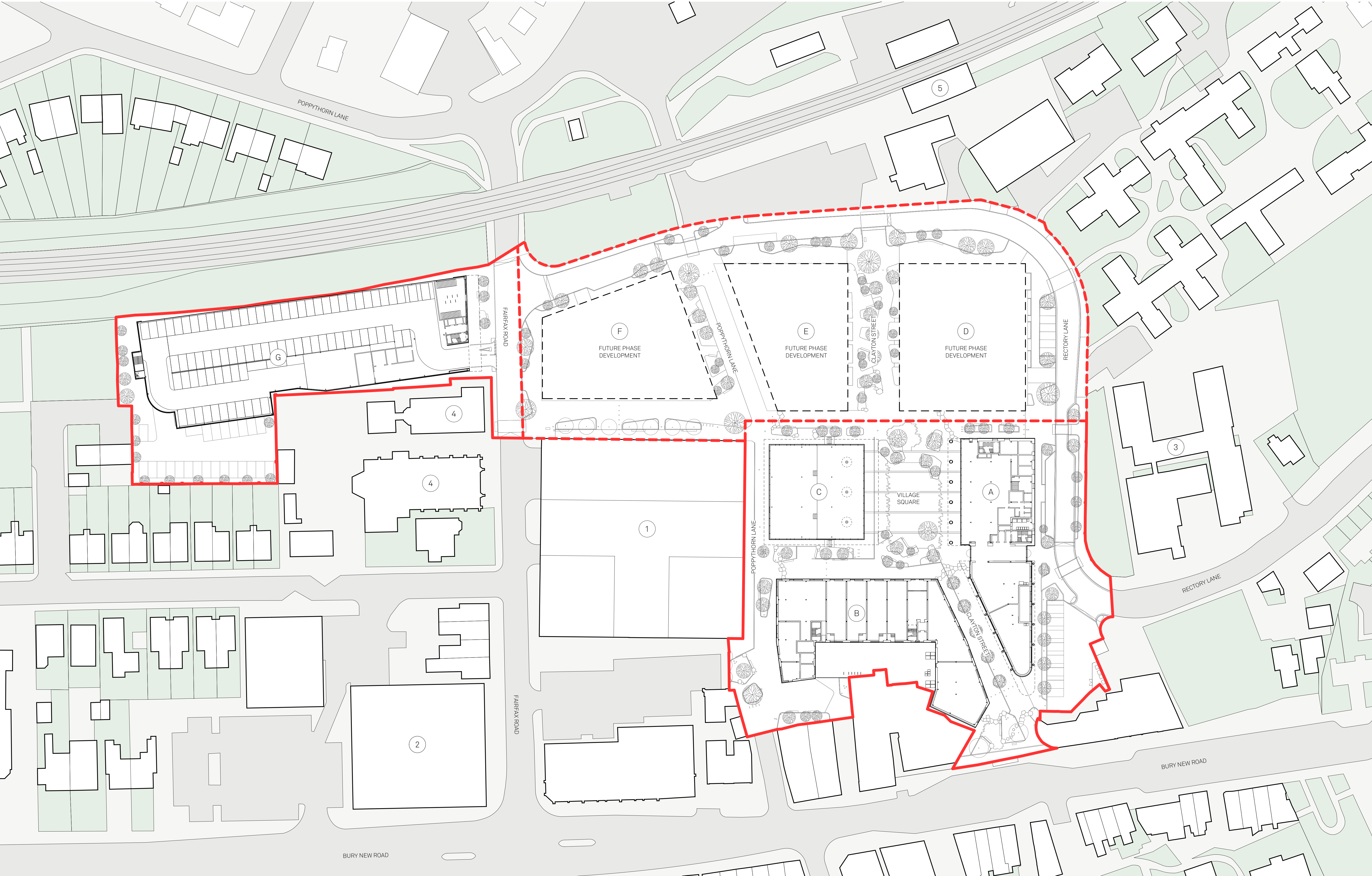


Project: Prestwich Village Masterplan		Title: Site location plan		Scale: 1:1000 @ A1	
Drawn: LG	Checked: JC	Status: S2 Information	Drawing No: 207-JMA-MP-XX-DR-A-000400		
Rev: P00	Details: 16/01/2024	Planning			

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Notes:

MASTERPLAN KEY

- EXTENT OF FULL APPLICATION
- EXTENT OF OUTLINE APPLICATION

PROPOSED PLOTS

- A PLOT A - COMMUNITY HUB
- B PLOT B - RETAIL HUB
- C PLOT C - MARKET HALL
- G PLOT G - MSCP
- D PLOT D - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)
- E PLOT E - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)
- F PLOT F - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH
- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: JC

Rev: P01

Checked: JC

Details: 03/05/2024

Title:
Extent of Full and Outline Components

Status:
S2 Information

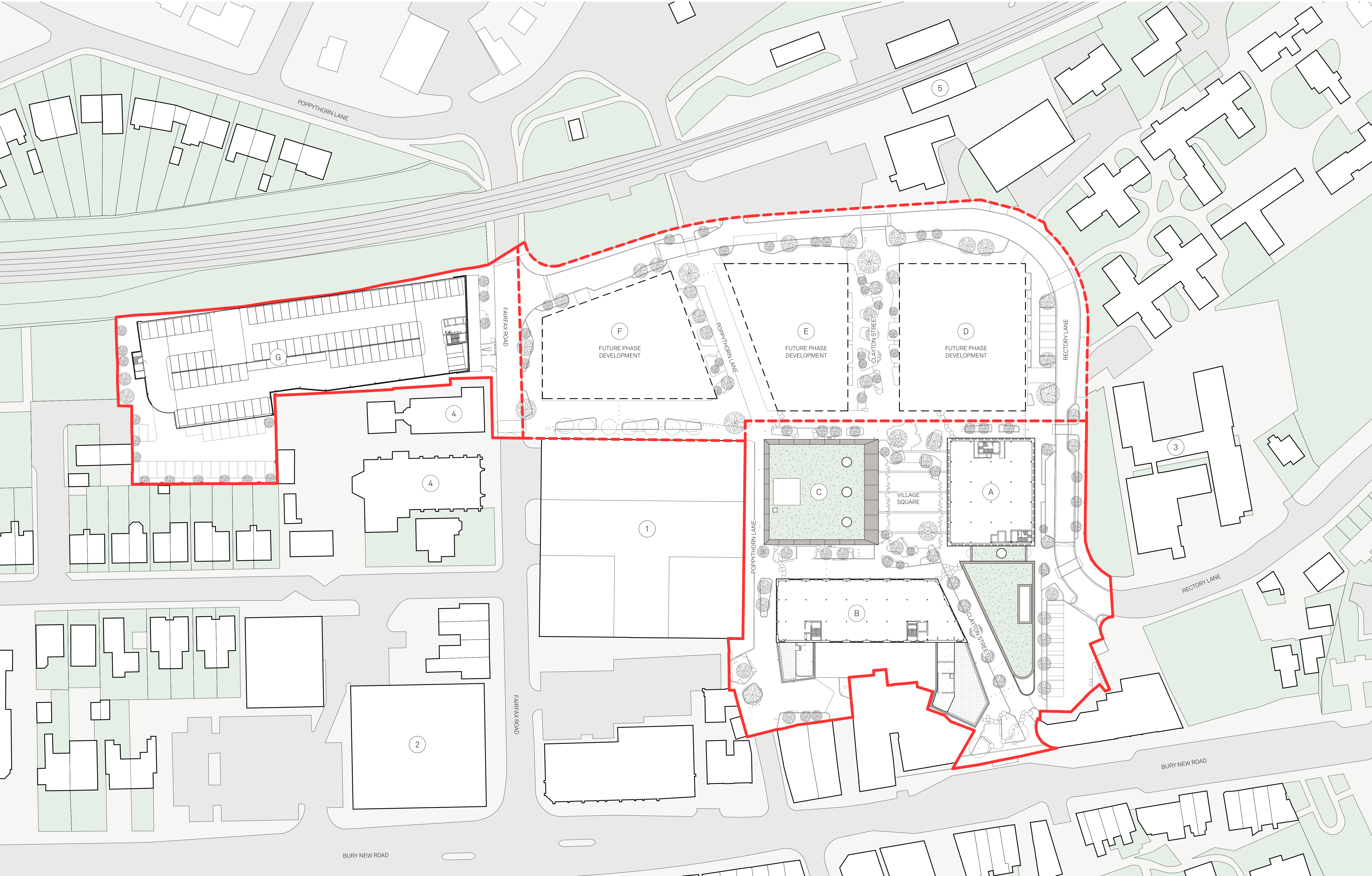
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EXISTING KEY BUILDINGS

- THE RADIUS
- MARKS & SPENCER
- SCHOOL
- CHURCH
- PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG

Rev: P01

Checked: JC

Details:
03/05/2024

Title:
First floor
Proposed site plan

Status:
S2 Information

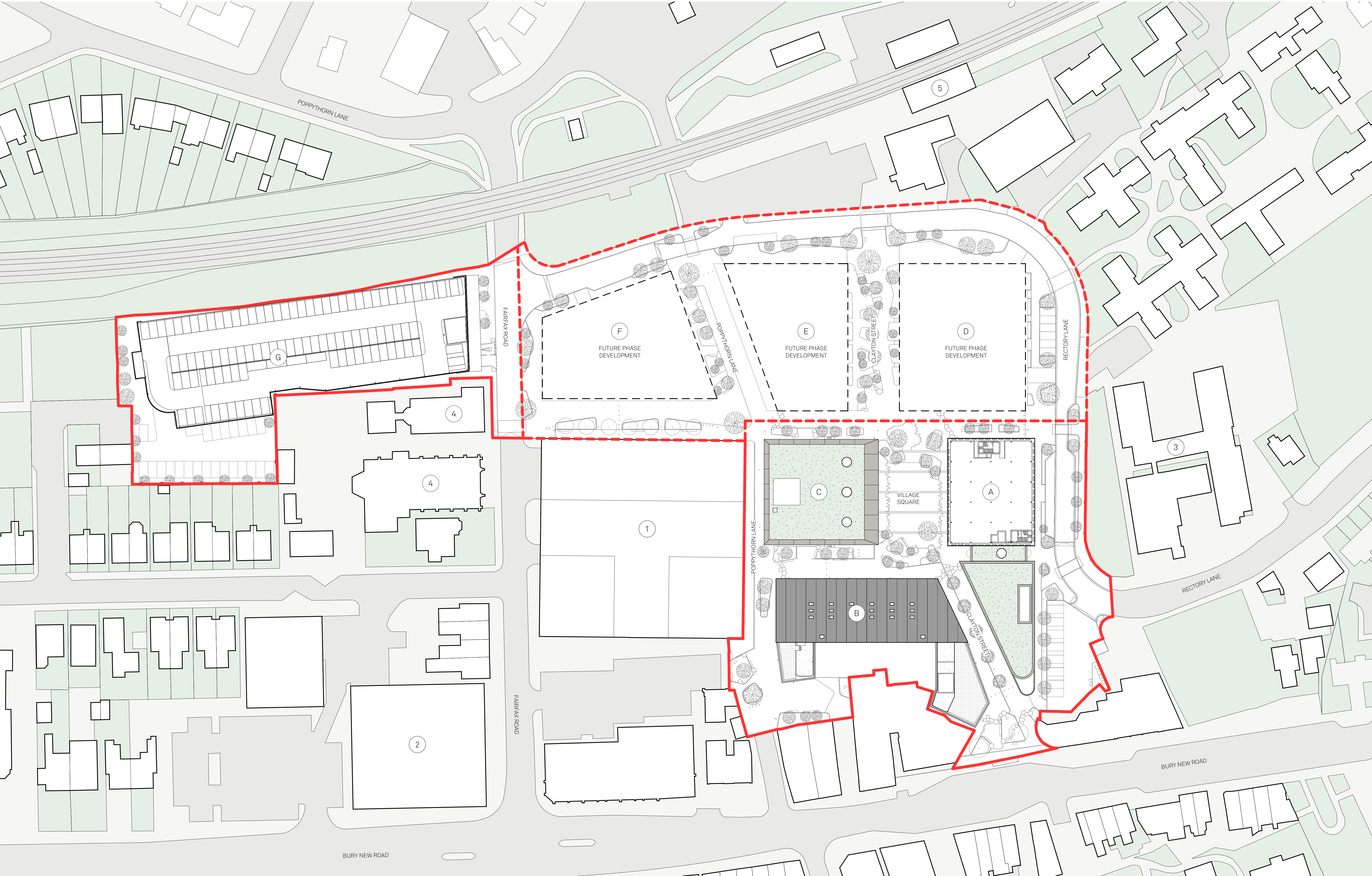
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- PLOT E - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)
- PLOT F - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)

EXISTING KEY BUILDINGS

- THE RADIUS
- MARKS & SPENCER
- SCHOOL
- CHURCH
- PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG

Rev: P01

Checked: JC

Details: 03/05/2024

Title:
Second floor (Third and fourth similar)
Proposed site plan

Status:
S2 Information

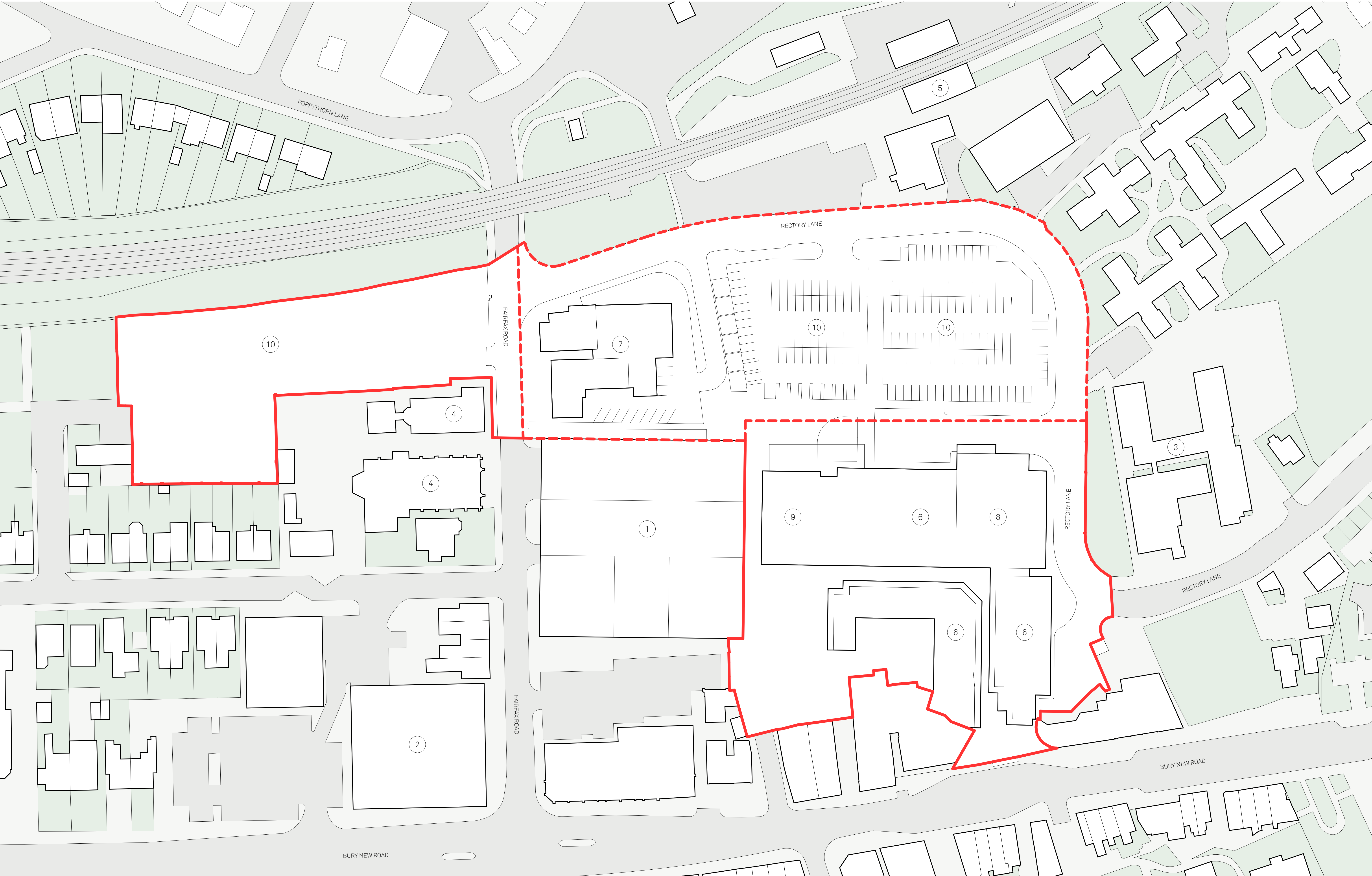
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Drawing No:
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MASTERPLAN KEY

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- EXTENT OF OUTLINE APPLICATION

PROPOSED PLOTS

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- C PLOT C - MARKET HALL
- G PLOT G - MSCP
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- E PLOT E - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)
- F PLOT F - RESIDENTIAL BLOCK (ILLUSTRATIVE PURPOSES ONLY)

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH
- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG

Rev: P01

Checked: JC

Details: 03/05/2024

Title:
Existing site plan

Status:
S2 Information

Issued for planning

Drawing No:
207-JMA-MP-XX-DR-A-001300

Scale:
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Notes:

MASTERPLAN KEY

EXTENT OF FULL APPLICATION

Project:
Prestwich Village
Masterplan

Drawn: ER
Checked: JC

Rev: P01
Details: 03/05/2024

Title:
Illustrative masterplan

Status:
S2 Information

Issued for planning

Drawing No:
207-JMA-MP-XX-DR-A-001450

Scale:
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Notes:

- PROPOSED PLOTS**

 - A PLOT A - COMMUNITY HUB
 - B PLOT B - RETAIL HUB
 - C PLOT C - MARKET HALL
 - G PLOT G - TRAVEL HUB
- OUTLINE PLANNING PLOTS**

 - D PLOT D - RESIDENTIAL BLOCK
 - E PLOT E - RESIDENTIAL BLOCK
 - F PLOT F - RESIDENTIAL BLOCK
- EXISTING KEY BUILDINGS**

 - 1 THE RADIUS
 - 2 MARKS & SPENCER
 - 3 SCHOOL
 - 4 CHURCH
 - 5 PRESTWICH TRAM STOP

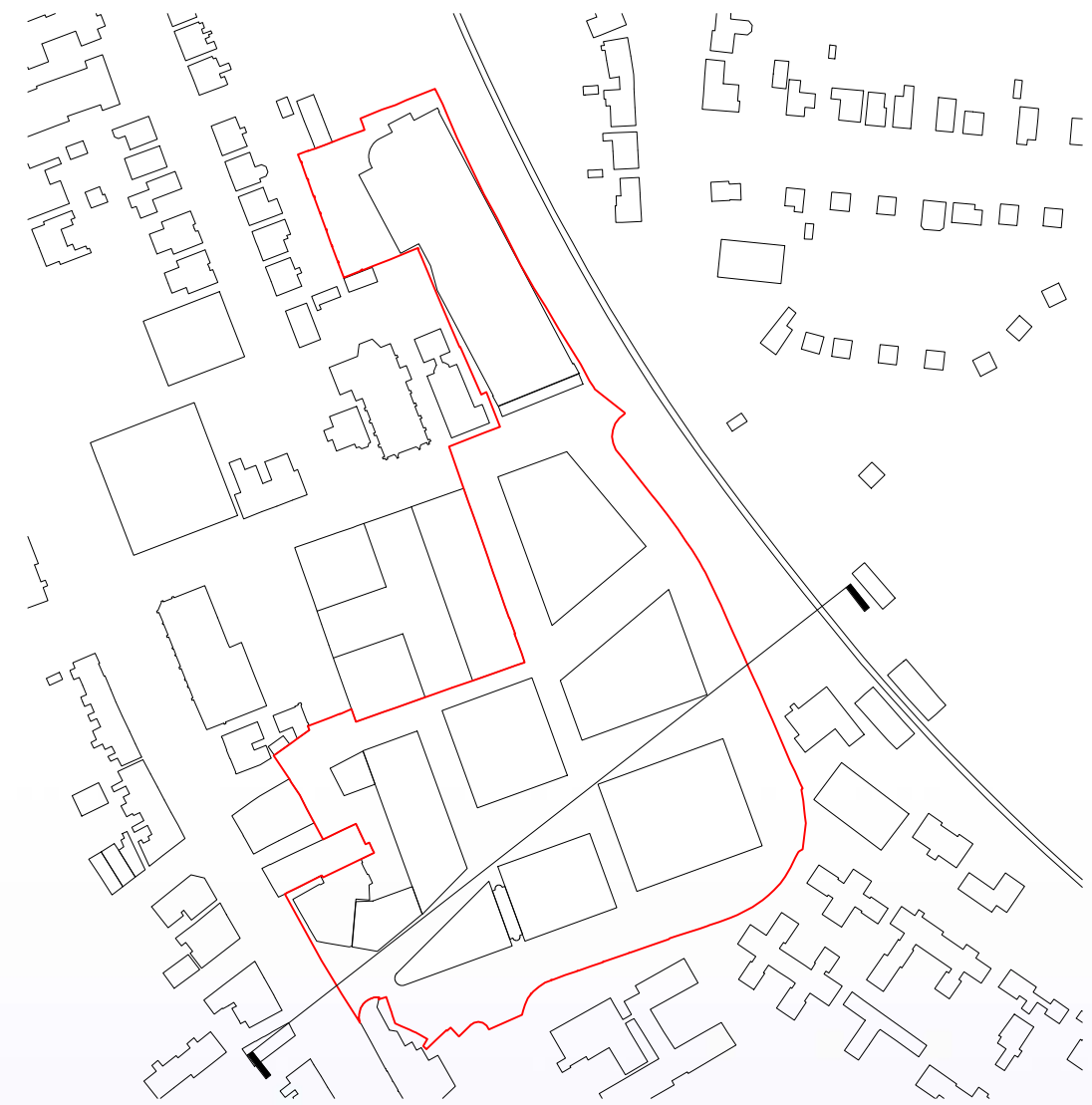
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Drawn: LG	Checked: JC	Status: S2 Information	Drawing No: 207-JMA-MP-XX-DR-A-042400		
Rev: P01	Details: 03/05/2024	Issued for planning			

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Notes:

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- C PLOT C - MARKET HALL
- G PLOT G - TRAVEL HUB

OUTLINE PLANNING PLOTS

- D PLOT D - RESIDENTIAL BLOCK
- E PLOT E - RESIDENTIAL BLOCK
- F PLOT F - RESIDENTIAL BLOCK

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH

- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG
Checked: JC

Rev: P01
Details: 03/05/2024

Title:
Clayton Street B
Proposed context elevation

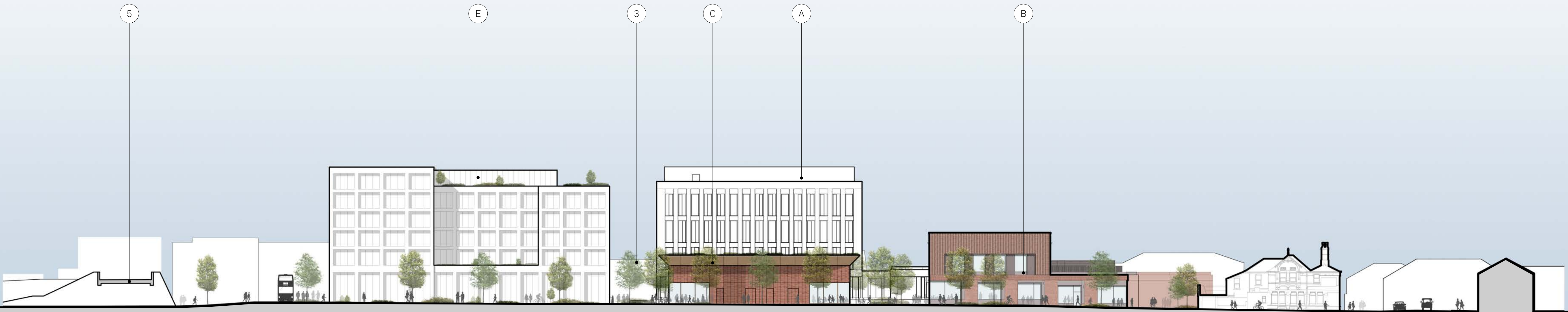
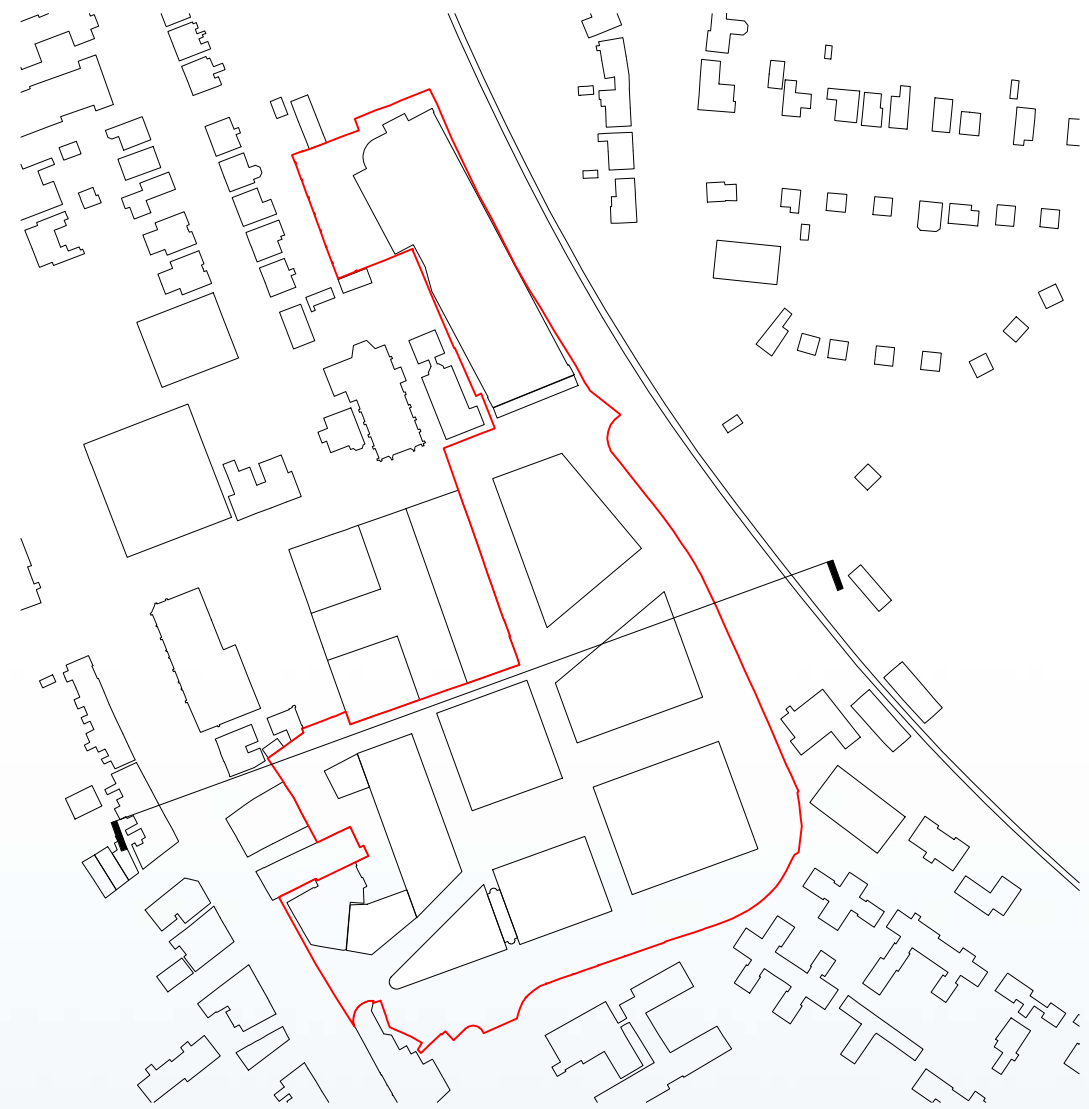
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Scale:
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Notes:

PROPOSED PLOTS

- A PLOT A - COMMUNITY HUB
- B PLOT B - RETAIL HUB
- C PLOT C - MARKET HALL
- G PLOT G - TRAVEL HUB

OUTLINE PLANNING PLOTS

- D PLOT D - RESIDENTIAL BLOCK
- E PLOT E - RESIDENTIAL BLOCK
- F PLOT F - RESIDENTIAL BLOCK

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH

- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG

Rev: P01

Checked: JC

Details:
03/05/2024

Title:
Poppythorn Lane

Status:
S2 Information

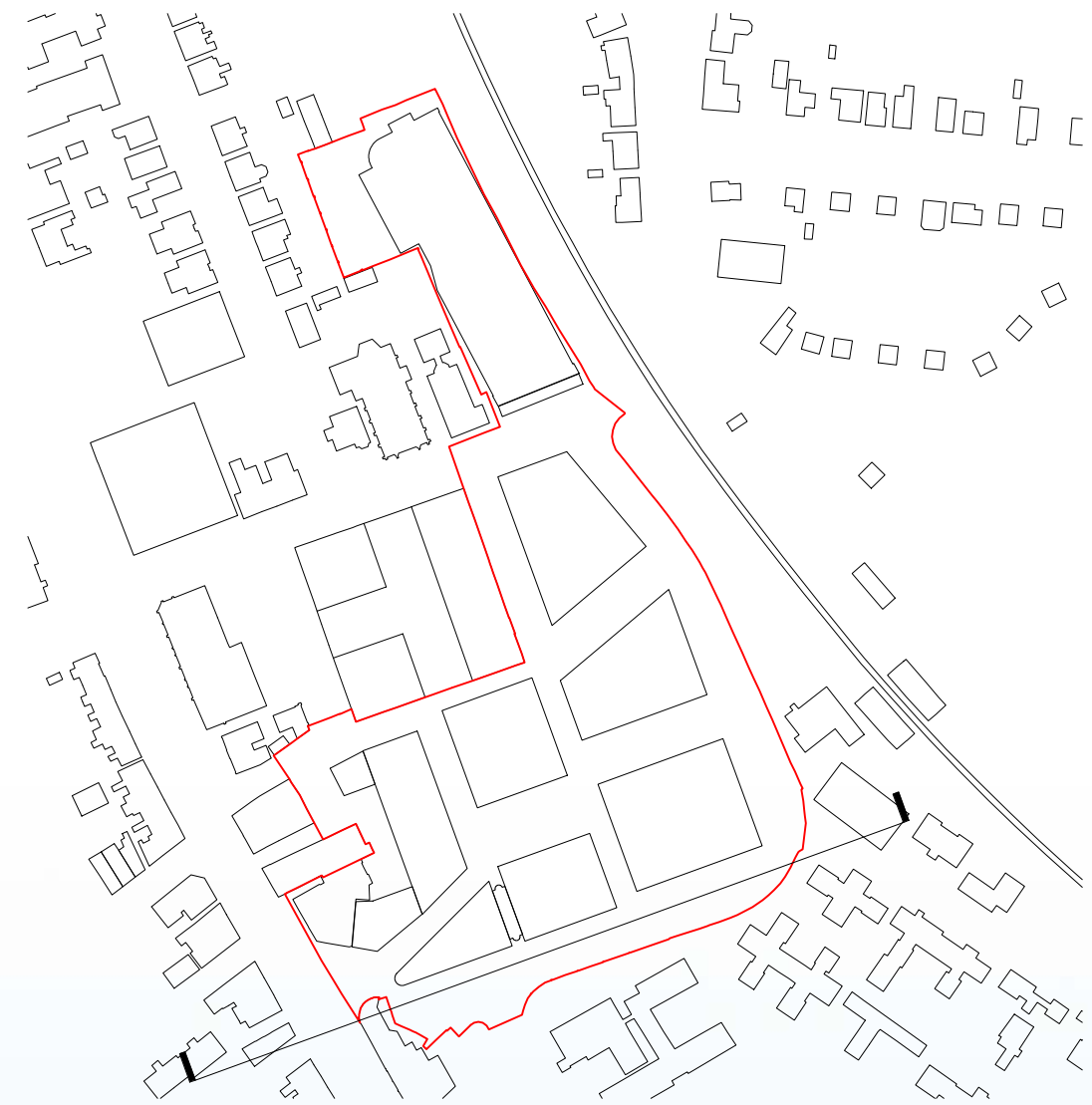
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Notes:

- PROPOSED PLOTS**

 - A PLOT A - COMMUNITY HUB
 - B PLOT B - RETAIL HUB
 - C PLOT C - MARKET HALL
 - G PLOT G - TRAVEL HUB
- OUTLINE PLANNING PLOTS**

 - D PLOT D - RESIDENTIAL BLOCK
 - E PLOT E - RESIDENTIAL BLOCK
 - F PLOT F - RESIDENTIAL BLOCK
- EXISTING KEY BUILDINGS**

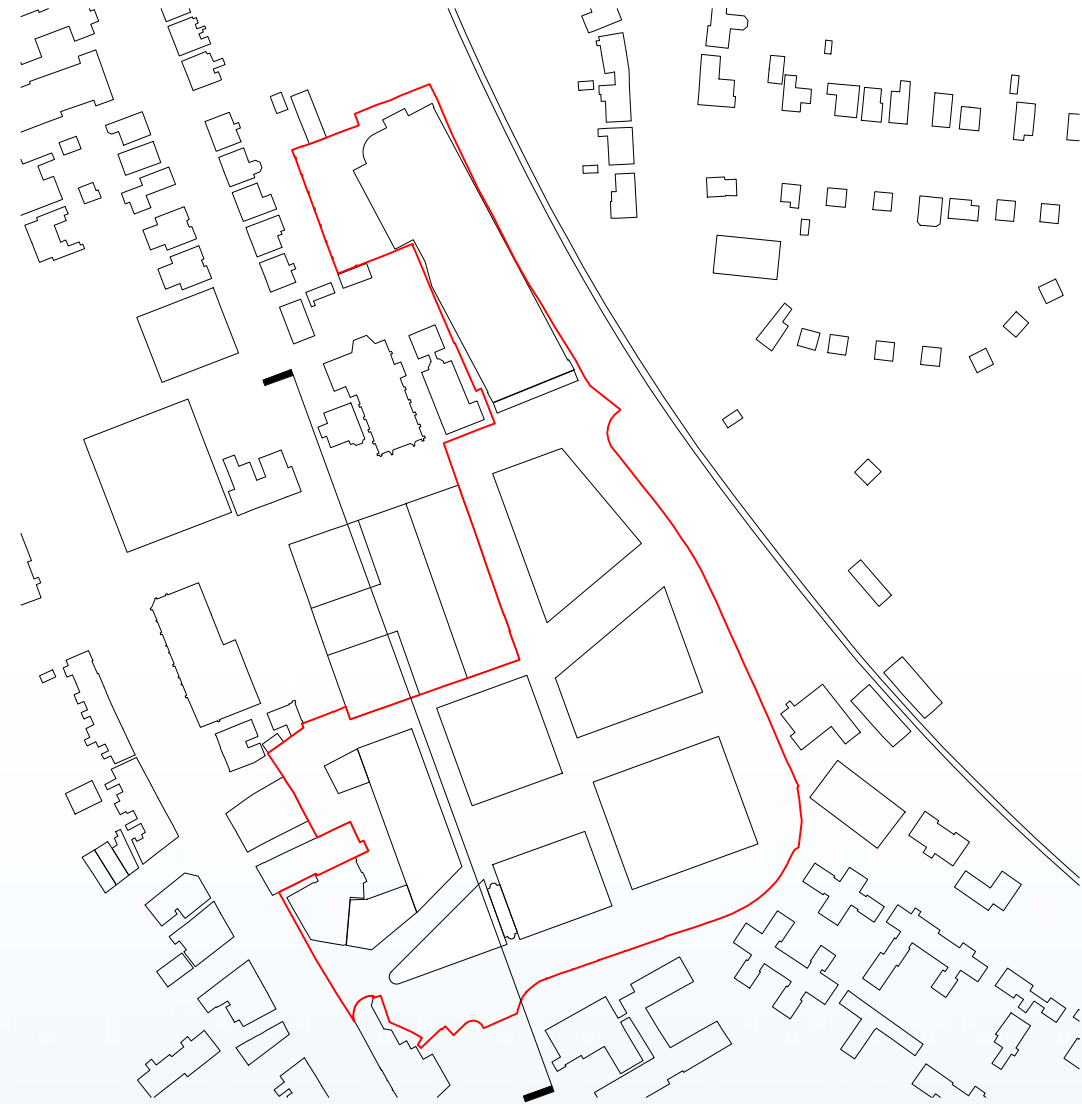
 - 1 THE RADIUS
 - 2 MARKS & SPENCER
 - 3 SCHOOL
 - 4 CHURCH
 - 5 PRESTWICH TRAM STOP

Project: Prestwich Village Masterplan		Title: Rectory Lane Proposed context elevation		Scale: 1:300 @ A1	
Drawn: LG	Checked: JC	Status: S2 Information	Drawing No: 207-JMA-MP-XX-DR-A-042403		
Rev: P01	Details: 03/05/2024	Issued for planning			

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Notes:

PROPOSED PLOTS

- A PLOT A - COMMUNITY HUB
- B PLOT B - RETAIL HUB
- C PLOT C - MARKET HALL
- G PLOT G - TRAVEL HUB

OUTLINE PLANNING PLOTS

- D PLOT D - RESIDENTIAL BLOCK
- E PLOT E - RESIDENTIAL BLOCK
- F PLOT F - RESIDENTIAL BLOCK

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH

- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG
Checked: JC

Rev: P01
Details: 03/05/2024

Title:
Village Square
Proposed context elevation

Status:
S2 Information

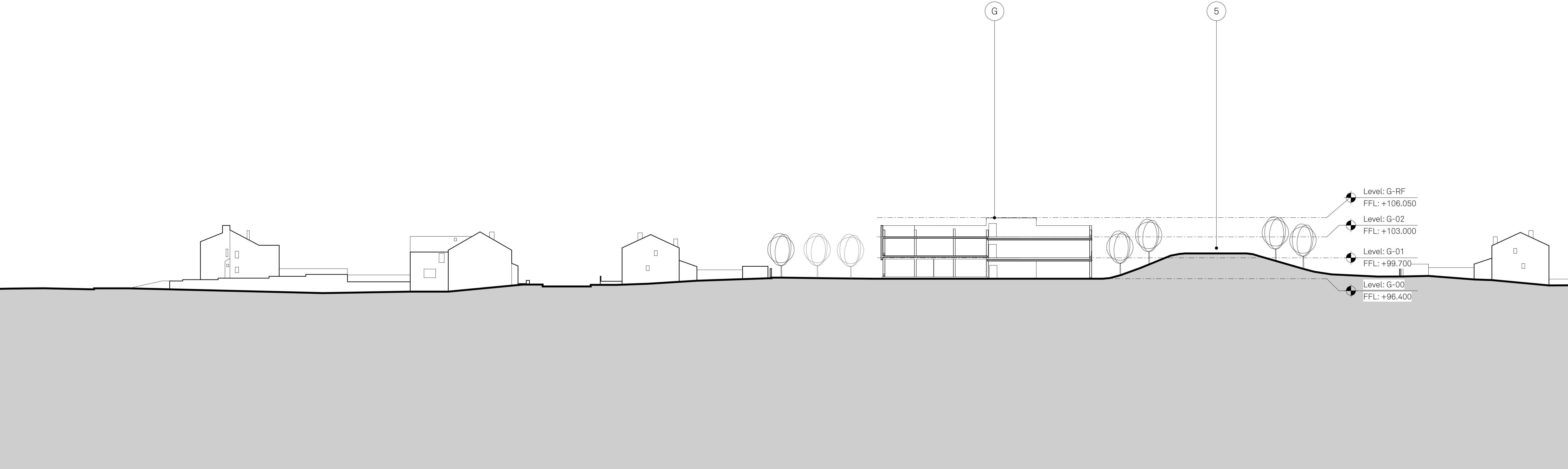
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Drawing No:
207-JMA-MP-XX-DR-A-042404

Scale:
1:300 @ A1

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Notes:

PROPOSED PLOTS

- A PLOT A - COMMUNITY HUB
- B PLOT B - RETAIL HUB
- C PLOT C - MARKET HALL
- G PLOT G - TRAVEL HUB

OUTLINE PLANNING PLOTS

- D PLOT D - RESIDENTIAL BLOCK
- E PLOT E - RESIDENTIAL BLOCK
- F PLOT F - RESIDENTIAL BLOCK

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH
- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG
Checked: JC

Rev: P01
Details: 03/05/2024

Title:
Highfield Road to Tramline

Status:
S2 Information

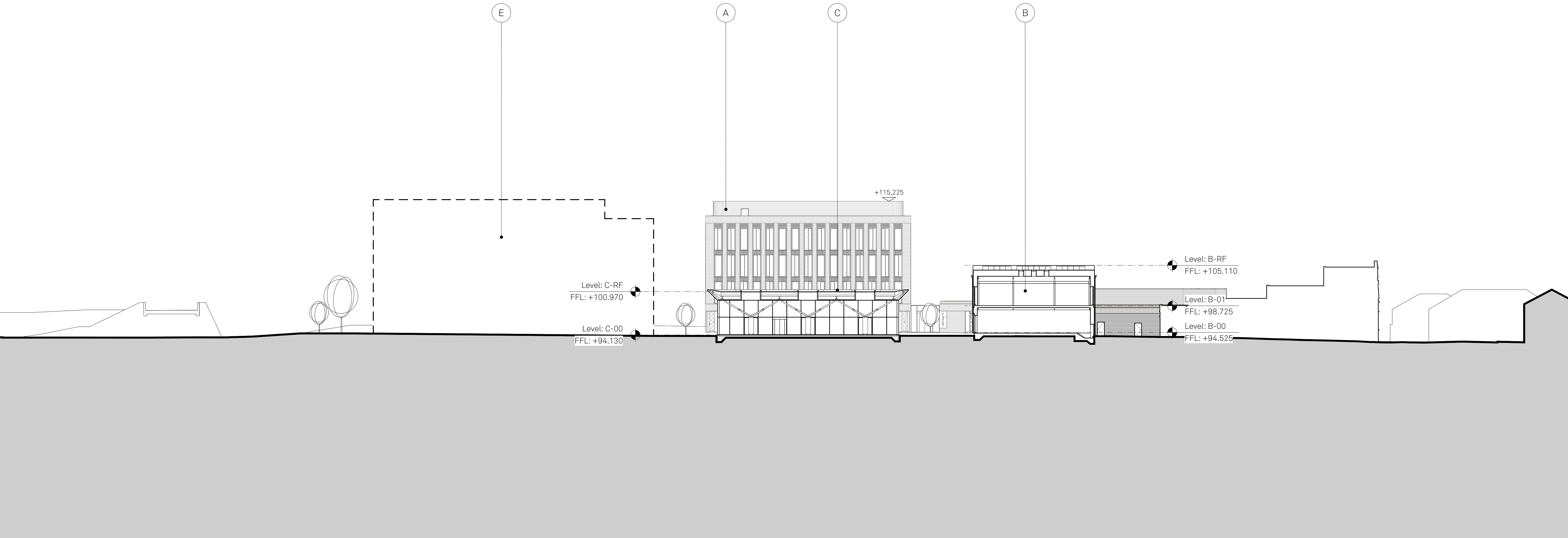
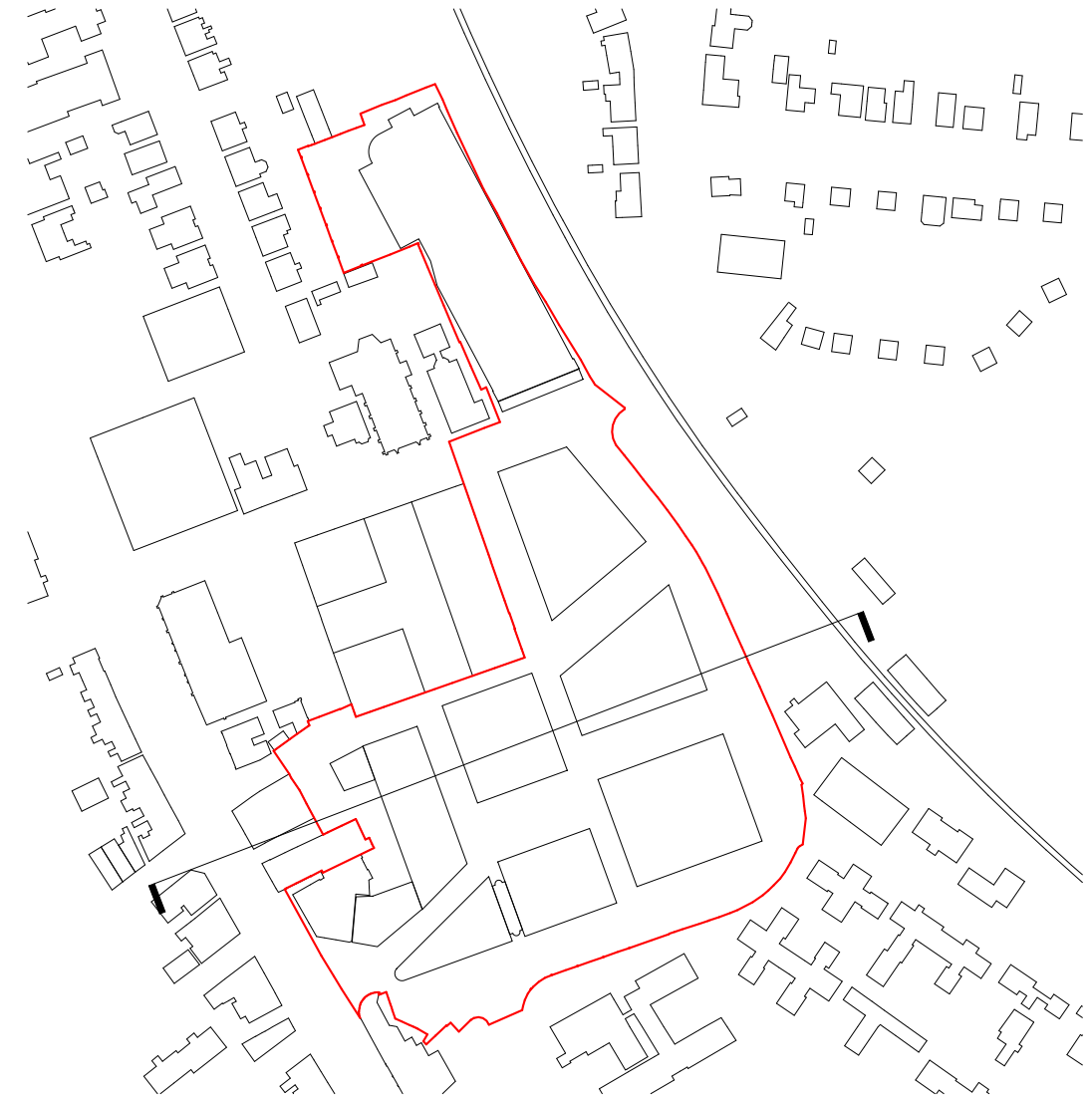
Issued for planning

Drawing No:
207-JMA-MP-XX-DR-A-051400

Scale:
1:300 @ A1

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Notes:

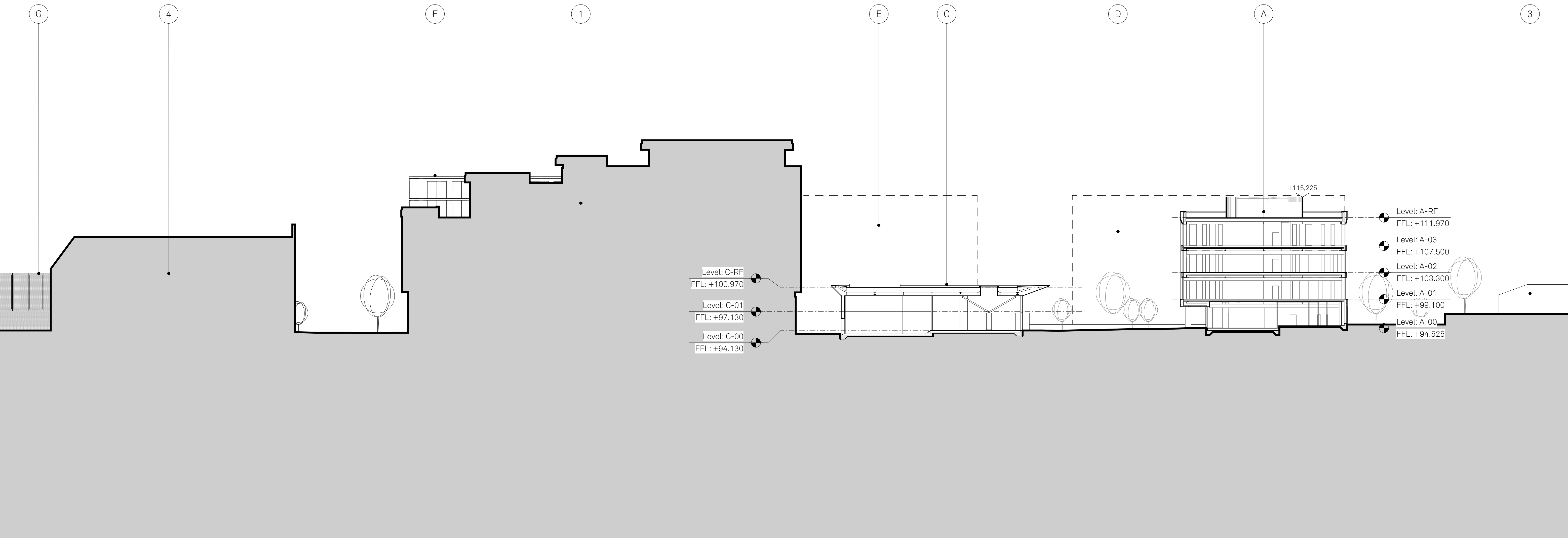
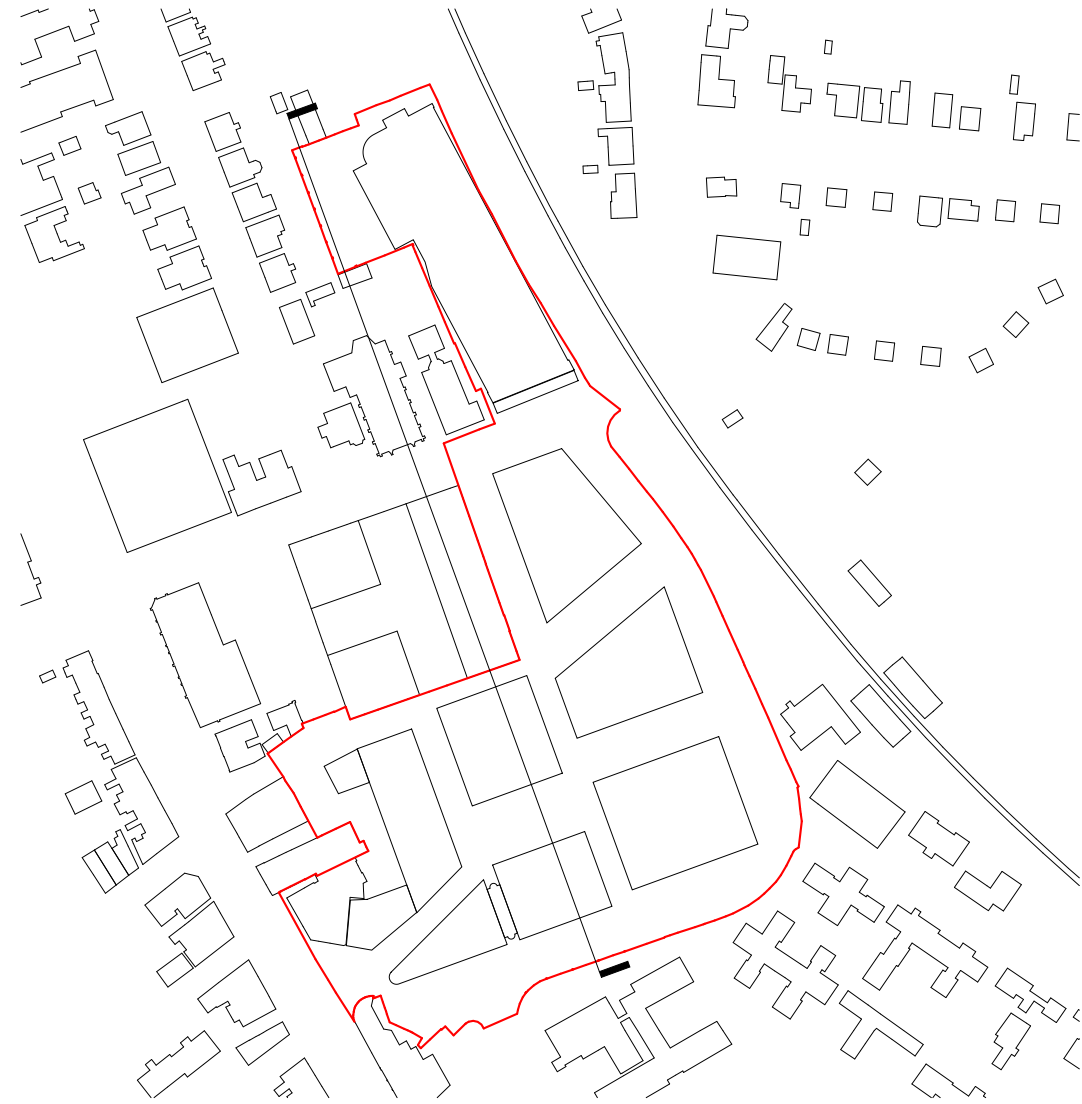
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|---------------------------------|-------------------------------------|-------------------------------|
| PROPOSED PLOTS | OUTLINE PLANNING PLOTS | EXISTING KEY BUILDINGS |
| A PLOT A - COMMUNITY HUB | D PLOT D- RESIDENTIAL BLOCK | 1 THE RADIUS |
| B PLOT B - RETAIL HUB | E PLOT E - RESIDENTIAL BLOCK | 2 MARKS & SPENCER |
| C PLOT C - MARKET HALL | F PLOT F - RESIDENTIAL BLOCK | 3 SCHOOL |
| G PLOT G -TRAVEL HUB | | 4 CHURCH |
| | | 5 PRESTWICH TRAM STOP |

Project: Prestwich Village Masterplan		Title: Rectory Lane to Bury New Road Proposed Section		Scale: 1:300 @ A1
Drawn: LG	Checked: JC	Status: S2 Information	Drawing No: 207-JMA-MP-XX-DR-A-051401	
Rev: P01	Details: 03/05/2024	Issued for planning		

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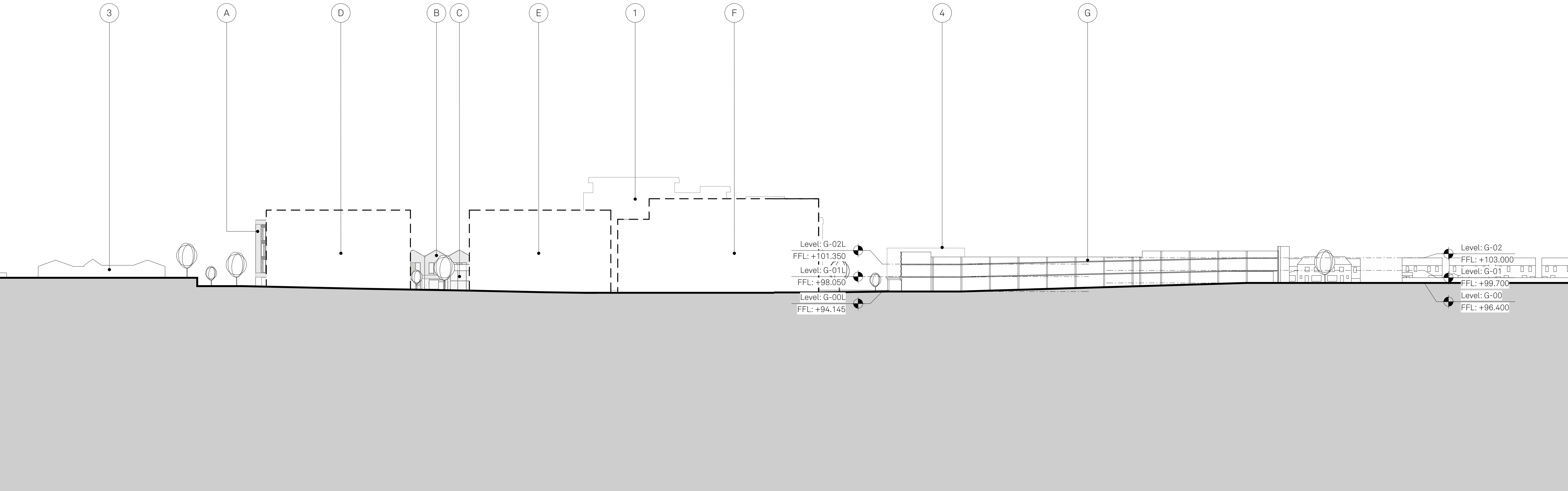
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|----------------------------|--------------------------------|-------------------------------|
| PROPOSED PLOTS | OUTLINE PLANNING PLOTS | EXISTING KEY BUILDINGS |
| (A) PLOT A - COMMUNITY HUB | (D) PLOT D- RESIDENTIAL BLOCK | (1) THE RADIUS |
| (B) PLOT B - RETAIL HUB | (E) PLOT E - RESIDENTIAL BLOCK | (2) MARKS & SPENCER |
| (C) PLOT C - MARKET HALL | (F) PLOT F - RESIDENTIAL BLOCK | (3) SCHOOL |
| (G) PLOT G -TRAVEL HUB | | (4) CHURCH |
| | | (5) PRESTWICH TRAM STOP |

Project: Prestwich Village Masterplan		Title: Fairfax Road to Rectory Lane Proposed Section		Scale: 1:300 @ A1	
Drawn: LG	Checked: JC	Status: S2 Information	Drawing No: 207-JMA-MP-XX-DR-A-051402		
Rev: P01	Details: 03/05/2024	Issued for planning			

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Notes:

PROPOSED PLOTS

- A PLOT A - COMMUNITY HUB
- B PLOT B - RETAIL HUB
- C PLOT C - MARKET HALL
- G PLOT G - TRAVEL HUB

OUTLINE PLANNING PLOTS

- D PLOT D - RESIDENTIAL BLOCK
- E PLOT E - RESIDENTIAL BLOCK
- F PLOT F - RESIDENTIAL BLOCK

EXISTING KEY BUILDINGS

- 1 THE RADIUS
- 2 MARKS & SPENCER
- 3 SCHOOL
- 4 CHURCH

- 5 PRESTWICH TRAM STOP

Project:
Prestwich Village
Masterplan

Drawn: LG
Checked: JC

Rev: P01
Details: 03/05/2024

Title:
Rectory Lane to Highfield Place
Proposed Section

Status:
S2 Information

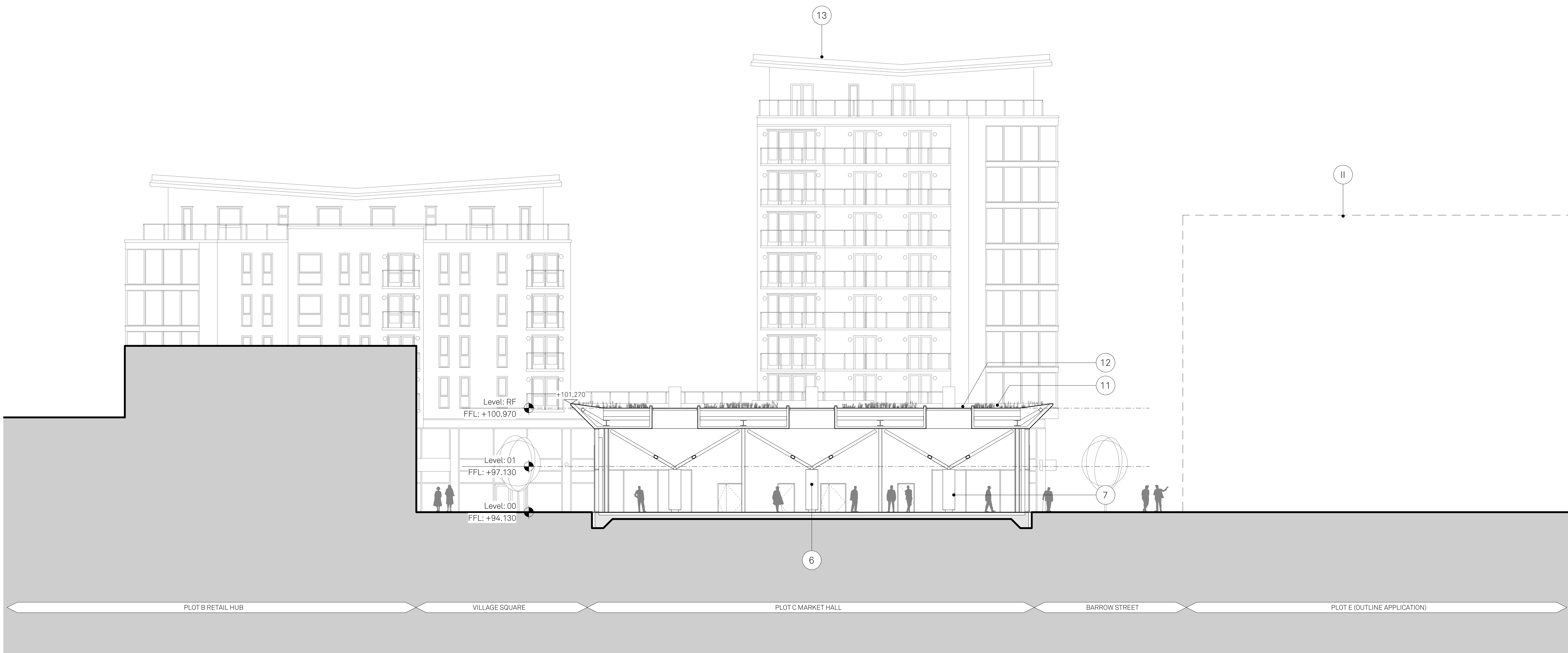
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Scale:
1:500 @ A1

Drawing No:
207-JMA-MP-XX-DR-A-051403

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- 1 Structural glazing system with integrated glazed composite doorsets (composite frame).
- 2 Automatic curved sliding door entrance system with integrated barrier matt.

- 3 Terracotta planks framed into carrier system. Integrated and overlaid aluminium doorsets.
- 4 Hit & Miss terracotta planks framed into carrier system for mechanical ventilation.

- 5 Timber soffit. Runs into food hall where shown. Feature aluminium edge profile detail.
- 6 Pigmented and textured precast columns to accept feature steel frame at high level.

- 7 Feature steel frame with architectural connection details
- 10 Wildflower green roof.

- 7 Feature steel frame with architectural connection details
- 10 Wildflower green roof.

- 11 Feature glazed rooflights. Clad internally with timber lining to match timber soffit.
- 12 Plant screen

- 11 Feature glaze internally with match timber
- 12 Plant screen

13 Radius

15 Back p

13 Radius

15 Back painted glass

- (A) Plot A Community Hub
- (B) Plot B Retail Hub
- (II) Outline Application
Plots D, E, F

- (A) Plot A Community
- (B) Plot B Retail Hub
- (II) Outline Application
Plots D, E, F

- (A) Plot A Community H
- (B) Plot B Retail Hub
- (II) Outline Application
Plots D, E, F

Project:
Prestwich Village
Plot C Market Hall

Drawn: Checked:
ER JC

Rev: Details:
001 22/10/2008

Project: Prestwich Village
Plot C Market Hall
Drawn: ER Checked: JC
Rev: B01 Details: 22/04/2020

Project:
Prestwich Village
Plot C Market Hall

Drawn: ER Checked: JC

Rev: Details:

Title:
Section B
GA section

Status:
S2 Informa

Section B
GA section
Status:
S2 Information

Section B
GA section
Status:
S2 Information

Scale:
1:125 @ A

Drawing No:
207-JMA-C-XX-DR-A-052401

Drawing No:
207-JMA-C-XX-DR-A-052401



Scale:
1:125 @ A1

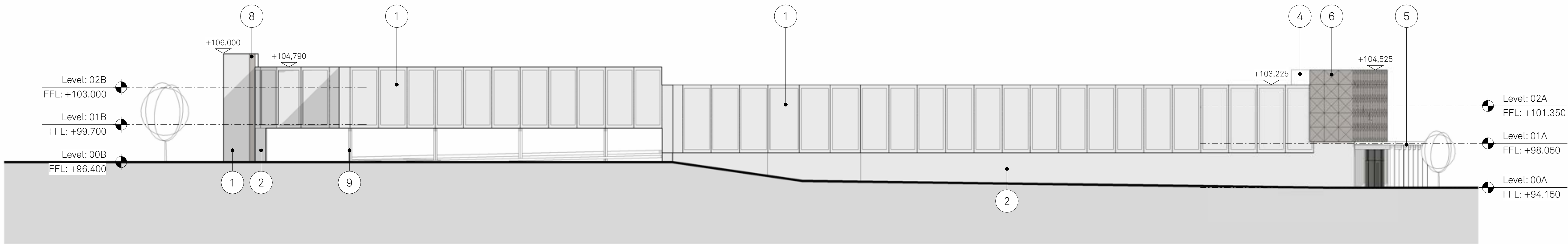
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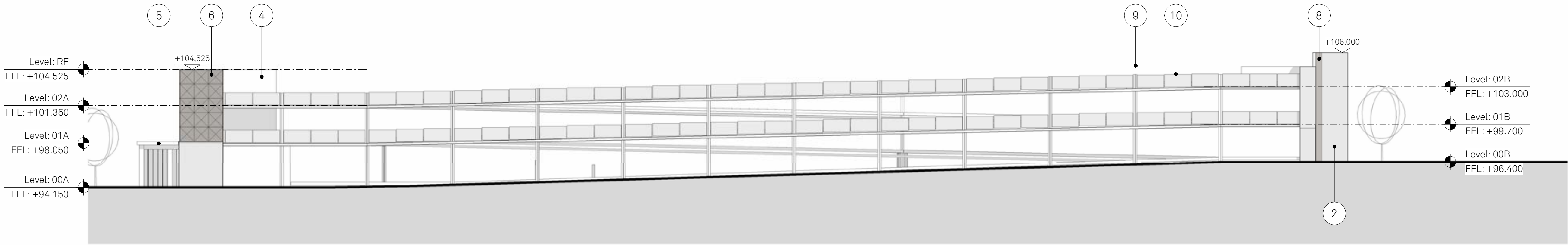
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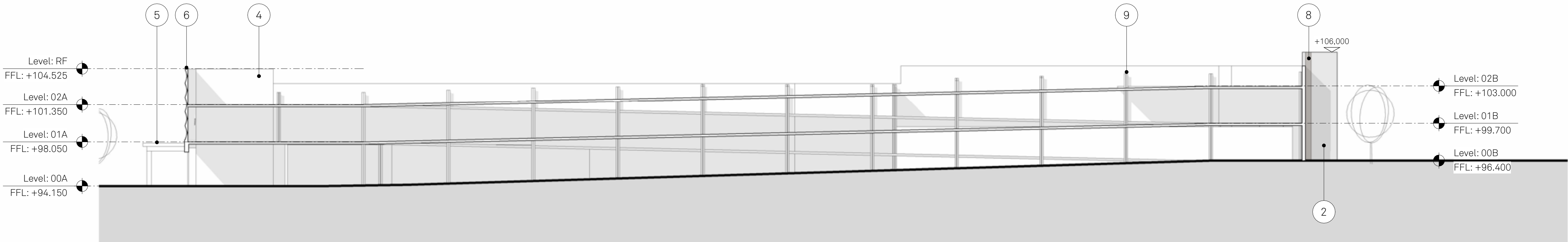
 <p>Plant IE. Limited</p> <p>Manchester London Liverpool Leeds Standish</p> <p>E: info@plant-ie.com W: plant-ie.com</p>	
 <p>MANCHESTER</p> <p>2 Back Grafton St Altrincham WA14 1DY T: 0161 928 9281</p>	
<p>NOTES:</p> <ol style="list-style-type: none"> 1. Do not scale from this drawing. 2. Always work to noted dimensions. 3. All dimensions are in millimetres unless otherwise stated. 4. All setting out, levels and dimensions to be agreed on site. 5. The dimensions of all materials must be checked on site before being laid out. 6. This drawing must be read with the relevant specification clauses and detail drawings. 7. Order of construction and setting out to be agreed on site. 	<p>© Plant I E. Limited</p>



W HIGHFIELD ROAD
GA ELEVATION - WEST



E RAILWAY ELEVATION
GA ELEVATION - EAST



Notes:

- | | | | | |
|---|--|--|---|--|
| 1 Horizontal Flemish-bonded brickwork with recessed headers (pattern TBC) | 3 Decorative brickwork to carpark entrance with brick motive | 5 Flat roof timber canopy with exposed timber columns and beams. | 7 PPC metal perforated modular panel to cycle hub facade with integrated doors to Cycle Hub & carpark | 9 Steel column |
| 2 Horizontal English-bonded red brickwork | 4 Rendered blockwork | 6 PPC metal decorative perforated panel. Decoration to be etched/ cut. | 8 PPC metal horizontal louvre | 10 Galvanized car barrier and 1100mm high vertical railing |

Project:
Prestwich Village
Travel Hub

Drawn: RA
Checked: JC

Rev: P01
Details: 03/05/2024

Title:
GA elevations & GA section

Status:
S2 Information

Issued for Planning

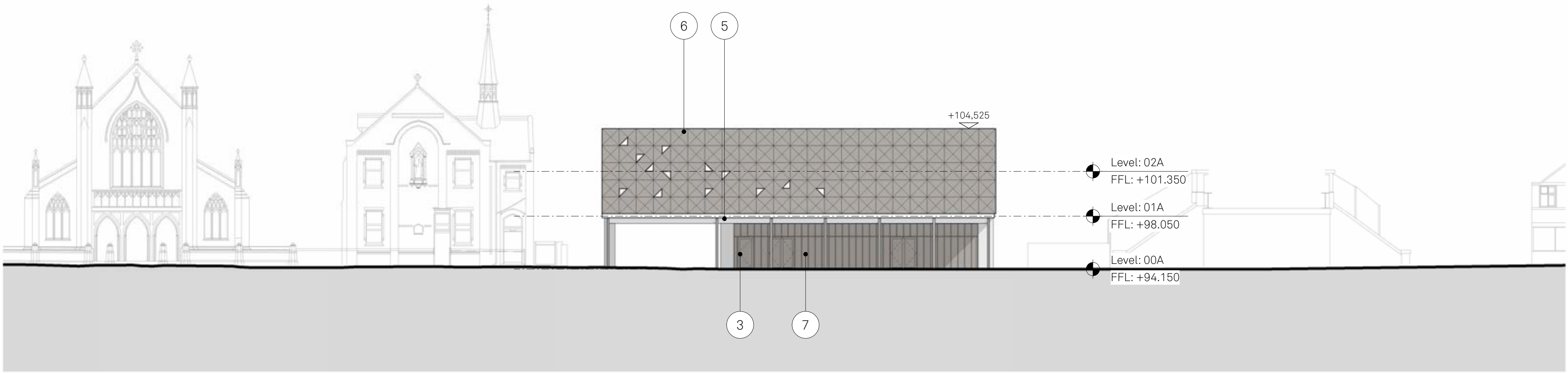
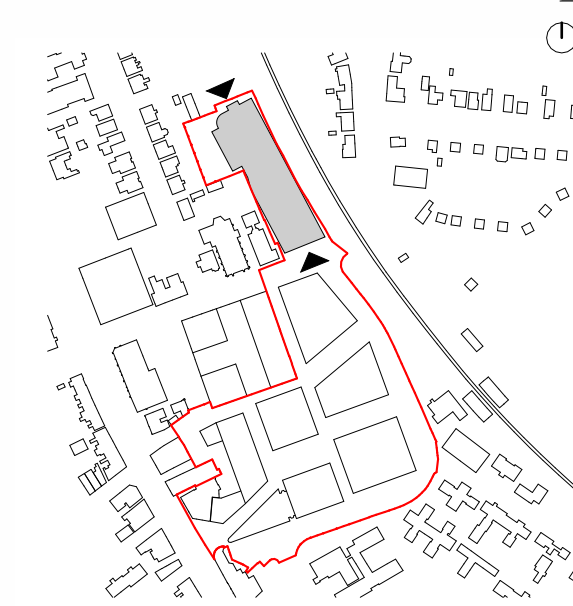
Drawing No:
207-JMA-G-XX-DR-A-042401

Scale:
1:200 @ A1

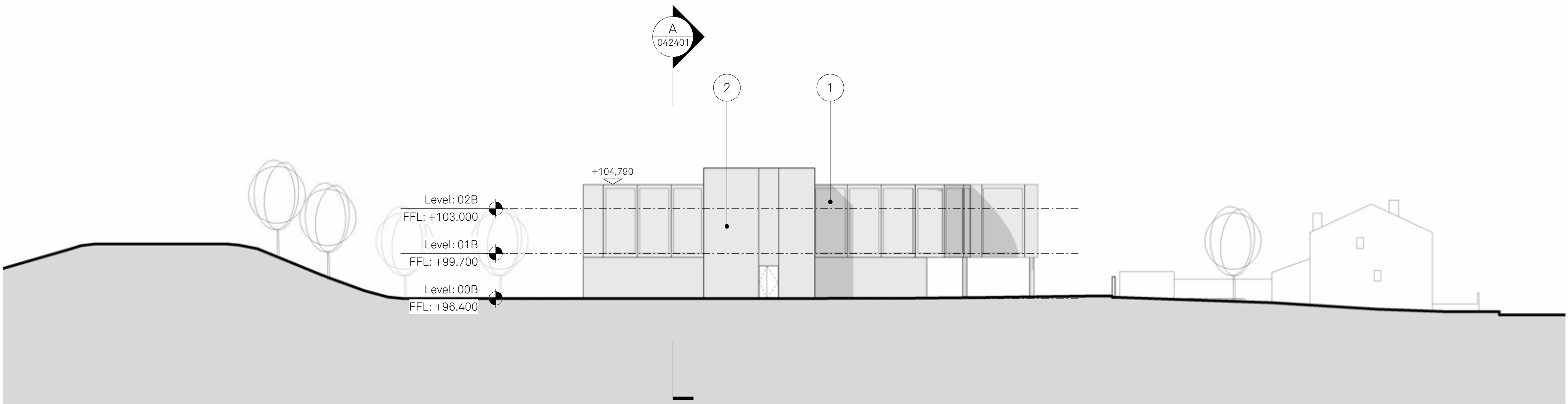
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S FAIRFAX ROAD
GA ELEVATION - SOUTH



N HIGHFIELD PLACE
GA ELEVATION - NORTH

Notes:

- | | | | | |
|---|--|--|---|---|
| ① Horizontal Flemish-bonded brickwork with recessed headers (pattern TBC) | ③ Decorative brickwork to carpark entrance with brick motive | ⑤ Flat roof timber canopy with exposed timber columns and beams. | ⑦ PPC metal perforated modular panel to cycle hub facade with integrated doors to Cycle Hub & carpark | ⑨ Steel column |
| ② Horizontal English-bonded red brickwork | ④ Rendered blockwork | ⑥ PPC metal decorative perforated panel. Decoration to be etched/ cut. | ⑧ PPC metal horizontal louvre | ⑩ Galvanized car barrier and 1100mm high vertical railing |

Project:
Prestwich Village
Travel Hub

Drawn: RA

Rev: P01

Checked: JC

Details:

03/05/2024

Title:
GA elevations

Status:
S2 Information

Issued for Planning

Drawing No:
207-JMA-G-XX-DR-A-042400

Scale:
1:200 @ A1

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