

M60/M62/M66 Simister Island Interchange

TR010064

ENVIRONMENTAL STATEMENT APPENDIX 15.1 INTER-PROJECT CUMULATIVE EFFECTS

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**M60/M62/M66 Simister Island Interchange
Development Consent Order 202[]**

**ENVIRONMENTAL STATEMENT
APPENDIX 15.1 INTER-PROJECT CUMULATIVE EFFECTS**

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Appendix 15.1 Inter-project cumulative effects

1 Introduction

- 1.1.1 This appendix has been produced to document the inter-project cumulative effects assessment (CEA) undertaken for the Scheme. The methodology follows that outlined in Section 15.4 of Chapter 15: Assessment of Cumulative Effects of this Environmental Statement (TR010064/APP/6.1).
- 1.1.2 This appendix is structured as follows:
- Chapter 2: Long list of other developments – this section provides the longlist of other developments (Stage 1 of the inter-project CEA).
 - Chapter 3: Shortlist of other developments – this section provides the shortlist of other developments (Stage 2 of the inter-project CEA).
 - Chapter 4: Inter-project CEA – this section provides Stages 3/4 of the inter-project CEA for the shortlisted developments.

2 Long list of other developments

2.1.1 Table 2.1 lists the other developments considered as part of Stage 1 of the inter-project CEA.

Table 2.1 Longlist of other developments

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
Nationally Significant Infrastructure Projects located within 2km of the Scheme										
There are no Nationally Significant Infrastructure Projects within 2km of the Scheme. The nearest Nationally Significant Infrastructure Project is the A57 Link Roads project, located approximately 17.7km from the Scheme.										
Planning applications located within 2km of the Scheme										
<i>Bury Metropolitan Borough Council</i>										
BMBC-APP-001	Mr Kiely	58918	Land adjacent to 15 Prestfield Road, Whitefield, Manchester, M45 6BD	Erection of 33 apartments with associated parking and a detached dwellinghouse.	0.00	Approved	29/02/2016	Tier 1	All topics	Yes, due to the distance from the project.
BMBC-APP-002	Mr Smith	63003	85 Bury Old Road, Whitefield, Manchester, M45 7AY	Erection of new four storey office building (Class B1) and new four storey building comprising of 11 residential apartments (Class C3) together with dedicated parking.	0.05	Approved	11/06/2019	Tier 1	All topics	Yes, due to the distance from the project.
BMBC-APP-003	Galliford Try Building - North West	63378	Castlebrook High School, Parr Lane, Bury, BL9 8LP	Variation of condition of planning permission 61515 for erection of new main school building: Revised site layout plan to show amendments to the habitat zone and parking layout. Ref 61515: Demolition of existing main school building and erection of new (relocated replacement) main school building, relocated hard surface games areas, car parking and landscaping and new substation.	0.05	Approved	15/01/2019	Tier 1	All topics	Yes, due to the distance from the project.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-004	Mr Smallman	65379	Lord Clive Pub, 92 Mersey Drive, Whitefield, Manchester, M45 8LF	Demolition of existing building and construction of a three-storey block of apartments consisting of 27 units.	0.40	Approved	16/07/2020	Tier 1	Construction dust; Construction traffic; Operational traffic; Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development and distance from the project.
BMBC-APP-005	Mr Parks	62751	34-36 Fountain Place & Aldi Foodstore Ltd, Higher Lane, Whitefield, Manchester, M45 7EA	Demolition of 34-36 Fountain Place and the extension of existing car park.	0.50	Approved	20/06/2018	Tier 1	Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-006	Mr Baldwin	68691	Land off Victoria Avenue, Whitefield, Manchester, M45 6DP	Redevelopment and change of use of the site to provide 30 new residential dwellings along with associated works including landscaping and provision of access from Victoria Avenue, including highway works to Victoria Avenue.	0.50	Approved	12/01/2023	Tier 1	Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development and distance from the project.
BMBC-APP-007	Mr Dowse	67431	Land off Poppythorn Lane, Prestwich	Residential development comprising six single storey apartments and 12 duplex apartments in part-two and three storey linked buildings with landscaped grounds, car parking and a new access road from Poppythorn Lane serving the development.	0.70	Approved	10/08/2022	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-008	Mr Mclean	68066	Unsworth Primary School, Blackley Close, Bury, BL9 8LY	Proposed additional staff car parking (seven additional spaces).	0.75	Approved	14/07/2022	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-009	Peveril Securities Ltd	60998	Park 66, Pilsworth Road, Bury, BL9 8RS	Mixed use development B1c, B2, B8, A1, D2, A3/A5.	0.80	Approved	23/11/2017	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-010	JD Sports Fashion plc	68530	Land at the junction of Hollins Brook Way and Pilsworth Road, Bury, BL9 8RR	Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, and continued use of an existing car park exit to Aviation Road. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access, layout and scale included for determination).	0.80	Approved	18/04/2023	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
BMBC-APP-011	Mr Barnes	62220	Elizabethan Public House, Ribble Drive, Whitefield, Manchester, M45 8WJ	Demolition of public house and erection of 15 dwellings.	1.00	Approved	09/01/2019	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-012	Walter Hill Property Group	68744	Land adjacent to junction of Pilsworth Road and Pilsworth Way, Pilsworth Industrial Estate, Bury, BL9 8RE	Extensions to 13 existing units; Erection of three new build units; External alterations (including comprehensive recladding) and associated access, parking, servicing, security treatment and landscaping arrangements.	1.00	Approved	24/11/2022	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-013	Mr Adair	68705	Nightfreight, Roach Bank Road, Bury, BL9 8RQ	Extend the existing car park for 35 new car park spaces into the south of the site with new 1.2m retaining wall.	1.10	Withdrawn	07/11/2022	Tier 1	Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Application withdrawn.
BMBC-APP-014	Star UK PAS I Propco Limited (UK)	68897	Unit 3, Roach Bank Road, Bury, BL9 8RY	Proposed extension to existing warehouse with external alterations to the existing building and use of the building for Class E(g) and / or Class B2 and / or Class B8 purposes with associated works.	1.18	Approved	18/01/2023	Tier 1	Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-015	Ms Steadman	60556	Land off Roach Bank Road, Bury, BL9 8RQ	Industrial unit for a food production facility with ancillary offices, associated parking, service yards and landscaping.	1.40	Approved	26/10/2016	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-016	Mr Yazdanpanah	66674	Former nursery building and land to rear of Earl Street, Prestwich, Manchester, M25 1GQ	Change of use and part demolition of former nursery building to form three dwellings; Demolition of existing garage units and construction of 12 dwellings with associated external works (15 units in total).	1.50	Refused	18/05/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Application refused (to be reviewed again for potentially successful appeals).
BMBC-APP-017	Mr Salim	63376	The Old School, 1 Walker Street, Radcliffe, Manchester, M26 1FH	Conversion of antiques centre/dwelling to 13 residential apartments.	1.70	Approved	31/01/2019	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-018	Mr Salim	67008	The Old School, 1 Walker Street, Radcliffe, Manchester, M26 1FH	Variation of condition no. 2 of planning permission 63376 for Conversion of antiques centre/dwelling to 13 residential apartments; change to window type to UPVC windows.	1.70	Approved	26/08/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID BMBC-APP-017 (application ref 63376).
BMBC-APP-019	Mr Boys	65877	Connect 56 Business Park, Former Derby Works, Manchester Road, Bury, BL9 9NX	Demolition of a number of existing industrial buildings on an existing industrial site, over-cladding of existing elevations and roofs, new door openings and the sub-division of a number of existing buildings to create self contained industrial starter units.	1.90	Approved	11/11/2020	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-020	Environment Agency	63559	Land to south of Morris Street and land within Close Park, Radcliffe	A series of sheet piled walls and embankments, on land within Close Park and land to the south of Morris Street, which form part of a wider scheme to improve flood protection along the River Irwell.	2.00	Approved	28/03/2019	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-021	The Averill Group	65015	Land at Morris Street, Radcliffe	Construction of 25 dwellings with associated access, landscaping and ancillary works.	2.00	Approved	24/03/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-022	Dumers Lane Ltd	68738	Cellnet Building, Dumers Lane, Bury, BL9 9QL	Change of use of from call centre office (Class E) to a flexible use comprising of a warehouse distribution centre (Class B2/B8) with ancillary offices (Class E(g)); Creation of new site access/entrance with sliding security gates, service yard and vehicle/cycle parking; External alterations including new loading/delivery doors to north elevation.	2.00	Approved	24/11/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-023	Weidenbaum	67839	The Pilot Mill, Alfred Street, Bury, BL9 9EF	Non material amendment following approval of planning permission 66752- Alterations to the elevation to remove the previously proposed roller shutter doors and retain the existing window opening (albeit replaced with new UPVC units to match others in this elevation) and a door for each of the units. Internal alterations to reposition proposed WCs resulting in a reduction of 1no. unit and an increase in size of unit No. 4.	2.00	Approved	15/12/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID BMBC-APP-024 (application ref 66752).
BMBC-APP-024	Weidenbaum	66752	Pilot Mill, Alfred Street, Bury, BL9 7EJ	Subdivision of a portion of the ground floor of the existing building to create seven business units (Use Class E Part G i, ii, iii, B2, B8) and external alterations including replacement windows and the installation of roller shutters to the northern elevation.	2.00	Approved	06/08/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-APP-025	Mr Van	66231	Land to west of Metrolink line at Warth Road; Land to west of Bury Road; Land to east of Whitefield Road; Land to west of Hardy's Gate Bridge and Land to north of York Street, Bury	Variation of condition 2 (approved plans) for the realignment of the flood defence adjacent to Hardy's Gate Bridge.	2.00	Approved	21/01/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-026	Mr Van	66570	Land near Hardy's Gate Bridge, Bury	Non-material amendment following grant of planning permission 65171: Minor re-alignment of the sheet piles forming the flood defence wall and relocation of the access ramp.	2.00	Approved	12/03/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-030	Mr P Hughes	69956	Pilsworth Quarry, Pilsworth Road, Bury, BL9 8QZ	Erection and operation of a Material Recycling Facility and associated works.	1.00	Validated	01/08/2023	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
BMBC-APP-031	Mr P Lynas	70015	Kemp Heaton Avenue, situated between Bury Cemetery to the north and Peachment Place Extra Care apartments to the south.	Erection of 18 supported living apartments (Class C2) and 25 dwellings (Class C3), construction of a new vehicle access point and associated parking and landscaping.	1.35	Validated	22/08/2023	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
Manchester City Council										
MCC-APP-001	Mr Broadbent	133818/LO/2022	Heaton Park, Horticultural Centre, Middleton Road, Manchester, M25 2SW	City Council Listed Building Consent for the erection of temporary fencing in association with construction works, together with removal of existing boundary wall to the western and southern elevation to allow its reconstruction and excavation works to allow new foundations.	0.90	Approved	09/02/2023	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
MCC-APP-002	Premier Inn Hotels Limited	118800/FO/2018	Premier Inn, Heaton Park, Middleton Road, Manchester, M8 4NB	Erection of three storey extension to existing hotel (Use Class C1) to provide 39 new bedrooms (total of 84) together with the reconfiguration of the car park, associated landscaping and ancillary services, including plant equipment.	1.80	Approved	13/04/2018	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
MCC-APP-003	Mr Partington	115904/VO/2017	Longhurst Road, Manchester, M9 8NS	Erection of 10 two-storey residential dwellings with associated car parking, landscaping, regrading of ground levels and boundary treatments.	2.00	Approved	19/07/2017	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
MCC-APP-004	Our Lady's RC High School	134375/FO/2022	Our Lady's RC High School, Alworth Road, Manchester, M9 0RP	Erection of temporary building for a period of five years to form additional sports accommodation.	2.00	Approved	30/09/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
MCC-APP-005	Our Lady's RC High School	129587/FO/2021	Our Lady's RC High School, Alworth Road, Manchester, M9 0RP	Erection of a two-storey educational building (1,245 sqm) (Use Class F1a) to provide additional teaching space for the existing school, following removal of the temporary prefabricated classroom and associated hard and soft landscaping works.	2.00	Approved	26/05/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
MCC-APP-006	Mr Barnes	136721/FO/2023	Brownfield Site Adjoining Longhurst Road, Manchester	Erection of 14 three-storey semi-detached houses and two blocks of two-storey apartments containing eight flats in total (Class C3) with associated car parking, landscaping, regrading of ground levels and boundary treatment.	1.80	Approved	28/07/2023	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
Rochdale Borough Council										
RBC-APP-001	Mr Connor	22/00845/F UL	Site of Tapios, Heywood Old Road, Middleton, M24 4QG	Erection of a three-storey block comprising 10 two-bedroom apartments with associated car parking, alterations to site entrance and landscaping following demolition of existing building.	1.00	Approved	23/06/2022	Tier 1	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-002	Yeagate Limited	21/01569/F UL	Birch Business Park, Unit A, Whittle Lane, Heywood, OL10 2SX	Installation of new level access loading door and associated external works	1.60	Approved	14/01/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-003	Yeagate Limited	21/01562/F UL	Birch Business Park, Unit W, Whittle Lane, Heywood OL10 2SX	Installation of two new dock levellers with ramped access and retaining walls, formation of two parking areas, with associated new access and creation of internal floor space (offices and break out area)	1.60	Approved	07/02/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-004	Yeagate Limited	20/00955/F UL	Birch Business Park, Unit D, Whittle Lane, Heywood, OL10 2SX	Retrospective demolition of Unit D and erection of a B2/B8 warehouse unit with ancillary B1(a) office space at Birch Business Park including ancillary office, parking and servicing areas, associated works and infrastructure.	1.60	Approved	07/12/2020	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-005	Mr Ullathorne	16/01455/O UT	Birch Industrial Estate, Whittle Lane, Heywood, OL10	Erection of three industrial units of B2/B8 use (with ancillary B1) including the provision of car parking and associated infrastructure including the demolition of existing commercial units.	1.60	Approved	11/10/2017	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-006	WSP	20/00985/S O	Birch Industrial Estate, Whittle Lane, Heywood, OL10 2SX	Screening Opinion in respect of the demolition of existing Unit D and erection of a B2/B8 warehouse unit with ancillary B1(e) office space, including parking, servicing areas and associated works and infrastructure.	1.60	Decided - EIA Not Required	24/11/2020	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-004 (application reference 20/00955/FUL), an application which has been progressed to Stage 2.
RBC-APP-007	A Drake	21/01508/S O	Birch Industrial Estate, Whittle Lane, Heywood, OL10 2SX	Request for screening opinion in respect of the erection of a new industrial building including associated parking, landscaping and infrastructure works.	1.60	Decided - EIA Not Required	11/11/2021	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-008 (application ref 22/01148/FUL).
RBC-APP-008	Yeagate Limited	22/01148/F UL	Birch Industrial Estate, Whittle Lane, Heywood, OL10 2SX	Demolition of Units B and G and erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure - Resubmission of 21/01489/FUL.	1.60	Approved	19/12/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
RBC-APP-009	Elan Homes Ltd	18/01041/R EM	Land east of Boothroyden Road, Middleton, Rochdale, M24 4RY	Application for approval of reserved matters (appearance, landscaping, layout and scale) pursuant to outline planning permission 18/01035/VRCON for the erection of 67 residential units with internal road configuration and associated infrastructure and ancillary facilities.	1.70	Approved	11/04/2019	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-010	Heref Heywood Park Property Unit Trust (c/o Harbert Management Corporation (Europe) LLC) ('Harbert')	22/00662/F UL	Plots M400 and M5 Heywood Distribution Park, Moss Hall Road, Heywood, OL10 2TR	Engineering works including demolition of depot building (plot M5), breaking up of existing hardstanding, removal of existing services including lighting columns, ground remediation, earthworks to provide levelled site and off-site drainage.	2.00	Approved	07/10/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-011	Williams Gallagher	22/00651/S O	Plot M400 Heywood Distribution Park, Pilsworth Road, Heywood, OL10 2TS	Request for EIA screening opinion in relation to the proposed erection of a Use Class B8 warehouse with ancillary officer, a Technical Service Building, a vehicle maintenance unit, parking bays, vehicle docks, refuelling facilities, staff shop and other ancillary structures.	2.00	Decided - EIA Not Required	20/07/2022	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-012	Elan Homes Ltd.	20/00862/R EM	Land East Of Boothroyden Road, Middleton, Rochdale, M24 4RY	Application for approval of reserved matters (appearance, landscaping and layout) pursuant to planning permission 19/01297/VRCON for alterations to plot 30-41.	2.00	Approved	21/01/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-009 (application ref 18/01041/REM).
RBC-APP-013	Russell Homes (UK) Ltd	22/00989/A NM	Land in the northern part of the South Heywood Masterplan Scheme, Located on land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale.	Application for non-material amendment to planning permission 16/01399/HYBR for amended wording of conditions 11 and 13 (Schedule 2) in relation to height parameters (commercial area only)	2.00	Approved	09/01/2023	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-014	Mr Relph	22/00924/A NM	Land at South Heywood off Hareshill Road, West of Junction 19 of the M62 in Rochdale	Application for non-material amendment to planning permission 20/01524/REM for the amendment to Boundary Treatment Plan.	2.00	Approved	23/01/2023	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-015	Russell Homes (UK) Ltd	22/00500/A NM	Land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale	Application for a non-material amendment to planning permission 16/01399/HYBR for revisions to approved parameters plan, comprising commercial buildings height and landscape buffer amendments.	2.00	Approved	10/06/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-016	Mr Lynch	22/00787/R EM	Land in the northern part of the South Heywood Masterplan Scheme, Located on land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale.	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, attenuation ponds, landscaping, spine road and other associated works, together with preparatory earthworks and landscaping on adjoining development plots pursuant to 16/01399/HYBR.	2.00	Approved	08/09/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-017	Mr Watson	22/00130/R EM	Land at Manchester Road East, South Heywood, Rochdale	Reserved matters application for appearance, landscaping, layout and scale (access already approved) for 120 residential dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR.	2.00	Approved	13/09/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-018	c/o Agent	21/01811/R EM	Land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale	Submission of Reserved Matters for the construction of extension to spine road, pumping station, landscaping and other associated works pursuant to 16/01399/HYBR.	2.00	Approved	25/08/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-019	Mr Penrose	21/00909/R EM	Land at Manchester Road West, South Heywood, Rochdale	Reserved Matters Approval for appearance, landscaping, layout and scale (with access already approved) for 156 dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR.	2.00	Approved	27/05/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-020	Russell Homes UK Limited	20/01524/R EM	Land in the northern part of the South Heywood Masterplan Scheme, Located on land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale.	Reserved Matters Approval for appearance, landscaping, layout and scale (with access already approved) for 61 dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR.	2.00	Approved	27/05/2022	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-021	Mr Gary Lynch	20/01480/R EM	Land in the northern part of the South Heywood Masterplan Scheme, Located on land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale.	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, attenuation ponds, landscaping, spine road and other associated works, together with preparatory earthworks and landscaping on adjoining development plots pursuant to 16/01399/HYBR.	2.00	Approved	17/06/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-022 (application ref. 16/01399/HYBR).
RBC-APP-022	Russell Homes (UK) Ltd	16/01399/H YBR	Land bound by Manchester Road, Hareshill Road and Pilsworth Road, West of Junction 19 of the M62 in Rochdale	Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road and the widening of part of Pilsworth Road, together with associated works. Outline consent (all matters reserved for except access) for a major mixed-use development comprising up to 1000 dwellings; employment uses (Classes B2/B8); a new primary school; employment land; associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other ancillary works.	2.00	Approved	31/03/2020	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-023	Yeagate Limited	16/01455/O UT	Birch Industrial Estate, Whittle Lane, Heywood, OL10 2SX	Outline planning permission by means of layout and scale for the erection of three industrial units of B2/B8 use (with ancillary B1) including the provision of car parking and associated infrastructure including the demolition of existing commercial units.	2.00	Approved	11/10/2017	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-024	Yeagate Limited	19/00144/V RCON	Birch Industrial Estate, Whittle Lane, Heywood, OL10 2SX	Application to vary condition 5 (development to be carried out in accordance with submitted Ground Investigation Report) and condition 16 (to refer to updated energy statement submitted) of planning permission 18/01048/VRCON.	2.00	Approved	23/04/2019	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-023 (application ref 16/01455/OUT).
RBC-APP-025	Yeagate Limited	19/00092/R EM	Birch Industrial Estate, Whittle Lane, Heywood, OL10 2SX	Submission of reserved matters pursuant to outline planning permission 18/01048/VRCON relating to the means of access, appearance and landscaping in relation to phase 1 of the development.	2.00	Approved	22/05/2019	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-023 (application ref 16/01455/OUT).
RBC-APP-026	Rochdale Borough Council	20/00912/O UT	Land to the east of Heywood Old Road, Middleton, OL10 2QL	Outline planning application for new secondary school development and associated parking, sports provision and landscaping (with details of access provided, and all other matters reserved).	2.00	Approved	16/10/2020	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
RBC-APP-027	Rochdale Borough Council	20/01560/R EM	Land to the east of Heywood Old Road, Middleton, OL10 2QL	Application for approval of reserved matters (including Appearance, Landscaping, Layout and Scale) for a new secondary school development with associated parking, sports provision and landscaping pursuant to outline planning permission 20/00912/OUT.	2.00	Approved	23/03/2021	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-026 (application ref. 20/00912/OUT).
RBC-APP-028	Lovell Partnership Ltd	14/00547/F UL	Land off Latrigg Crescent (Langley Site F), Middleton, Manchester	Residential development - 202 dwellings including associated infrastructure.	2.00	Approved	02/04/2015	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-029	Lovell Partnership Ltd	15/00794/V RCON	Land off Latrigg Crescent (Langley Site F), Middleton, Manchester	Variation of condition no 2 to amend siting of plot nos. 140 - 145 of planning permission 14/00547/FUL.	2.00	Approved	08/04/2016	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	This application is related to ID RBC-APP-028 (application ref. 14/00547/FUL).
RBC-APP-030	Riverside	19/01487/F UL	Land between Threlkeld Road and Gatesgarth Road, Middleton	Construction of 41 dwellings with associated highways, landscaping and retained/enhanced public open space.	2.00	Approved	10/07/2020	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the project it is considered unlikely that there would be significant cumulative effects.
Planning applications within 0.4km of the Affected Road Network (ARN) (see Chapter 5: Air Quality of this Environmental Statement for further details regarding the ARN)										
Bury Metropolitan Borough Council										
BMBC-APP-027	Mrs S S Armstrong	67859	Unsworth Academy, Parr Lane, Bury, BL9 8LP	Siting of a 6 no. classroom modular building with associated landscape works including relocated car parking, playground and athletics facility	0.10km from ARN	Approved	16/03/2022	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
BMBC-APP-028	Bowmer and Kirkland	68079	Former Castlebrook High School, Parr Lane, Bury, BL9 8LP	Erection of Two storey special education needs and disability school including hard and soft landscaping, multi use games area, creation of on-site car parking and creation of new vehicular access on Parr Lane with a pick up and drop off area	0.15km from ARN	Approved	15/06/2022	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
BMBC-APP-029	Mr Hamlett	66804	Unsworth South Social Club, Derwent Avenue, Whitefield, Manchester, M45 8HU	Demolition of existing building and erection of 10 residential dwellings with associated access, car parking and landscaping	0.20km from ARN	Approved	18/11/2021	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
Manchester City Council										

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
MCC-APP-007	Mr Robson	133148/FO/2022	The Imperial Lounge, Victoria Avenue East, Manchester, M9 7HW	Erection of a retail foodstore (Class E) with new vehicular access / egress to Victoria Avenue East, new internal vehicular access road, car parking, servicing area, and hard and soft landscaping, following demolition of existing structures, alongside the creation of a new vehicular access and egress for the adjacent sports facility	0.04km from ARN	Approved	04/04/2022	Tier 1	Air quality	Yes, due to the nature/scale of development.
Oldham Metropolitan Borough Council										
OMBC-APP-001	Gemshaw Ltd	FUL/34881/8/22	Land south of Greenside Way / West of Greengate, Greengate Industrial Estate, Oldham	Erection of two buildings with combined floorspace of 7,540m ² GEA / 7,308m ² GIA to be used in any combination of Use Class E(g)(i)(ii)(iii) (offices, research and development, light industrial), Use Class B2 (general industrial) and / or Use Class B8 (storage / distribution), with associated parking and refuse storage, to be accessed via a new access onto Greenside Way with associated hard and soft landscaping	0.3km from ARN	Approved	28/02/2023	Tier 1	Air quality	Yes, due to the nature/scale of development.
OMBC - APP-002	Royal London Mutual Insurance Society Limited	PA/343147/19	Land to the west of Greengate, Oldham	Erection of commercial units to be used for a purpose that falls within either Class B1 (Business), Class B2 (General industry), or B8 (Storage or distribution uses). Associated parking, landscaping and infrastructure	0.2km from ARN	Approved	29/03/2019	Tier 1	Air quality	Yes, due to the nature/scale of development.
OMBC - APP-003	Royal London Mutual Insurance Society Limited	PA/344381/20	Land to the west of Greengate, Oldham	Other development comprising of Class B1, B2 or B8 units, associated parking, landscaping and infrastructure	0.02km from ARN	Awaiting decision	16/01/2020	Tier 1	Air quality	Yes, due to the nature/scale of development.
OMBC - APP-004	Royal London Mutual Insurance Society Limited	EIAP/34984/2/22	Land east of Greengate, Oldham	Environmental impact assessment (EIA) for re-development within Classes E (g) (ii), B2 or B8.	0.01km from ARN	EIA Not Required	26/09/2022	Tier 3	Air quality	Yes, due to the nature/scale of development.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
Rochdale Borough Council										
RBC-APP-031	Moto Hospitality Ltd	17/01269/F UL	Esso Petroleum Station, Whittle Lane, Heywood, OL10 2RB	Installation of 16 no. electric vehicle charging parking spaces on perimeter of existing car parking area	0.00km from ARN	Approved	18/12/2017	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
RBC-APP-032	Paul Comer	20/00683/F UL	M62 Birch Services (Westbound), Whittle Lane Heywood, OL10 2RB	Variation of conditions 3 & 5 on planning permission 55197 to allow the retention of changing rooms, store, toilets, floodlights and clubhouse until 31st December 2018	0.05km from ARN	Approved	02/09/2020	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
RBC-APP-033	Sarah Allen	20/01314/S O	Castleton WwTW, Hopwood Cottage, Rochdale Road, Middleton, M24 6QP	Request for Screening Opinion in relation to the proposed installation of wastewater equipment necessary to deliver the Environment Agency Water Industry National Environmental Programme and to meet phosphorus, ammonia and Biological Oxygen Demand final effluent consent standards to achieve Water Framework Directive good status for the River Irk (for 4.4km reach: Source to upstream of the confluence of the Wince Brook)	0.05km from ARN	Decided - EIA Not Required	11/12/2020	Tier 3	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
RBC-APP-034	GLP Ltd And Barratt Homes	19/00006/S O	Land Off Cowm Top Lane, Rochdale	Request for screening opinion in respect of proposed residential development (up to 600 dwellings).	0.05km from ARN	Decided - EIA Not Required	05/02/2019	Tier 3	Air quality	Yes, due to the nature/scale of development.
RBC-APP-035	Gleeson Homes	20/00423/A M	Hilltop Park, Hilltop School, Rochdale, OL11 2XD	Section 73 application to vary condition 2 of planning permission 15/00826/FUL for substitution of house type on plots 32 and 33 from one pair of semi-detached dwellings to one detached dwelling	0.05km from ARN	Approved	25/09/2020	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
RBC-APP-036	Taylor Wimpey	17/00968/F UL	Land At Dean Farm, Badger Lane, Rochdale, OL16 4RQ	Erection of 58 residential dwellings including access, landscaping and associated works	0.05km from ARN	Approved	21/12/2017	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-APP-037	St Cuthberts Rc Business And Enterprise College	16/01490/F UL	St Cuthberts Rc Business And Enterprise College, Shaw Road, Rochdale, OL16 4RX	Surfacing of sports activity area and formation of new vehicular access including the erection of 2m high perimeter security fencing and gates	0.05km from ARN	Approved	10/03/2017	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
RBC-APP-038	Asda	20/01286/F UL	Asda Distribution Centre, Dig Gate Lane, Rochdale, OL16 4NR	Installation of storage tanks and associated equipment to facilitate storage of liquefied natural gas and liquefied nitrogen	0.05km from ARN	Approved	14/07/2021	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
RBC-APP-039	Ms McFadyean	22/00143/S O	Trub Farm, Manchester Road, Castleton North, Rochdale, OL11 2XG	Request for screening opinion in relation a proposed residential development of up to 173 dwellings with associated access, parking, landscaping, open space and play facilities	0.02km from ARN	EIA Not Required	31/10/2022	Tier 3	Air quality	Yes, due to the nature/scale of development.
RBC-APP-040	GLP Trows LLP And BDW Trading Limited	21/01349/O UT	Land South Of Cowm Top Lane, Rochdale	Outline application with all matters reserved except for means of access, for residential development, comprising up to 550 dwellings	0.02km from ARN	Awaiting decision	16/09/2021	Tier 1	Air quality	Yes, due to the nature/scale of development.
Salford City Council										
SCC-APP-001	Mandi Lamb	22/79410/F UL	Land Off Mossfield Road Pendlebury, Swinton	The erection of 18no houses with associated landscaping and parking on vacant land off Mossfield Road	0.4km from ARN	Awaiting decision	01/03/2022	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
Development allocations within 2km of the Scheme*										
*Note: Allocations in general have been scoped out of the shortlist because, as Tier 3 developments, the amount of information available and the resulting certainty around the assessment of cumulative effects is limited. It is expected that future developers bringing forward projects in line with the allocations would carry out their own assessments of cumulative effects.										
Bury Metropolitan Borough Council										
BMBC-ALL-001	Bury Metropolitan Borough Council	N/A	Whitefield	Emerging Greater Manchester Spatial Framework (2019 Consultation Draft) GMA1.3 600 homes 64.56ha	0.00	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-ALL-002	Bury Metropolitan Borough Council	N/A	Hodder Way	Adopted Bury Unitary Development Plan (1997) H1.1.42 14 homes 13.92ha	0.00	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.
BMBC-ALL-003	Bury Metropolitan Borough Council	N/A	Cedar Avenue	Adopted Bury Unitary Development Plan (1997) H1.1.43 20 homes 113.36ha	0.05	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.
BMBC-ALL-004	Bury Metropolitan Borough Council	N/A	Bury New Road	Adopted Bury Unitary Development Plan (1997) S4.2.2 Not provided 66.48ha	0.20	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.
BMBC-ALL-005	Bury Metropolitan Borough Council	N/A	Prestwich Hospital	Adopted Bury Unitary Development Plan (1997) H1.1.45 120 homes 15.53ha	0.25	N/A	N/A	Tier 3	Construction dust; Construction traffic; Operational traffic; Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-ALL-006	Bury Metropolitan Borough Council	N/A	Albert Road and Hazel Road	Adopted Bury Unitary Development Plan (1997) H1.1.40 55 homes 106.71ha	0.30	N/A	N/A	Tier 3	Construction dust; Construction traffic; Operational traffic; Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-007	Bury Metropolitan Borough Council	N/A	Land South of Albert Road	Adopted Bury Unitary Development Plan (1997) H1.1.41 129 homes 16.84ha	0.40	N/A	N/A	Tier 3	Construction dust; Construction traffic; Operational traffic; Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-ALL-008	Bury Metropolitan Borough Council	N/A	Albert Road	Adopted Bury Unitary Development Plan (1997) H1.1.39 24 homes 11.5ha	0.50	N/A	N/A	Tier 3	Geology and soils; Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-009	Bury Metropolitan Borough Council	N/A	St. Margaret's Road	Adopted Bury Unitary Development Plan (1997) H1.1.44 27 homes 14.16ha	0.60	N/A	N/A	Tier 3	Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-010	Bury Metropolitan Borough Council	N/A	Pilsworth Industrial Estate	Adopted Bury Unitary Development Plan (1997) EC2.1.2	0.60	N/A	N/A	Tier 3	Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*. ID BMBC-APP-012 has been brought forward on this development allocation site.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-ALL-011	Bury Metropolitan Borough Council	N/A	Ribble Drive	Adopted Bury Unitary Development Plan (1997) H.1.1.38 10 homes	0.60	N/A	N/A	Tier 3	Construction noise; Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-012	Bury Metropolitan Borough Council	N/A	Howard Hill and Hollins Lane	Adopted Bury Unitary Development Plan (1997) H1.1.25 15 homes 21.4ha	0.70	N/A	N/A	Tier 3	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-013	Bury Metropolitan Borough Council	N/A	Victoria Mill	Adopted Bury Unitary Development Plan (1997) H1.1.27 40 homes 360.7ha	0.70	N/A	N/A	Tier 3	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-ALL-014	Bury Metropolitan Borough Council	N/A	Land off Heys Road	Adopted Bury Unitary Development Plan (1997) H1.1.46 18 homes 28.35ha	0.70	N/A	N/A	Tier 3	Non-designated assets and their settings; Hydromorphology; Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-015	Bury Metropolitan Borough Council	N/A	Manchester Road, Bury	Adopted Bury Unitary Development Plan (1997) H1.1.26 26 homes 0.97ha	1.30	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-016	Bury Metropolitan Borough Council	N/A	Lily Hill Street	Adopted Bury Unitary Development Plan (1997) H1.1.37 26 homes 279.19ha	1.80	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
BMBC-ALL-017	Bury Metropolitan Borough Council	N/A	Johnson Street	Adopted Bury Unitary Development Plan (1997) H1.1.36 75 homes 93.45ha	2.00	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
<i>Bury Metropolitan Borough Council / Rochdale Borough Council</i>										
BMBC-ALL-018	Bury Metropolitan Borough Council / Rochdale Borough Council	N/A	Heywood and Pilsworth	Emerging Greater Manchester Spatial Framework (2019 Consultation Draft) GMA1.1 1,200,000 sqm employment, 1,200 homes 650.03ha	0.00	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
BMBC-ALL-019	Bury Metropolitan Borough Council / Rochdale Borough Council	N/A	Simister	Emerging Greater Manchester Spatial Framework (2019 Consultation Draft) GMA1.2 2,700 homes in total 210.3ha	0.00	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.
BMBC-ALL-020	Bury Metropolitan Borough Council / Rochdale Borough Council	N/A	Heywood and Pilsforth	Places for Everyone (2021) JPA1.1 1,200,000 sqm employment, 1,200 homes 650.03ha	0.00	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.
BMBC-ALL-021	Bury Metropolitan Borough Council / Rochdale Borough Council	N/A	Simister and Bowlee	Places for Everyone (2021) JPA1.2 1,550 homes in total 97ha	0.00	N/A	N/A	Tier 3	All topics	No, allocations have been scoped out*.
BMBC-ALL-022	Bury Metropolitan Borough Council / Rochdale Borough Council	N/A	Bowlee	Emerging Greater Manchester Spatial Framework (2019 Consultation Draft) GMA1.2 2,700 homes in total 24.08ha	1.10	N/A	N/A	Tier 3	Land use and community health; Operational noise; Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
Rochdale Borough Council										
RBC-ALL-001	Rochdale Borough Council	N/A	Clifton Industrial Estate	Adopted Salford City Council Unitary Development Plan (2006) SL2 Area Allocation for Waste Management Development 46.37ha	1.30	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.

Other development details									CEA Stage 1 (Longlist)	
Planning ID	Applicant or proponent	Application reference	Location	Description	Distance from Scheme (km)	Application status	Submission / Decision date	Tier	Within Zone of Influence (ZOI)?	Progress to Stage 2?
RBC-ALL-002	Rochdale Borough Council	N/A	Birch Industrial Estate	Adopted Rochdale Borough Council Unitary Development Plan (2006) D/5(ii) Infilling at Major Existing Developed site in the Green Belt 14.2ha	1.50	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*. IDs RBC-APP-006, RBC-APP-007, RBC-APP-008, RBC-APP-023, RBC-APP-024 and RBC-APP-025 have been brought forward on this development allocation site.
RBC-ALL-003	Rochdale Borough Council	N/A	Birch Motorway Service Area	Adopted Rochdale Borough Council Unitary Development Plan (2006) D/5(vii) Infilling at Major Existing Developed site in the Green Belt 12.03ha	1.85	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*.
RBC-ALL-004	Rochdale Borough Council	N/A	Land at Manchester Road, Hareshill Road and Pilsworth Road	Emerging Rochdale Draft Allocations Plan (2018) AL.EMP.33	2.00	N/A	N/A	Tier 3	Setting of designated heritage assets; Landscape and visual; Biodiversity; Physical activity opportunities; Flood risk; Water quality; Groundwater	No, allocations have been scoped out*. IDs RBC-APP-013, RBC-APP-014, RBC-APP-015, RBC-APP-016, RBC-APP-017, RBC-APP-018, RBC-APP-019, RBC-APP-020, RBC-APP-021, RBC-APP-022 have been brought forward on this development allocation site.
Other planned highways schemes proposed by National Highways										
NH-PHS-001	National Highways	N/A	M60, Junctions 8 to 18	Manchester North West Quadrant. Improvements on the North West quadrant of the M60 between junctions 8 and 18.	0.0km	Future Planned Highway Authority Scheme	N/A	Tier 3	All topics	No. This other development is not yet committed. It is expected that, should this other development receive Road Investment Strategy funding, the developer would undertake their own assessment of cumulative effects.

2.1.2 At the end of Stage 1 (Long list), 21 other developments were progressed to Stage 2 of inter-project CEA (see Chapter 3 of this appendix).

3 Shortlist of other developments

3.1.1 Table 3.1 lists the other developments considered as part of Stage 2 of the inter-project CEA.

Table 3.1 Shortlist of other developments

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
BMBC-APP-001	58918	Erection of 33 apartments with associated parking and a detached dwellinghouse.	0.00	No. The other development has been constructed and is now operational.	As the other development has been constructed and is now operational, it has been considered as part of the baseline.	N/A	No.
BMBC-APP-002	63003	Erection of new four storey office building (Class B1) and new four storey building comprising of 11 residential apartments (Class C3) together with dedicated parking.	0.05	Unlikely. The other development does not appear to have been constructed. Planning permission for the other development expired in June 2022, therefore the developer would be required to submit a new planning application before the other development could be constructed.	No. The development is approximately 0.14 hectares (ha), below the 1ha threshold in EIA Regulations 2017, Schedule 2 10(b)(i) for urban development projects. The other development has similar character and land use to the surrounding industrial urban area. Due to the small scale of development and unlikely temporal overlap it is not considered likely that there would be any significant cumulative effects with the Scheme.	N/A	No.
BMBC-APP-003	63378	Variation of condition of planning permission 61515 for erection of new main school building: Revised site layout plan to show amendments to the habitat zone and parking layout. Ref 61515: Demolition of existing main school building and erection of new (relocated replacement) main school building, relocated hard surface games areas, car parking and landscaping and new substation.	0.05	No. The other development has been constructed and is now operational.	As the other development has been constructed and is now operational, it has been considered as part of the baseline.	N/A	No.
BMBC-APP-004	65379	Demolition of existing building and construction of a three-storey block of apartments consisting of 27 units.	0.40	Unlikely. A temporal overlap is considered unlikely. Construction of the other development is currently underway at time of writing and is therefore considered likely to have been completed prior to construction of the Scheme.	As the other development is likely to have been completed before construction of the Scheme, it has been considered as part of the future baseline.	N/A	No.

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
BMBC-APP-006	68691	Redevelopment and change of use of the site to provide 30 new residential dwellings along with associated works including landscaping and provision of access from Victoria Avenue, including highway works to Victoria Avenue.	0.50	Potential temporal overlap. There is potential for a small temporal overlap with the Scheme, as planning permission has been granted. The planning permission states that the development must be begun not later than three years beginning with the date of the permission (i.e. by January 2026).	No. The other development comprises 30 dwellings, below the 150 dwellings threshold in EIA Regulations 2017, Schedule 2 10(b)(i). It is considered unlikely that there would be significant cumulative effects with the Scheme.	N/A	No.
BMBC-APP-010	68530	Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, and continued use of an existing car park exit to Aviation Road. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access, layout and scale included for determination).	0.80	There is potential for a small temporal overlap with the Scheme. Planning permission has been granted. The planning permission states that the development must be begun not later than three years beginning with the date of the permission (i.e. by April 2026).	Potentially. The core development area of the other development is approximately 1.7ha, above the threshold of 1.0ha for urban development which is not dwellinghouse development in EIA Regulations 2017, Schedule 2 10(b)(i). There is potential for significant cumulative effects arising from the physical scale of developments and potential increase in traffic, emissions and noise.	N/A	Yes.
BMBC-APP-030	69956	Erection and operation of a Material Recycling Facility and associated works.	1.00	There is potential for a temporal overlap with the Scheme. Planning permission has not yet been determined.	Unlikely. The core development area of the proposed development is approximately 0.35ha, below the threshold of 0.5ha for installations for the disposal of waste in EIA Regulations 2017, Schedule 2 11(b). The Applicant's Planning Statement (INNOV8PLANNING, 2023) states that EIA would not be required. The Applicant's Planning Statement (INNOV8PLANNING, 2023) also states that in its summary of environmental effects that the summary ' <i>demonstrates the benign nature of the changes and no neighbouring properties will be affected by these minor changes</i> '. It is therefore considered unlikely that there would be significant cumulative effects.	N/A	No.

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
MCC-APP-002	118800/FO/2018	Erection of three storey extension to existing hotel (Use Class C1) to provide 39 new bedrooms (total of 84) together with the reconfiguration of the car park, associated landscaping and ancillary services, including plant equipment.	1.80	No. The other development has been constructed and is now operational.	As the other development has been constructed and is now operational, it has been considered as part of the baseline.	N/A	No.
RBC-APP-004	20/00955/FUL	Retrospective demolition of Unit D and erection of a B2/B8 warehouse unit with ancillary B1(a) office space at Birch Business Park including ancillary office, parking and servicing areas, associated works and infrastructure.	1.60	Potential temporal overlap. There is potential for a temporal overlap with the Scheme. It could not be determined if the other development had commenced construction.	No. The area of the other development is approximately 0.68ha, above the threshold of 0.5ha for industrial estate development projects in EIA Regulations 2017, Schedule 2 10(a). However, it is considered unlikely that there would be significant cumulative effects due to the scale and nature of development and distance from the project. The other development is located on an industrial estate and the development would not change the land use, therefore it is considered unlikely that there would be a significant impact on landscape character or views. Furthermore, the other development was subject to several planning conditions. The developer would be required to implement construction best practice and mitigation measures which would minimise impacts to the water environment and biodiversity.	N/A	No.
RBC-APP-008	22/01148/FUL	Demolition of Units B and G and erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure - Resubmission of 21/01489/FUL.	1.60	Potential temporal overlap. There is potential for a small temporal overlap with the Scheme, as planning permission has been granted. The planning permission states that the development must be begun not later than three years beginning with the date of the permission (i.e. by December 2025).	No. The area of the other development is approximately 0.68ha, above the threshold of 0.5ha for industrial estate development projects in EIA Regulations 2017, Schedule 2 10(a). However, it is considered unlikely that there would be significant cumulative effects due to the scale and nature of development and distance from the project. The other development is located on an industrial estate and the development would not change the land use, therefore it is considered unlikely that there would be a significant impact on landscape character or views. Furthermore, the other development was subject to several planning conditions. The developer would be required to implement construction best practice and mitigation measures which would minimise impacts to the water environment and biodiversity.	N/A	No.

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
RBC-APP-009	18/01041/ REM	Application for approval of reserved matters (appearance, landscaping, layout and scale) pursuant to outline planning permission 18/01035/VRCON for the erection of 67 residential units with internal road configuration and associated infrastructure and ancillary facilities.	1.70	Unlikely. Construction is currently underway and is therefore likely to be have been completed prior to construction of the Scheme.	No. The other development comprises 67 dwellings, below the 150 dwellings threshold in EIA Regulations 2017, Schedule 2 10(b)(ii). As the other development is likely to have been completed before construction of the Scheme, it has been considered as part of the future baseline.	N/A	No.
RBC-APP-022	16/01399/ HYBR	Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road and the widening of part of Pilsworth Road, together with associated works. Outline consent (all matters reserved for except access) for a major mixed-use development comprising up to 1000 dwellings; employment uses (Classes B2/B8); a new primary school; employment land; associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other ancillary works.	2.00	Possible. The other development is likely to be constructed in phases, with a potential temporal overlap in construction with the Scheme. The works associated with the full planning application (such as the new link road) are underway, however the infrastructure associated with the outline planning application (such as the residential dwellings) have not yet commenced.	EIA development. The part/full planning application was accompanied by an Environmental Statement. Due to the nature and scale of the development and potential temporal overlap with the Scheme, there is potential for significant cumulative effects on the setting of heritage assets, landscape and visual, biodiversity, population and human health (physical activity opportunities), flood risk, water quality and groundwater.	N/A	Yes.
RBC-APP-028	14/00547/ FUL	Residential development - 202 dwellings including associated infrastructure	2.00	No. The other development appears to have been constructed and is now operational.	As the other development has been constructed and is now operational, it has been considered as part of the baseline.	N/A	No.

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
RBC-APP-034	19/00006/SO	Request for screening opinion in respect of proposed residential development (up to 600 dwellings).	0.05km from ARN	Potential temporal overlap. An Initial Notice for 382 residential dwellings was submitted to the local planning authority (planning reference 024781) and a Domestic Acceptance decision was made on 23 May 2022. This indicates that the developer therefore intends to start construction works in the foreseeable future and there is therefore potential for a temporal overlap with the Scheme.	<p>The other development comprises up to 600 residential dwellings, above the threshold of 150 residential dwellings in EIA Regulations 2017, Schedule 2 10(b)(ii) for residential development projects. There is therefore potential for significant effects arising from the other development.</p> <p>The construction for the other development is approximately 6.6km north-east from the Scheme construction site, and therefore there is no overlap spatially.</p>	<p>The construction traffic screening assessment (discussed in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1)) confirmed that most affected roads are associated with reductions in concentrations or alternatively have concentrations that are less than 90% of the relevant AQO/limit value/target. In Chapter 5: Air Quality of the Environmental Statement the modelled concentrations for construction, in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 17.3 – 35.8µg/m³ for NO₂, and 13.1 – 17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are decreases. All modelled decreases however are classed as 'imperceptible' (largest magnitude changes are -0.1µg/m³ for NO₂ and -0.0µg/m³ for PM₁₀).</p> <p>However, there is the potential for an increase in road traffic emissions during operation in the area with the development. In Chapter 5: Air Quality of the Environmental Statement the modelled operational concentrations in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 12.6 - 34.5µg/m³ for NO₂, and 12.4 – 17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum changes are 0.2µg/m³ for NO₂ and 0.0µg/m³ for PM₁₀).</p>	<p>No.</p> <p>Existing receptors results for both construction and operation are substantially lower than the relevant Air Quality Objectives (AQOs)/limit values/target (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects.</p>

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
RBC-APP-039	22/00143/SO	Request for screening opinion in relation a proposed residential development of up to 173 dwellings with associated access, parking, landscaping, open space and play facilities	0.02km from ARN	Potential temporal overlap. An Initial Notice for 173 residential dwellings was submitted to the local planning authority (planning reference 024643) and a Domestic Acceptance decision was made on 21 April 2022. This indicates that the developer therefore intends to start construction works in the foreseeable future and there is therefore potential for a temporal overlap with the Scheme.	<p>The other development comprises up to 173 residential dwellings, above the threshold of 150 residential dwellings in EIA Regulations 2017, Schedule 2 10(b)(ii) for residential development projects. There is therefore potential for significant effects arising from the other development. However, the screening determination by the local planning authority (dated 08 April 2022) concluded that an EIA is not required as <i>'The other development would not be located in a sensitive area and having taken into account the criteria in Schedule 3 of the regulations, would not be likely to have significant effect on the environment by virtue of factors such as its nature, size and location.'</i></p> <p>The proposed site directly borders the Rochdale Canal Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI).</p> <p>The construction for the other development is approximately 5.8km north-east from the Scheme construction site, and therefore there is no overlap spatially.</p>	<p>The construction traffic screening assessment (discussed in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1)) confirmed that most affected roads are associated with reductions in concentrations or alternatively have concentrations that are less than 90% of the relevant AQO/limit value/target. In Chapter 5: Air Quality of the Environmental Statement the modelled concentrations for construction, in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 17.3 – 35.8µg/m³ for NO₂, and 13.1 – 17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are decreases. All modelled decreases however are classed as 'imperceptible' (largest magnitude changes are -0.1µg/m³ for NO₂ and -0.0µg/m³ for PM₁₀).</p> <p>However, there is the potential for an increase in road traffic emissions during operation in the area with the development. In Chapter 5: Air Quality of the Environmental Statement the modelled operational concentrations in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 16.7 – 34.5µg/m³ for NO₂, and 13.1 – 17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum changes are 0.2µg/m³ for NO₂ and 0.0µg/m³ for PM₁₀).</p>	<p>No.</p> <p>Existing receptors results for both construction and operation are substantially lower than the relevant AQOs/limit values/target (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects.</p>

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
RBC-APP-040	21/01349/OUT	Outline application with all matters reserved except for means of access, for residential development, comprising up to 550 dwellings	0.02km from ARN	The air quality assessment (Smith Grant LLP, 2021) has assumed an opening year of 2026, therefore there is the potential for an overlap with the Scheme.	<p>The other development comprises up to 550 residential dwellings, above the threshold of 150 residential dwellings in EIA Regulations 2017, Schedule 2 10(b)(ii) for residential development projects. There is therefore potential for significant effects arising from the other development.</p> <p>The construction for the other development is approximately 6.6km north-east from the Scheme construction site and therefore there is no overlap spatially.</p>	<p>The Applicant's air quality assessment (Smith Grant LLP, 2021) concludes that '<i>no unacceptable impacts on human health, amenity or ecological receptors identified</i>' following implementation of standard dust mitigation measures. The air quality assessment indicates slight change in concentrations locally (i.e. up to 0.70µg/m³ for NO₂ and up to 0.28µg/m³ for PM₁₀), but traffic could impact on wider area. The assessment concludes '<i>the impacts of the development are not predicted to be significant with respect to air quality</i>' in the operational phase. Modelled increase in N-Dep at Rochdale Canal SAC/SSSI up to 0.67% of the critical load (CL).</p> <p>The trip generation numbers in the Applicant's Transport Assessment (SCP Transport, 2021) are low (i.e. max 210 vehicles per hour for both AM and PM peak), however, as the other development is located in the same area as RBC-APP-034 cumulative effects could be an issue, however, as concentrations are already low in this area it is unlikely to be an issue.</p> <p>The construction traffic screening assessment (discussed in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1)) confirmed that most affected roads are associated with reductions in concentrations or alternatively have concentrations that are less than 90% of the relevant AQO/limit value/target. In Chapter 5: Air Quality of the Environmental</p>	<p>No. Existing receptors results for both construction and operation are substantially lower than the relevant AQOs/limit values/target (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects.</p>

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						<p>Statement the modelled concentrations for construction, in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 17.3 – 35.8µg/m³ for NO₂, and 13.1 – 17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are decreases. All modelled decreases however are classed as 'imperceptible' (largest magnitude changes are -0.1µg/m³ for NO₂ and -0.0µg/m³ for PM₁₀).</p> <p>However, there is the potential for an increase in road traffic emissions during operation in the area with the development. In Chapter 5: Air Quality of the Environmental Statement the modelled operational concentrations in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 16.7 – 34.5µg/m³ for NO₂, and 13.1 – 17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum changes are 0.2µg/m³ for NO₂ and 0.0µg/m³ for PM₁₀).</p>	

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
MCC-APP-007	133148/FO/2022	Erection of a retail foodstore (Class E) with new vehicular access / egress to Victoria Avenue East, new internal vehicular access road, car parking, servicing area, and hard and soft landscaping, following demolition of existing structures, alongside the creation of a new vehicular access and egress for the adjacent sports facility	0.04km from ARN	Potential temporal overlap. The planning application has been approved and discharge of condition notices have been issued in 2023. This indicates that the developer therefore intends to start construction works in the foreseeable future and there is therefore potential for a temporal overlap with the Scheme. However, the construction for the other development is approximately 5km south-east from the Scheme construction site and therefore there is no overlap spatially.	The other development comprises up to 0.85ha of development, below the threshold of 1ha of urban development which is not dwellinghouse development in EIA Regulations 2017, Schedule 2 10(b)(i) for urban development projects. There is therefore limited potential for significant effects arising from the other development due to the scale/nature of development.	<p>The Applicant's air quality assessment (BWB Consulting, 2021) indicates slight change in concentrations locally (i.e. up to 0.2ug/m³), but traffic could impact on wider area. The Applicant's Transport Assessment (Cameron Rose Associates, 2022) states that <i>'with the proposed mitigation in place, that the impact of the development proposals would therefore not have a severe impact on the operational performance of the local or strategic highway network'</i>.</p> <p>The construction traffic screening assessment (discussed in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1)) confirmed that there are no affected roads in the vicinity of this development.</p> <p>There is the potential for an increase in road traffic emissions during operation in the area with the development. In Chapter 5: Air Quality of the Environmental Statement the modelled operational concentrations in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 20.1 – 25.4µg/m³ for NO₂, and 13.9 – 14.7µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum changes are 0.2µg/m³ for NO₂ and 0.0µg/m³ for PM₁₀).</p>	No. Existing receptors results for both construction and operation are substantially lower than the relevant AQOs/limit values/target (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects.

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
OMBC-APP-001	FUL/348818/22	Erection of two buildings with combined floorspace of 7,540m ² GEA / 7,308m ² GIA to be used in any combination of Use Class E(g)(i)(ii)(iii) (offices, research and development, light industrial), Use Class B2 (general industrial) and / or Use Class B8 (storage / distribution), with associated parking and refuse storage, to be accessed via a new access onto Greenside Way with associated hard and soft landscaping	0.3km from ARN	The Applicant's Transport Assessment (SCP Transport, 2022) has assumed an opening year of 2027, therefore there is the potential for an overlap of time in terms of construction dust, however, the other development's construction is approximately 4.9km southeast from the Scheme construction site and therefore there is no overlap spatially.	The other development comprises up to 1.78ha of development, above the threshold of 0.5ha in EIA Regulations 2017, Schedule 2 10(b)(i) for industrial estate development projects. There is therefore potential for significant effects arising from the other development due to the scale/nature of development.	<p>The trip generation numbers in the Applicant's Transport Assessment (SCP Transport, 2022) are low (i.e. <100 vehicles per hour in both AM and PM peak), however, the other development is located in the same area as OMBC-APP-002, OMBC-APP-003, and OMBC-APP-004 so cumulative impacts could be an issue, however, as concentrations are already low in this area it is unlikely to be an issue. The Applicant's air quality assessment conclusions are provided as part of the Planning Statement (Roman Summer, 2022), and concludes that there is a low risk of dust soiling impacts and human health impacts anticipated during construction phase as part of the construction dust assessment. The overall impact during the operational phase is anticipated to be 'negligible'.</p> <p>The construction traffic screening assessment (discussed in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1)) confirmed that there are no affected roads in the vicinity of this development.</p> <p>There is the potential for an increase in road traffic emissions during operation in the area with the development. In Chapter 5: Air Quality of the Environmental Statement the modelled operational concentrations in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the region of 20.1 – 25.4µg/m³ for NO₂, and 13.9 – 14.7µg/m³ PM₁₀ and all modelled changes in</p>	<p>No.</p> <p>Existing receptors results for operation are substantially lower than the relevant AQOs/limit values/target (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant effects.</p> <p>On assessment of this development cumulatively with the additional three other developments OMBC-APP-002, OMBC-APP-003, and OMBC-APP-004 located within the same area, it is considered unlikely that, cumulatively, additional traffic will be likely to result in any significant effects given the existing low concentrations.</p>

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum changes are 0.2µg/m ³ for NO ₂ and 0.0µg/m ³ for PM ₁₀).	
OMBC-APP-002	PA/343147/19	Erection of commercial units to be used for a purpose that falls within either Class B1 (Business), Class B2 (General industry), or B8 (Storage or distribution uses). Associated parking, landscaping and infrastructure	0.2km from ARN	No. The other development does not appear to have been constructed. Planning permission expired in March 2022 (three years after the planning permission was granted), therefore the Applicant would be required to submit a new planning application to construct the other development.	N/A	N/A	No.
OMBC-APP-003	PA/344381/20	Other development comprising of Class B1, B2 or B8 units, associated parking, landscaping and infrastructure	0.02km from ARN	No. The other development does not appear to have been constructed. Planning permission expired in August 2023 (three years after the planning permission was granted), therefore the Applicant would be required to submit a new planning application to construct the other development.	N/A	N/A	No.
OMBC-APP-004	EIAP/349842/22	Environmental impact assessment (EIA) for re-development within Classes E (g) (ii), B2 or B8.	0.01km from ARN	Potential temporal overlap. Assuming the developer submits a full planning application and planning permission is subsequently granted, there could be the potential for a temporal overlap with the Scheme for construction dust during the construction period (2025 - 2029). However, the other development's construction is approximately 5.2km south-east from the Scheme construction site and therefore there is no overlap spatially.	The other development comprises up to 5.7ha of development, above the threshold of 0.5ha in EIA Regulations 2017, Schedule 2 10(b)(i) for industrial estate development projects. There is therefore potential for significant effects arising from the other development due to the scale/nature of development. However, the local planning authority's Screening Opinion (dated 26 September 2022) concludes that 'it is considered that the proposals would not have significant, or wider than local environmental effects, and the proposal therefore constitutes development for which an Environmental Statement is not required.'	The construction traffic screening assessment (discussed in Chapter 5: Air Quality of the Environmental Statement (TR010064/APP/6.1)) confirmed that there are no affected roads in the vicinity of this development. There is the potential for an increase in road traffic emissions during operation in the area with the development. In Chapter 5: Air Quality of the Environmental Statement the modelled operational concentrations in the vicinity of this development, across a number of locations in the area (both with and without the Scheme in place), are in the	No. Existing receptors results for operation are substantially lower than the relevant AQOs/limit values/target (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant effects. On assessment of this development cumulatively with the additional three other developments OMBC-APP-001, OMBC-APP-002, and OMBC-

Planning ID	Application reference	Description	Distance from Scheme (km)	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
						<p>region of 20.1 – 25.4µg/m³ for NO₂, and 13.9 – 14.7µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum changes are 0.2µg/m³ for NO₂ and 0.0µg/m³ for PM₁₀).</p> <p>The other development is located in the same area as OMBC-APP-001, OMBC-APP-002, and OMBC-APP-003 so cumulative impacts could be an issue, however, as concentrations are already low in this area it is unlikely to be an issue.</p>	<p>APP-003 located within the same area, it is considered unlikely that, cumulatively, additional traffic will be likely to result in any significant effects given the existing low concentrations.</p>

3.1.2 At the end of Stage 2 (Shortlist), two other developments were progressed to Stage 3/Stage 4 of the inter-project CEA (see Chapter 4 for the inter-project CEA):

- BMBC-APP-010
- RBC-APP-022

4 Inter-project CEA

4.1.1 Table 4.1 sets out the inter-project CEA undertaken for the two other developments that were progressed to Stages 3 and 4 of the CEA in Table 3.1. For each of the other developments, only those environmental aspects whose ZOI overlaps with the Scheme are listed in the assessments presented in Table 4.1. Where other developments are located outside of the ZOI of an environmental aspect, it is considered that there is no potential for cumulative effects related to that environmental aspect.

Table 4.1 Inter-project CEA

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
<p>ID BMBC-APP-010: JD Sports Fashion plc (planning application reference 68530)</p> <p>Description: Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, and continued use of an existing car park exit to Aviation Road. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access, layout and scale included for determination).</p> <p>Distance from the Scheme Order Limits: 0.80km.</p> <p>Temporal overlap: There is potential for a small temporal overlap with the Scheme. Planning permission has been granted. The planning permission states that the development must be begun not later than three years beginning with the date of the permission (i.e. by April 2026).</p> <p>Relevant ZOIs: Cultural heritage (non-designated and designated heritage assets and their setting); Landscape and visual; Biodiversity; Noise and vibration (Operational noise); Population and human health (land use and community health; physical activity opportunities); Road drainage and the water environment (hydromorphology; flood risk; water quality; groundwater).</p> <p>Information used: The summary of the other development assessment is based on the Applicant's documentation submitted with the application.</p>			
Cultural heritage (non-designated and designated heritage assets and their setting)	Construction	<p>M60/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment, with only two assets undergoing a slight adverse residual effect: Heaton Park registered park and garden (NHLE 1000854) and the non-designated historic building of Cold Gate Farm (HER 3918.1.0).</p> <p>Other Development: The application documentation does not include an assessment of effects on cultural heritage.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on cultural heritage, as there are limited non-designated heritage assets within the footprint of both the Scheme and the other development, and the Scheme would have minimal impact on the historic environment.</p>	Not significant
	Operation	<p>M60/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment, with only two assets undergoing a slight adverse residual effect: Heaton Park registered park and garden (NHLE 1000854) and the non-designated historic building of Cold Gate Farm (HER 3918.1.0).</p> <p>Other Development: The application documentation does not include an assessment of effects on cultural heritage.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on cultural heritage, as there are limited non-designated heritage assets within the footprint of both the Scheme and the other development, and the Scheme would have minimal impact on the historic environment.</p>	Not significant
Landscape and visual	Construction	<p>M60/M66/M62 Simister Island Interchange: The construction of the Scheme would result in significant adverse effects on Landscape Character Area (LCA) 26: Prettywood, Pilsworth and Unsworth Moss, alongside significant adverse effects at 17 of the 29 representative viewpoints. The remaining receptors would experience no significant effects as a result of the Scheme construction.</p> <p>Other Development: The application documentation does not include an assessment of effects on landscape and visual. The Applicant's Planning Statement (MAZE Planning Solutions, 2022) states that the landscape design provides a '<i>comprehensive indicative strategy for the site to ensure a high-quality environment that is responsive to its established context, caters for the needs of proposed users, and will deliver net gains for biodiversity</i>'.</p> <p>Cumulative Effects: There is no combined landscape/townscape effect or intervisibility between the Scheme and the other development. Therefore, no significant adverse cumulative effects are anticipated.</p>	Not significant
	Operation	<p>M60/M66/M62 Simister Island Interchange: The operation of the Scheme would result in significant adverse effects at 16 of the 29 representative viewpoints at year 1 (opening year of the scheme) and a residual significant adverse effect at one representative viewpoint by year 15 (the design year). For the remaining receptors there would be a slight adverse or slight beneficial residual effect by year 15 (the design year).</p>	Not significant

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
		<p>Other Development: The application documentation does not include an assessment of effects on landscape and visual. The Applicant's Planning Statement (MAZE Planning Solutions, 2022) states that the landscape design provides a 'comprehensive indicative strategy for the site to ensure a high-quality environment that is responsive to its established context, caters for the needs of proposed users, and will deliver net gains for biodiversity'.</p> <p>Cumulative Effects: There is no combined landscape/townscape effect or intervisibility between the Scheme and the other development. Therefore, no significant adverse cumulative effects are anticipated.</p>	
Biodiversity	Construction	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have no significant adverse effects on biodiversity receptors during construction (the majority of effects on biodiversity receptors would be neutral). Habitat loss during construction would be temporary as the landscaping design for the Scheme would reinstate or create similar areas of these habitats post-construction. The Scheme avoids loss of irreplaceable habitats and would achieve a net gain in habitat and hedgerows.</p> <p>Other Development: The Applicant's Preliminary Ecological Appraisal (Urban Green, 2022a) concludes that no potential impacts on designated sites nearby to the site are anticipated to occur due to the development. Mitigation measures have been identified in the Applicant's Preliminary Ecological Appraisal (Urban Green, 2022a) to minimise potential impacts during construction. The Applicant's Biodiversity Net Gain Design Stage Assessment (Urban Green, 2022b) identifies a net gain in biodiversity on site (+178.18% and +19.45% net change in biodiversity units for habitat area and hedgerow linear habitat, respectively) as part of the proposals for the other development.</p> <p>Cumulative Effects: The Scheme and other development are located in close proximity to Hollins Vale Local Nature Reserve (LNR) and Site of Biological Importance (SBI) and Hollins Plantation SBI, and Parr Brook SBI and Pilsworth Brook SBI are also shared receptors. The Scheme would have neutral or no effects on these shared receptors. No significant cumulative adverse effects on biodiversity are anticipated as the Scheme would have a neutral or no effect on the shared receptors, therefore there is no potential for a significant cumulative effect. In addition, mitigation measures have been identified in the other development applicant's documentation to minimise potential impacts, and a net gain in biodiversity is also predicted for the Scheme and the other development.</p>	Not significant
	Operation	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have no significant adverse effects on biodiversity receptors during operation (the majority of effects on biodiversity receptors would be neutral). Habitat loss during construction would be temporary as the landscaping design for the Scheme would reinstate or create similar areas of these habitats post-construction. The Scheme avoids loss of irreplaceable habitats and would achieve a net gain in habitat and hedgerows.</p> <p>Other Development: The Applicant's Preliminary Ecological Appraisal (Urban Green, 2022a) concludes that no potential impacts on designated sites nearby to the site are anticipated to occur due to the development. Mitigation measures have been identified in the Applicant's Preliminary Ecological Appraisal (Urban Green, 2022a) to minimise potential impacts during construction. The Applicant's Biodiversity Net Gain Design Stage Assessment (Urban Green, 2022b) identifies a net gain in biodiversity on site (+178.18% and +19.45% net change in biodiversity units for habitat area and hedgerow linear habitat, respectively) as part of the proposals for the other development.</p> <p>Cumulative Effects: The Scheme and other development are located in close proximity to Hollins Vale LNR and SBI and Hollins Plantation SBI, and Parr Brook SBI and Pilsworth Brook SBI are also shared receptors. The Scheme would have neutral or no effects on these shared receptors. No significant cumulative adverse effects on biodiversity are anticipated as the Scheme would have a neutral or no effect on the shared receptors, therefore there is no potential for a significant cumulative effect. In addition, mitigation measures have been identified in the other development applicant's documentation to minimise potential impacts, and a net gain in biodiversity is also predicted for the Scheme and the other development.</p>	Not significant
Noise and vibration (Operational noise)	Operation	<p>M60/M66/M62 Simister Island Interchange: The operation of the Scheme will result in significant short term beneficial effects due to the implementation of a low noise road surface with better noise reducing properties than a conventional low noise surface. The long-term reduction does not translate to significant beneficial effects. Therefore, it is concluded that there are no significant effects during operation.</p> <p>Other Development: The Applicant's Planning Noise Statement (Cundall, 2022) proposes mitigation measures around the outdoor play areas only to ensure appropriate levels of amenity will be maintained at the existing residences to the west of the site and concludes that no specific acoustic treatment is required on the site boundary.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated from the operation of the Scheme and the other development due to the nature and scale of the other development and implementation of mitigation measures, and as the Scheme would not have significant adverse effects during operation.</p>	Not significant

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
Population and human health (land use and community health)	Construction	<p>M60/M66/M62 Simister Island Interchange: The construction of the Scheme would result in temporary adverse significant effects for community land and assets and agricultural landholdings. The construction of the Scheme would result in no significant effects for private property and housing, or development land and businesses.</p> <p>Other Development: The application documentation does not include an assessment of effects on land use and community health during construction. However, the Applicant's Design and Access Statement (AEW Architects, 2023) states that as one of the 'key concepts' a public right of way would be maintained through the site, and a running track would be introduced around the site.</p> <p>Cumulative Effects: The other development is located on the edge of the Pilsworth Retail Park some distance (800m) from the Scheme. Furthermore the proposals are relatively modest in scale. Due to geographical separation and the limited influence of either project on community receptors, no significant cumulative adverse effects on land use and community health are anticipated from the construction of the Scheme and the other development.</p>	Not significant
	Operation	<p>M60/M66/M62 Simister Island Interchange: The operation of the Scheme would not result in any significant effects to private property and housing, community land and assets, development land and businesses, agricultural land holdings or walkers, cyclists and horse riders.</p> <p>Other Development: The application documentation does not include an assessment of effects on land use and community health during operation.</p> <p>Cumulative Effects: Once completed the other development would be similar in nature to other development in and around the Pilsworth Retail Park where there are sports and leisure facilities. These are different in nature to the Scheme which would continue to function as a motorway as it does in the baseline context. No significant cumulative adverse effects on land use and community health are anticipated from the operation of the Scheme and the other development as these proposals would be similar to the baseline context.</p>	Not significant
Population and human health (physical activity opportunities)	Construction	<p>M60/M66/M62 Simister Island Interchange: The construction of the Scheme would result in temporary adverse significant effects for access to the natural environment and outdoor recreation, and quality of urban and natural environments. The Scheme will have no significant effects on accessibility for walkers and cyclists; connection to employment, services, facilities, and leisure; community severance; and employment opportunities.</p> <p>Other Development: The application documentation does not include an assessment of effects on physical activity opportunities. However, the Applicant's Design and Access Statement (AEW Architects, 2023) states that as one of the 'key concepts' a public right of way (PRoW) would be maintained through the site, and a running track would be introduced around the site.</p> <p>Cumulative Effects: No likely significant cumulative effects are anticipated on physical activity as the other development would be relatively contained and unlikely to affect any routes that could be cumulatively affected by the Scheme.</p>	Not significant
	Operation	<p>M60/M66/M62 Simister Island Interchange: The operation of the Scheme would result in no significant effects for access to the natural environment and outdoor recreation; connections to employment, services, facilities, and leisure; community severance; employment opportunities. The operation of the Scheme will result in permanent positive effect on health outcomes for quality of urban and natural environments.</p> <p>Other Development: The application documentation does not include an assessment of effects on the wider population and human health. However, the Applicant's Design and Access Statement (AEW Architects, 2023) states that as one of the 'key concepts' a PRoW would be maintained through the site, and a running track would be introduced around the site.</p> <p>Cumulative Effects: No likely significant cumulative effects are anticipated on physical activity as the other development would be relatively contained and unlikely to affect any routes that could be cumulatively affected by the Scheme.</p>	Not significant
Road drainage and the water environment (hydromorphology; flood risk; water quality; groundwater)	Construction	<p>M60/M66/M62 Simister Island Interchange: The construction of the Scheme would have no significant effects on surface water (water quality, water resources or hydromorphology), flood risk or groundwater receptors (excluding groundwater dependent terrestrial ecosystems (GWDTE)) following the implementation of essential mitigation measures. The construction of the Scheme would have significant adverse effects on three GWDTE sites (Cowl Gate Farm, Castle Brook South, and Egypt Lane South).</p> <p>Other Development: The Applicant's Flood Risk Assessment and Drainage Strategy (Kennedy Redford, 2022) concludes that the overall flood risk is low. Any risk proposed will be minimised with appropriate mitigation. The Applicant's Geo-Environmental Appraisal (Groundtech Consulting, 2022) states that the risk to controlled waters is considered to be low.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on the road drainage and water environment as there is limited likelihood of impact from both the Scheme and the other development.</p>	Not significant

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
	Operation	<p><u>M60/M66/M62 Simister Island Interchange:</u> The operation of the Scheme will have no significant effects on surface water (water quality, water resources or hydromorphology), flood risk or groundwater receptors (excluding three GWDTE sites, which would undergo significant adverse effects during operation). Slight beneficial residual effects would occur for existing drainage catchments where no water quality treatment of road runoff currently exists.</p> <p><u>Other Development:</u> The Applicant's Flood Risk Assessment and Drainage Strategy (Kennedy Redford, 2022) concludes that the overall flood risk is low. Any risk proposed will be minimised with appropriate mitigation. The Applicant's Geo-Environmental Appraisal (Groundtech Consulting, 2022) states that the risk to controlled waters is considered to be low.</p> <p><u>Cumulative Effects:</u> No significant cumulative adverse effects are anticipated on the road drainage and water environment as there is limited likelihood of impact from both the Scheme and the other development.</p>	Not significant

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
<p>ID RBC-APP-022: Russell Homes (UK) Ltd. (planning application reference 16/01399/HYBR)</p> <p>Description: Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road and the widening of part of Pilsworth Road, together with associated works. Outline consent (all matters reserved for except access) for a major mixed-use development comprising up to 1000 dwellings; employment uses (Classes B2/B8); a new primary school; employment land; associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other ancillary works.</p> <p>Distance from the Scheme Order Limits: 2km.</p> <p>Temporal overlap: The Applicant's Environmental Statement (HOW Planning LLP, 2016) provides an indicative construction programme, with the link road construction taking place between 2018 to 2020, residential development construction between 2019 to 2036, and employment / commercial construction between 2020 to 2026. Therefore, there would be a temporal overlap with the Scheme. The works associated with the full planning application (such as the new link road) appear to be underway, however the infrastructure associated with the outline planning application (such as the residential dwellings) do not appear to have commenced.</p> <p>Relevant ZOIs: Cultural heritage (setting of designated heritage assets); Landscape and visual; Biodiversity; Population and human health (Physical activity opportunities) Road drainage and the water environment (flood risk; water quality; groundwater).</p> <p>Information used: The summary of the other development assessment is based on the Applicant's Environmental Statement (HOW Planning LLP, 2016) and Environmental Statement Addendum (HOW Planning LLP, 2017) (note: as stated in paragraph 19.1 of Chapter 17 of Environmental Statement Addendum, the Addendum does not alter the significance of effects previously identified in respect of all technical matters).</p>			
<p>Cultural heritage (setting of designated heritage assets)</p>	<p>Construction</p>	<p>M60/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment, with only two assets undergoing a slight adverse residual effect: Heaton Park Registered Park and Garden (NHLE 1000854) and the non-designated historic building of Cold Gate Farm (HER 3918.1.0).</p> <p>Other Development: The Applicant's Environmental Statement (HOW Planning LLP, 2016) concludes that there would be negligible and negligible/neutral impacts on non-designated heritage assets and designated heritage assets, respectively, at a local level, once mitigation measures have been implemented.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on cultural heritage, as there are limited non-designated heritage assets within the footprint of both the Scheme and the other development, and both the Scheme and the other development would have minimal impact on the historic environment, therefore there is no potential for cumulative effects.</p>	<p>Not significant</p>
	<p>Operation</p>	<p>M60/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment, with only two assets undergoing a slight adverse residual effect: Heaton Park registered park and garden (NHLE 1000854) and the non-designated historic building of Cold Gate Farm (HER 3918.1.0).</p> <p>Other Development: The Applicant's Environmental Statement (HOW Planning LLP, 2016) concludes that there would be negligible and negligible/neutral impacts on non-designated heritage assets and designated heritage assets, respectively, at a local level, once mitigation measures have been implemented.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on cultural heritage, as there are limited non-designated heritage assets within the footprint of both the Scheme and the other development, and both the Scheme and the other development would have minimal impact on the historic environment, therefore there is no potential for cumulative effects.</p>	<p>Not significant</p>
<p>Landscape and visual</p>	<p>Construction</p>	<p>M60/M66/M62 Simister Island Interchange: The construction of the Scheme would result in significant adverse effects on Landscape Character Area (LCA) 26: Prettywood, Pilsworth and Unsworth Moss, alongside significant adverse effects at 17 of the 29 representative viewpoints. The remaining receptors would experience no significant effects as a result of the Scheme construction.</p> <p>Other Development: The Applicant's landscape and visual impact assessment (LVIA) in their Environmental Statement (HOW Planning LLP, 2016) concludes that there is the potential for significant adverse effects on landscape character (moderate/minor adverse effect). The LVIA has also assessed significant adverse effects on a number of visual receptors during construction. Properties within the vicinity of the site would be impacted visually by the development as a result of disruption to views from construction activities.</p> <p>Cumulative Effects: There is no intervisibility between the Scheme and the other development, and there are no significant adverse cumulative effects anticipated for local landscape and visual receptors as a result of the Scheme and the other development.</p>	<p>Not significant</p>

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
	Operation	<p>M60/M66/M62 Simister Island Interchange: The operation of the Scheme would result in significant adverse effects at 16 of the 29 representative viewpoints at year 1 (opening year of the scheme) and a residual significant adverse effect at one representative viewpoint by year 15 (the design year). For the remaining receptors there would be a slight adverse or slight beneficial residual effect by year 15 (the design year).</p> <p>Other Development: The Applicant's LVIA in their Environmental Statement (HOW Planning LLP, 2016) has concluded that there is the potential for significant adverse effects on landscape character (moderate/minor adverse effect) during year 1 reducing to non-significant by year 15. The LVIA has also assessed significant adverse effects on a small number of visual receptors during year 1 and year 15. Properties within the vicinity of the site will be impacted visually by the development as a result of change to views from the operational road scheme. Mitigation through the use of increase tree and shrub planting would reduce visual impacts.</p> <p>Cumulative Effects: There is no intervisibility between the Scheme and the other development, and there are no significant adverse cumulative effects anticipated for local landscape and visual receptors as a result of the Scheme and the other development.</p>	Not significant
Biodiversity	Construction	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have no significant adverse effects on biodiversity receptors during construction (the majority of effects on biodiversity receptors would be neutral). Habitat loss during construction would be temporary as the landscaping design for the Scheme would reinstate or create similar areas of these habitats post-construction. The Scheme avoids loss of irreplaceable habitats and would achieve a net gain in habitat and hedgerows.</p> <p>Other Development: The Applicant's Environmental Statement (HOW Planning LLP, 2016) concludes that non-statutory designated sites will be directly impacted by the other development works. Pilsworth SBI, located 640m to the south of the west of the site boundary, has the potential to be impacted upon by pollution and hydrological changes. The assessment concludes that the risk to Pilsworth SBI is reduced by implementing best practice measures. Therefore, the impacts are negligible in the long term. Furthermore, the assessment concludes that all present habitats are considered to be of low value at local level, resulting in minor adverse impacts from the development, and mitigation (such as replacement planting) and compensation measures are expected to reduce all known effects associated with the development to either being of negligible or beneficial effect.</p> <p>Cumulative Effects: Pilsworth SBI is located between the Scheme and the other development. The Scheme would have no pathway to effect on Pilsworth Brook SBI. No significant cumulative adverse effects on biodiversity are anticipated as the Scheme would have no effect on the shared receptor, therefore there is no potential for a significant cumulative effect. In addition, both the Scheme and the other development would reinstate planting following construction and have identified opportunities for enhancements.</p>	Not significant
	Operation	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have no significant adverse effects on biodiversity receptors during operation (the majority of effects on biodiversity receptors would be neutral). Habitat loss during construction would be temporary as the landscaping design for the Scheme would reinstate or create similar areas of these habitats post-construction. The Scheme avoids loss of irreplaceable habitats and would achieve a net gain in habitat of approximately 4%, and a net gain in hedgerows of approximately 57.8%.</p> <p>Other Development: The Applicant's Environmental Statement (HOW Planning LLP, 2016) concludes that non-statutory designated sites will be directly impacted by the other development works. Pilsworth SBI, located 640m to the south of the west of the site boundary, has the potential to be impacted upon by pollution and hydrological changes. The assessment concludes that the risk to Pilsworth SBI is reduced by implementing best practice measures. Therefore, the impacts are negligible in the long term. Furthermore, the assessment concludes that all present habitats are considered to be of low value at local level, resulting in minor adverse impacts from the development, and mitigation (such as replacement planting) and compensation measures are expected to reduce all known effects associated with the development to either being of negligible or beneficial effect.</p> <p>Cumulative Effects: Pilsworth SBI is located between the Scheme and the other development. The Scheme would have no pathway to effect on Pilsworth Brook SBI. No significant cumulative adverse effects on biodiversity are anticipated as the Scheme would have no effect on the shared receptor, therefore there is no potential for a significant cumulative effect. In addition, both the Scheme and the other development would reinstate planting following construction and have identified opportunities for enhancements.</p>	Not significant

Aspects for CEA	Construction / Operation	Assessment of cumulative effect between the M60/M62/M66 Simister Island Interchange Scheme and the other development	Significance of cumulative effect
Population and human health (physical activity opportunities)	Construction	<p>M60/M66/M62 Simister Island Interchange: The construction of the Scheme will result temporary adverse significant effects for access to the natural environment and outdoor recreation, and quality of urban and natural environments. The Scheme will have no significant effects on accessibility for walkers and cyclists; connection to employment, services, facilities, and leisure; community severance; and employment opportunities.</p> <p>Other Development: The Applicant's transport and access assessment in the Environmental Statement (HOW Planning LLP, 2016) concludes that the construction works for the link road could impact on existing PRow and existing footpath routes at a few locations (existing footpaths Hey FP72 and Hey FP73a), the M62 J19 roundabout, and the footpath to Pilsworth Road), but states that by seeking to maintain at least one footpath connection between existing residential areas and Hareshill Road over the duration of the link road construction works, the overall impact could be managed to temporary minor adverse levels. The Applicant's Environmental Statement (HOW Planning LLP, 2016) further states that it is not anticipated that the delivery of the mixed use development would require the closure of any PRow, but it is possible that temporary or permanent diversion of existing footpath routes could be required, and concludes that any such effects are likely to be negligible in nature.</p> <p>Cumulative Effects: While there would be temporary short term impacts on PRow for both the Scheme and the other development from diversions, there are no routes that would be directly impacted by both the Scheme and the other development, and it is anticipated that the works to construct the link road will have been completed prior to the construction of the Scheme, therefore there would be no temporal overlap in PRow diversions. Therefore, no significant adverse cumulative effects are anticipated.</p>	Not significant
	Operation	<p>M60/M66/M62 Simister Island Interchange: The operation of the Scheme will result in no significant effects for access to the natural environment and outdoor recreation; connections to employment, services, facilities, and leisure; community severance; employment opportunities. The operation of the Scheme will result in permanent positive effect on health outcomes for quality of urban and natural environments.</p> <p>Other Development: The Applicant's transport and access assessment in the Environmental Statement (HOW Planning LLP, 2016) concludes that there are no significant adverse effects identified during the operational phase. The Applicant's Environmental Statement (HOW Planning LLP, 2016) also states that there are inherent design features to assist walking and cycling accessibility, and measures to maximise site accessibility by alternative transport modes to the private car, including <i>'the retention and enhancement of existing PRow and the delivery of dedicated footway / cycle-way connections to surrounding development areas'</i>.</p> <p>Cumulative Effects: There is no significant long term adverse cumulative effects anticipated for physical activity opportunities for local populations as a result of the Scheme and the other development.</p>	Not significant
Road drainage and the water environment (water quality, flood risk, groundwater)	Construction	<p>M60/M62/M66 Simister Island Interchange: The construction of the Scheme would have no significant effects on surface water (water quality, water resources or hydromorphology), flood risk or groundwater receptors (excluding groundwater dependent terrestrial ecosystems (GWDTE)) following the implementation of essential mitigation measures. The construction of the Scheme would have significant adverse effects on three GWDTE sites (Cowl Gate Farm, Castle Brook South, and Egypt Lane South).</p> <p>Other Development: The Applicant's Environmental Statement (HOW Planning LLP, 2016) concludes that there would be a minor adverse effect on flood risk during demolition and construction, with localised ponding and flooding. There would also be negligible to moderate adverse effects on surface water runoff during demolition and construction, with short term increases in run-off to receiving watercourse, silt entering watercourses, and silt entering existing ponds. With regard to contamination of controlled waters there would be a moderate beneficial effect during construction, with the implementation of mitigation.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on the road drainage and water environment as there is limited likelihood of impact from both the Scheme and the other development.</p>	Not significant
	Operation	<p>M60/M62/M66 Simister Island Interchange: The operation of the Scheme will have no significant effects on surface water (water quality, water resources or hydromorphology), flood risk or groundwater receptors (excluding three GWDTE sites, which would undergo significant adverse effects during operation). Slight beneficial residual effects would occur for existing drainage catchments where no water quality treatment of road runoff currently exists.</p> <p>Other Development: The Applicant's Environmental Statement (HOW Planning LLP, 2016) concludes that there would be a moderate beneficial residual effect on flood risk during operation. There would also be negligible to moderate beneficial effects on surface water runoff during operation. With regard to contamination of controlled waters there would be a negligible effect during operation.</p> <p>Cumulative Effects: No significant cumulative adverse effects are anticipated on the road drainage and water environment as there is limited likelihood of impact from both the Scheme and the other development.</p>	Not significant

Acronyms and initialisms

Acronym or initialism	Term
AQO	Air Quality Objective
ARN	Affected Road Network
CEA	Cumulative Effects Assessment
CL	Critical Load
EIA	Environmental Impact Assessment
GWDTE	Groundwater Dependent Terrestrial Ecosystem
ha	Hectare
LCA	Landscape Character Area
LNR	Local Nature Reserve
LVIA	Landscape and Visual Impact Assessment
m ³	Cubic meter
NO ₂	Nitrogen dioxide
PM ₁₀	Particulate matter, where the number denotes the particulate size diameter in micrometres.
PM _{2.5}	Particulate matter, where the number denotes the particulate size diameter in micrometres.
PRoW	Public Right of Way
SBI	Site of Biological Importance
ZOI	Zone of Influence

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