

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

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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?
BMBC-APP-032	Mr Hughes	71273	Pilsworth Quarry, Pilsworth Road, Bury, BL9 8QZ	Erection and operation of Material Recycling Facility.	1.00	Registered	21/10/2024	Tier 1	Setting of designated heritage assets; Hydromorphology; Population and human health (land use and community health); Landscape and visual; Biodiversity; Population and human health (physical activity opportunities); Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
BMBC-APP-033	Mr Robertson	70218	Gateway House, Pilsworth Road, Bury, BL9 8RD	Single storey extension of existing industrial unit (Class B2/B8) including recladding of the existing building roof; Externally will include storage tanks, extension to existing site access points, new service yard, additional cycle and car parking with electrical vehicle charging spaces with associated infrastructure and new external seating area.	0.50	Approved	14/05/2024	Tier 1	Geology and soils; Cultural heritage (non-designated assets and their settings); Noise and vibration (construction noise); Cultural heritage (setting of designated heritage assets); Hydromorphology; Population and human health (land use and community health); Landscape and visual; Biodiversity; Population and human health (physical activity opportunities); Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development and distance from the project.
BMBC-APP-034	Mr Orr	70583	Sedgley Park Rugby Union Football Club, Philips Park Road West, Whitefield, Manchester, M45 7DZ	Temporary installation of five cabins to create three classrooms, W/C and kitchen facilities for The College of Rugby.	1.00	Approved	11/03/2024	Tier 1	Setting of designated heritage assets; Hydromorphology; Population and human health (land use and community health); Landscape and visual; Biodiversity; Population and human health (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-035	The Prestwich Regeneration LLP	70449	Longfield Shopping Centre/Car Park, Fairfax Road Car Park and adjoining land at Bury New Road, Rectory Lane and Fairfax Road, Prestwich	Hybrid Planning Application constituting EIA Development comprising: Full application for demolition of existing buildings/structures and erection of phased mixed use development including Community Hub with flexible uses of library, offices, medical/health services (Classes F1 (a-f), F2(b), E(c), E(e), E(g)) & retail uses (Classes E(a), E(b) F2(a)) & Sui Generis (hot food takeaway & bar), new Market Hall (Classes E(a), E(b) & Sui Generis (hot food takeaway and bar)), Commercial Building with flexible uses including retail, offices, gymnasium (Classes E(a), E(b), E(c), E(d), E(g), F2(a), Travel Hub with car parking & cycle parking (Sui Generis), public square & realm, associated landscaping, car parking provision, cycle storage & associated works; and, Part Outline application (all matters reserved) - mixed use development of residential (Class C3), flexible commercial, business, service, local community & learning uses (Classes E, F) & Sui Generis (hot food takeaway & bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage & associated works.	1.50	Approved	22/01/2024	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Population and human health (physical activity opportunities); Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
BMBC-APP-036	McCarthy & Stone Retirement Lifestyles Ltd	70484	Fairways Lodge Hotel, George Street, Prestwich, Manchester, M25 9WS	Demolition of existing hotel building and erection of a block of 52 retirement living apartments including communal facilities, landscaping and car parking provision.	2.00	Awaiting decision	02/02/2024	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Population and human health (physical activity opportunities); Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the Scheme 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-037	Mr Conway	70805	Land off Fletcher Fold Road, Bury, BL9 9RX	Erection of four bungalows and a block of 39 apartments for the over 55s including communal facilities, landscaping and car parking provision.	1.50	Awaiting decision	29/05/2024	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Population and human health (physical activity opportunities); Flood risk; Water quality; Groundwater	No. Due to the nature and scale of development and distance from the Scheme it is considered unlikely that there would be significant cumulative effects.
BMBC-APP-038	Mr White	71105	Pike Fold Golf Club, Hills Lane, Whitefield, Bury, BL9 8QP	Lawful development certificate for proposed creation of new, and alterations to existing, tees, greens and bunkers on existing golf course.	0.00	Lawful development	31/10/2024	Tier 1	All topics	Yes, due to the distance from the project.
BMBC-APP-039	Mr White	70899	Pike Fold Golf Club, Hills Lane, Bury, BL9 8QP	Lawful development certificate for proposed: Creation of additional 'Hole 17a', including a new green, tee area and sand bunkers, on land currently used as a golf practice area; Creation of a new golf practice area on land currently forming part of 'Hole 17' and adjacent grassland; Creation of a new tee area for 'Hole 18'.	0.00	Lawful development	23/08/2024	Tier 1	All topics	This application for a lawful development certificate has been considered under BMBC-APP-038.
BMBC-APP-040	Northern Gateway Development Vehicle LLP	71262	Land at Heywood/Pilsworth, bounded by M66, M62, Pilsworth Road & Queen Elizabeth II Way	Request for EIA scoping opinion for proposed Northern Gateway site (JPA 1.1).	0.00	Awaiting decision	17/10/2024	Tier 2	All topics	Yes, due to the nature/scale of development and distance from the project.
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.

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-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.
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.

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-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.
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.

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-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.
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.

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-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/REM	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/ANM	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/ANM	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).
RBC-APP-015	Russell Homes (UK) Ltd	22/00500/ANM	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).

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-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).
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).

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-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.
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.

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-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.
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).

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-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.
RBC-APP-042	Indurent Management Ltd	24/00805/O UT	Plot H4, Heywood Distribution Park, Pilsworth Road, Heywood	Outline application with all matters reserved for the development of land within Use Classes E(g)(iii) (industrial processes), B2 (general industrial), B8 (storage and distribution) and removal of existing structures and hard standing and associated works.	2.00	Awaiting decision	22/08/2024	Tier 1	Setting of designated heritage assets; Landscape and visual; Biodiversity; Population and human health (physical activity opportunities); Flood risk; Water quality; Groundwater	Yes, due to the nature/scale of development.
RBC-APP-043	Northern Gateway Development Vehicle LLP	24/01039/S CO	Northern Gateway, South Heywood	Request for EIA scoping opinion for proposed Northern Gateway site (JPA 1.1).	0.00	Awaiting decision	17/10/2024	Tier 2	All topics	The scoping opinion request for JPA1.1 was submitted jointly to Bury Metropolitan Borough Council and Rochdale Borough Council. For the purposes of the assessment the scoping opinion request has been considered under ID BMBC-APP-040.
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)										
<i>Bury Metropolitan Borough Council</i>										
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.

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-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										
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.
MCC-APP-008	Mr Newland	131891/FO/2021	Land On The Corner Of Victoria Avenue And Chain Road, Manchester	Erection of 12, two storey dwellinghouses (Use Class C3a) together with the erection of a three storey building to form 20 residential apartments (Use Class C3a) with associated car parking, landscaping, boundary treatment and other associated works.	0.40km from ARN	Approved	17/03/2022	Tier 1	Air quality	No. Nature and scale of development considered unlikely to generate significant cumulative effects on air quality.
MCC-APP-009	Mr Jackson	135788/FO/2022	Former White Moss Road Day Care, Manchester, M9 6DN	Erection of 20 no. two storey residential dwellings (Class C3) with associated parking, landscaping and boundary treatment and access from Benmore Road.	0.40km from ARN	Approved	22/09/2023	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?
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.
OMBC-APP-005	Mandale Investments Limited	FUL/35074/8/23	Land South Of Greenside Way, Greengate Industrial Estate, Oldham	Erection of 3no. E(G)/B2/B8 blocks (comprising 24no. hybrid units) and formation of a new access onto Greenside Way, together with external works, landscaping, and creation of a substation and meter rooms.	0.40km from ARN	Awaiting decision (granted, subject to legal agreement)	22/11/2023	Tier 1	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?
OMBC-APP-006	The Royal London Mutual Insurance Society Ltd	FUL/35196/2/23	Findel Complex - Land East Of Greengate, Oldham, M24 1UD	Demolition of all existing buildings and structures and the redevelopment of the site comprising the erection of commercial units within Use Class B2, B8 and Class E (g) (iii), associated parking, landscaping and infrastructure including the recladding of the existing party wall.	0.00km from ARN	Approved	22/02/2024	Tier 1	Air quality	Yes, due to the nature/scale of development and distance from the ARN. EIA screening request submitted 09/09/2022 (ID OMBC-APP-004).
OMBC-APP-007	Mr Foden	FUL/35121/8/23	Land East Of Albert Street, Hollinwood, Oldham, OL8 3QR	Demolition of the gas holder, erection of employment development comprising five units (Use Class E(g) (ii) (iii) / B2 / B8 Uses) with ancillary E (g) (i) office space, car parking and vehicular, pedestrian circulation with access onto Olive Claydon Way.	0.00km from ARN	Approved	16/11/2023	Tier 1	Air quality	Yes, due to the nature/scale of development.
Rochdale Borough Council										
RBC-APP-031	Moto Hospitality Ltd	17/01269/FUL	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/FUL	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/SO	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/SO	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.

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-035	Gleeson Homes	20/00423/AM	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/FUL	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.
RBC-APP-037	St Cuthberts Rc Business And Enterprise College	16/01490/FUL	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/FUL	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/SO	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/OUT	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.
RBC-APP-044	Balance Power Projects Limited	24/00043/FUL	Land Off Dig Gate Lane, Dig Gate Lane, Kingsway Business Park, Rochdale	Proposed development of a battery energy storage system with associated infrastructure and access.	0.03km from ARN	Awaiting decision	29/02/2024	Tier 1	Air quality	Yes, due to the nature/scale of development and distance from the ARN.

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-045	Mr T Smith	23/01213/FUL	Rhodes Business Park, Silburn Way, Middleton, Rochdale, M24 4NE	Erection of 1no. unit (Use Class B2/B8/E(g) (General Industry/Storage & Distribution/Commercial) together with associated service yard, car parking and landscaping.	0.15km from ARN	Approved	24/11/2024	Tier 1	Air quality	Yes, due to the nature/scale of development and distance from the ARN.
Salford City Council										
SCC-APP-001	Mandi Lamb	22/79410/FUL	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*.
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*.

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-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*.
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*.

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-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*.
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*.

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-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.
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*.

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-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*.
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*.

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-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*.
Bury Metropolitan Borough Council / Rochdale Borough Council										
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*.
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 Pilsworth	Places for Everyone (2021 2024) 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*. IDs BMBC-APP-040 and RBC-APP-043 (scoping opinion requests) have been brought forward on this development allocation site.
BMBC-ALL-021	Bury Metropolitan Borough Council / Rochdale Borough Council	N/A	Simister and Bowlee	Places for Everyone (2021 2024) JPA1.2 1,550 homes in total 97ha	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-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*.
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*.

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?
										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~~³² 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?
BMBC-APP-032	71273	Erection and operation of Material Recycling Facility	1.00	There is potential for a temporal overlap with the Scheme. Planning permission has not yet been determined, however the works granted planning permission under application reference 69956 have commenced.	The planning application was submitted to regularise a materials recovery facility (MRF) that is currently under construction (planning application reference 69956). The MRF that is currently under construction has been considered in the CEA under ID BMBC-APP-030, and this application was not progressed to Stage 3/4 of the cumulative effects assessment on the basis that it was considered unlikely that there would be significant cumulative effects. Paragraph 7.5 of the Supporting Planning Statement (Egniol Planning Ltd, 2024) for the revised MRF states that 'whilst the proposed amendments to the MRF have been considered to be 'material' and therefore warrant the submission of a full planning application to regularise the situation [...] the supporting information provided also concludes that features of landscape, hydrological, or ecological importance will not be affected. It is also concluded that the proposed development will not increase flooding events.' Appendix 2 of the Supporting Planning Statement (Egniol Planning Ltd, 2024) also states that 'It is not considered that the material differences that warrant a full planning application would result in significant effects and therefore the development remains non-EIA'. On this basis, it is considered that it remains unlikely that there would be significant cumulative effects and this development is not progressed to Stages 3/4.	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-033	70218	Single storey extension of existing industrial unit (Class B2/B8) including recladding of the existing building roof; Externally will include storage tanks, extension to existing site access points, new service yard, additional cycle and car parking with electrical vehicle charging spaces with associated infrastructure and new external seating area	0.50	Yes, there is potential for a temporal overlap with the Scheme. Planning permission was granted in May 2024. The decision note states that the development must be begun not later than three years beginning with the date of the permission (i.e. by May 2027).	The proposed development would cover an area of approximately 1.52ha, which is greater than the threshold of 0.5ha in EIA Regulations 2017, Schedule 2 for industrial estate development projects. However, the proposed development is located on an existing industrial estate, and the proposals comprise an extension to a single storey extension to an existing industry unit and associated works and would therefore not be expected to change the land use or character of the area. It is expected that the developer would adopt best practice construction measures and comply with legislation and guidance to minimise impacts. Therefore, it is 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?
BMBC-APP-035	70449	Hybrid Planning Application constituting EIA Development comprising: Full application for demolition of existing buildings/structures and erection of phased mixed use development including Community Hub with flexible uses of library, offices, medical/health services (Classes F1 (a-f), F2(b), E(c), E(e), E(g)) & retail uses (Classes E(a), E(b) F2(a)) & Sui Generis (hot food takeaway & bar), new Market Hall (Classes E(a), E(b) & Sui Generis (hot food takeaway and bar)), Commercial Building with flexible uses including retail, offices, gymnasium (Classes E(a), E(b), E(c), E(d), E(g), F2(a), Travel Hub with car parking & cycle parking (Sui Generis), public square & realm, associated landscaping, car parking provision, cycle storage & associated works; and, Part Outline application (all matters reserved) - mixed use development of residential (Class C3), flexible commercial, business, service, local community & learning uses (Classes E, F) & Sui Generis (hot food takeaway & bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage & associated works	1.50	Yes, there is potential for a temporal overlap with the Scheme. Planning permission was granted in September 2024. Paragraph 4.93 of Chapter 4 of the applicant's Environmental Statement (Asteer Planning, 2024) states that 'The overall enabling, demolition and construction works programme is anticipated to be completed by 2031, commencing in 2024 and with first occupation expected in 2025 (within Phase 1) and full occupation in 2031 (of both Phase 1 and Phase 2).'	There is potential for significant cumulative effects on some topics within the ZOI. The development is an EIA development and an Environmental Statement has been prepared for the hybrid application.	N/A	Yes.

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-038	71105	Lawful development certificate for proposed creation of new, and alterations to existing, tees, greens and bunkers on existing golf course.	0.00	Unlikely. The golf course works are anticipated to be undertaken in advance of construction works commencing for the Scheme.	The officer's report for this application states that some of the proposed works would not constitute development and whilst some of the works might be considered to be development they are so minor in scope and impact that they can be considered to be de minimis and therefore would not require planning permission. There is no change of use of land or buildings proposed as part of the works, nor is there any other operational development or building works. There are no significant changes to ground levels and no hedgerows are proposed to be removed. There would be minimal tree clearance required to facilitate the works. On the basis that the works are very minor in scope and impact it is considered unlikely that there would be significant cumulative effects.	N/A	No.
BMBC-APP-040	71262	Request for EIA scoping opinion for proposed Northern Gateway site (JPA 1.1)	0.00	There is potential for a temporal overlap with the Scheme should a planning application in line with the development's scoping request is submitted and planning permission is granted. Paragraph 4.29 of the applicant's Scoping Report (Turley, 2024) states that 'site preparation and construction of the Project for Assessment is anticipated to commence in 2026, with the construction being completed over 19 years. The Project for Assessment will be fully operational in 2045.'	There is potential for significant cumulative effects due to the nature/scale of development and distance from the Scheme. The development is an EIA development and Scoping Report has been prepared for this scoping opinion request.	N/A	Yes.
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.

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-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/limit (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>
RBC-APP-044	24/00043/FUL	Proposed development of a battery energy storage system with associated infrastructure and access.	0.03km from ARN	There is potential for a temporal overlap should planning permission be granted. Paragraph 3.9.1 of the applicant's Planning and Design and Access Statement (Axis, 2024) states that construction is anticipated to take up to 6-7 months. It is, however, not known when construction would commence following grant of planning permission.	Battery storage projects are not specifically defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Paragraph 1.3.2 of the applicant's Planning and Design and Access Statement (Axis, 2024) states that the relevant threshold is Schedule 2, Part 3 'Energy Industry' Section (a) 'Industrial installations for the production of electricity, steam and hot water' to which the specified threshold is: "the area of development exceeds 0.5 hectares." even though this relates to 'generation / production' rather than 'storage'. Paragraph 1.3.2 further states that although the project exceeds the threshold, further assessment contained in the Planning and Design and Access Statement demonstrates that it would not result in significant environmental effects. It is therefore considered unlikely that the scale and nature of development would lead to significant effects.	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 (both with and without the Scheme in place), are in the region of 19.9µg/m³ for NO₂, and 13.7µg/m³ PM₁₀. There is no change in concentrations with the scheme in place.	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.

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-045	23/01213/FUL	Erection of 1 no. unit (Use Class B2/B8/E(g) (General Industry/Storage & Distribution/Commercial) together with associated service yard, car parking and landscaping.	0.15km from ARN	There is potential for a temporal overlap. The decision notice for 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 November 2027).	The development would create approximately 0.19ha of new floorspace, which is below the relevant threshold of 0.5ha in EIA Regulations 2017, Schedule 2 10(b)(i) for industrial estate development projects. The development is also located on an existing business park, and would not lead to a change in character or land use of the area. It is therefore considered unlikely that the scale and nature of development would lead to significant effects.	<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, closer to the M60, (both with and without the Scheme in place), are in the region of 19.4µg/m³ for NO₂, and 14.1µg/m³ PM₁₀. There is no change in concentrations during construction.</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, closer to the M60, (both with and without the Scheme in place), are in the region of 18.7-18.8µg/m³ for NO₂, and 14.1µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum change is 0.1µg/m³ for NO₂ and 0.0µg/m³ for PM₁₀).</p>	No. Existing receptors results for 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 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-005	FUL/350748/23	Erection of 3no. E(G)/B2/B8 blocks (comprising 24no. hybrid units) and formation of a new access onto Greenside Way, together with external works, landscaping, and creation of a substation and meter rooms	0.40km from ARN	There is potential for a temporal overlap. The decision notice for 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 November 2026).	The development would create approximately 0.36ha of new floorspace, which is below the relevant threshold of 0.5ha in EIA Regulations 2017, Schedule 2 10(b)(i) for industrial estate development projects. The development is also located on an existing industrial estate, and would not lead to a change in character or land use of the area. It is therefore considered unlikely that the scale and nature of development would lead to significant effects.	<p>The applicant's air quality assessment (DeltaSimons, 2023) indicates a negligible increase of up to 0.1ug/m³ locally for concentrations of NO₂.</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 – 25.4ug/m³ for NO₂, and 13.9 – 14.7ug/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 0.2ug/m³ for NO₂ and 0.0ug/m³ for PM₁₀).</p> <p>The development is located in the same area as OMBC-APP-006 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>No.</p> <p>Existing receptors results for operation are substantially lower than the relevant AQOs/limit values/limit (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects.</p> <p>On assessment of this development cumulatively with the additional other development OMBC-APP-006 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?
OMBC-APP-006	FUL/351962/23	Demolition of all existing buildings and structures and the redevelopment of the site comprising the erection of commercial units within Use Class B2, B8 and Class E (g) (iii), associated parking, landscaping and infrastructure including the recladding of the existing party wall.	0.00km from ARN	There is potential for a temporal overlap. The decision notice for 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 February 2027).	An EIA screening request was submitted 09/09/2022 (ID OMBC-APP-004). The screening opinion by Oldham Metropolitan Borough Council confirmed that the development is not considered to be EIA development. It is therefore considered unlikely that the scale and nature of development would lead to significant effects.	The applicant's air quality assessment (Buro Happold, 2023) indicates insignificant air quality impacts. 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 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). The development is located in the same area as OMBC-APP-005 so cumulative impacts could be an issue, however, as concentrations are already low in this area it is unlikely to be an issue.	No. Existing receptors results for operation are substantially lower than the relevant AQOs/limit values/limit (i.e. <90%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects. On assessment of this development cumulatively with the additional other development OMBC-APP-005 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.

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-007	FUL/351218/23	Full planning application for the demolition of the gas holder, erection of employment development comprising five units (Use Class E(g) (ii) (iii) / B2 / B8 Uses) with ancillary E (g) (i) office space, car parking and vehicular, pedestrian circulation with access onto Olive Claydon Way	0.00km from ARN	There is potential for a temporal overlap. The decision notice for 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 November 2026).	Paragraph 5.8 of the applicant's Planning Statement (Spawforths, 2023) states that an EIA Screening Report was submitted to the council and the council 'is satisfied that the development would not have significant, or wider than local environmental effects, and the proposal would not therefore in any event constitute development for which an Environmental Statement would be required.' It is therefore considered unlikely that the scale and nature of development would lead to significant effects.	The applicant's air quality assessment (Hydrock Consultants Ltd, 2023) indicates a negligible increase of up to 0.1ug/m³ locally for concentrations of NO₂. 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 region of 22.0 – 36.2ug/m³ for NO₂, and 13.7 – 17.9ug/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 0.1ug/m³ for NO₂ and 0.0ug/m³ for PM₁₀).	No. Existing receptors results for operation are substantially lower than the relevant AQOs/limit values/target (i.e. <95%) in the area therefore it is unlikely that even with additional traffic there would be any significant cumulative effects.

3.1.2 At the end of Stage 2 (Shortlist), ~~two~~ [four](#) 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](#)
- [BMBC-APP-035](#)
- [BMBC-APP-040](#)

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/M62/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment <u>during construction</u>, with only two seven assets undergoing experiencing a slight adverse residual effect: <u>designated heritage assets - Brick Farmhouse (NHLE 1067266) and Heaton Park registered park Registered Park and garden Garden (NHLE 1000854) and</u>; <u>archaeological assets - the site of a possible oven (HER 3921.1.0), the site of two structures south of Mode Hill Lane (HER 3919.1.0) and the site of former structures off Corday Lane (HER 3915.1.0); and non-designated historic building-of buildings - Cold Gate Farm (HER 3918.1.0) and Droughts Farm (HER 3934.1.0).</u></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/M62/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment <u>during operation</u>, with only two assets undergoing experiencing 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/M62/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 18 of the 29 30 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 '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>	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>M60/M62/M66/M62 Simister Island Interchange: The operation of the Scheme would result in significant adverse effects at 4617 of the 2930 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 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>	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 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/M662 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>	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>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>	
<p>Population and human health (land use and community health)</p>	<p>Construction</p>	<p>M60/M62/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>	<p>Not significant</p>
	<p>Operation</p>	<p>M60/M62/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>	<p>Not significant</p>
<p>Population and human health (physical activity opportunities)</p>	<p>Construction</p>	<p>M60/M62/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>	<p>Not significant</p>
	<p>Operation</p>	<p>M60/M62/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>	<p>Not significant</p>
<p>Road drainage and the water environment (hydromorphology; flood risk; water quality; groundwater)</p>	<p>Construction</p>	<p>M60/M62/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>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
		<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>	
	Operation	<p>M60/M62/M66/M62 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 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
<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/M62/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment <u>during construction</u>, with only two seven assets undergoing experiencing a slight adverse residual effect: <u>designated heritage assets - Brick Farmhouse (NHLE 1067266) and Heaton Park Registered Park and Garden (NHLE 1000854)</u> and; <u>archaeological assets - the site of a possible oven (HER 3921.1.0), the site of two structures south of Mode Hill Lane (HER 3919.1.0) and the site of former structures off Corday Lane (HER 3915.1.0); and non-designated historic building-of buildings - Cold Gate Farm (HER 3918.1.0) and Droughts Farm (HER 3934.1.0).</u></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/M62/M66/M62 Simister Island Interchange: The Scheme would have minimal impact on the historic environment <u>during operation</u>, 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/M62/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 18 of the 29 30 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/M62/M66/M62 Simister Island Interchange: The operation of the Scheme would result in significant adverse effects at 4617 of the 2930 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/M62/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/M62/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

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-035: The Prestwich Regeneration LLP, Prestwich Regeneration (planning application reference 70449)</p> <p>Description: Hybrid Planning Application constituting EIA Development comprising: Full application for demolition of existing buildings/structures and erection of phased mixed use development including Community Hub with flexible uses of library, offices, medical/health services (Classes F1 (a-f), F2(b), E(c), E(e), E(g)) & retail uses (Classes E(a), E(b) F2(a)) & Sui Generis (hot food takeaway & bar), new Market Hall (Classes E(a), E(b) & Sui Generis (hot food takeaway and bar)), Commercial Building with flexible uses including retail, offices, gymnasium (Classes E(a), E(b), E(c), E(d), E(g), F2(a), Travel Hub with car parking & cycle parking (Sui Generis), public square & realm, associated landscaping, car parking provision, cycle storage & associated works; and, Part Outline application (all matters reserved) - mixed use development of residential (Class C3), flexible commercial, business, service, local community & learning uses (Classes E, F) & Sui Generis (hot food takeaway & bar), engineering works to Rectory Lane, new public realm, associated landscaping, car parking provision, cycle storage & associated works.</p> <p>Distance from the Scheme Order Limits: 1.5km.</p> <p>Temporal overlap: There is potential for a temporal overlap with the Scheme. Planning permission was granted in September 2024. Paragraph 4.93 of Chapter 4 of the applicant's Environmental Statement (Asteer Planning, 2024) states that 'The overall enabling, demolition and construction works programme is anticipated to be completed by 2031, commencing in 2024 and with first occupation expected in 2025 (within Phase 1) and full occupation in 2031 (of both Phase 1 and Phase 2).'</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 (Asteer Planning, 2024) and supporting environmental documentation referenced below.</p>			
<p>Cultural heritage (setting of designated heritage assets)</p>	<p>Construction</p>	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have minimal impact on the historic environment during construction, with seven assets experiencing a slight adverse residual effect: designated heritage assets - Brick Farmhouse (NHLE 1067266) and Heaton Park Registered Park and Garden (NHLE 1000854); archaeological assets - the site of a possible oven (HER 3921.1.0), the site of two structures south of Mode Hill Lane (HER 3919.1.0) and the site of former structures off Corday Lane (HER 3915.1.0); and non-designated historic buildings - Cold Gate Farm (HER 3918.1.0) and Droughts Farm (HER 3934.1.0).</p> <p>Other Development: The applicant's Environmental Statement (Asteer Planning, 2024) does not contain an assessment of effects on heritage assets. The applicant's Scoping Report (Asteer Planning, 2023) scoped out built heritage and archaeology from the Environmental Statement. However, the applicant has submitted a Heritage Statement (Stephen Levrant Heritage Architecture Ltd, 2024). No construction impacts have been highlighted in the Heritage Statement (Stephen Levrant Heritage Architecture Ltd, 2024) or consultee responses to the application, which focus on operational impacts.</p> <p>Cumulative Effects: There are no heritage assets identified which would experience adverse effects due to the Scheme and the other development. Therefore there is no potential for cumulative effects.</p>	<p>Not significant</p>
	<p>Operation</p>	<p>M60/M62/M66 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 (Asteer Planning, 2024) does not contain an assessment of effects on heritage assets. The applicant's Scoping Report (Asteer Planning, 2023) scoped out built heritage and archaeology from the Environmental Statement. However, the applicant has submitted a Heritage Statement (Stephen Levrant Heritage Architecture Ltd, 2024). Table 4 of the applicant's Heritage Statement (Stephen Levrant Heritage Architecture Ltd, 2024) identifies that there would be negligible adverse effects on the setting of Church of St March the Virgin and Our Lady of Grace Church, Hall and Presbytery. All other effects on setting are assessed as either neutral or negligible beneficial.</p> <p>Cumulative Effects: There are no heritage assets identified which would experience adverse effects due to the Scheme and the other development. Therefore there is no potential for cumulative effects.</p>	<p>Not significant</p>
<p>Landscape and visual</p>	<p>Construction</p>	<p>M60/M62/M66 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 18 of the 30 representative viewpoints. The remaining receptors would experience no significant effects as a result of the Scheme construction.</p> <p>Other Development: Paragraph 7.175 of Chapter 7 Townscape and Visual of the applicant's Environmental Statement (Asteer Planning, 2024) concludes that, 'the proposals do result in some significant adverse effects on a small number of visual receptors and townscape receptors during the enabling, demolition and construction works. However, these receptors are limited to a small geographical area, immediately adjoining the site, and are temporary in nature.'</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
		<p>Cumulative Effects: There is no combined landscape/townscape effect or intervisibility between the Scheme and the other development given the location and distance of the other development in relation to the Scheme. Therefore, no significant adverse cumulative effects are anticipated.</p>	
	<p><u>Operation</u></p>	<p>M60/M62/M66 Simister Island Interchange: The operation of the Scheme would result in significant adverse effects at 17 of the 30 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: Paragraph 7.176 of Chapter 7 Townscape and Visual of the applicant's Environmental Statement (Asteer Planning, 2024) concludes that, 'townscape character effects are beneficial once the Proposed Development is completed and operational with effects being Significant [beneficial] on a number of identified townscape receptors.' Additionally, 'the assessment has identified beneficial effects on a number of views which are immediately adjacent to the site which are Significant.'</p> <p>Cumulative Effects: There is no combined landscape/townscape effect or intervisibility between the Scheme and the other development given the location and distance of the other development in relation to the Scheme. Therefore, no significant adverse cumulative effects are anticipated.</p>	<p><u>Not significant</u></p>
<p><u>Biodiversity</u></p>	<p><u>Construction</u></p>	<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 Scoping Report (Asteer Planning, 2023) proposed to scope out biodiversity from the Environmental Statement. The applicant's Scoping Report (Asteer Planning, 2023) confirms that the site is not located within or adjacent to any statutory or non-statutory designated ecological sites with the nearest SSSI, Ashclough SSSI located 5.1km to the north-west and the nearest non-statutory designated site, Prestwich Clough SBI located around 370m to the south. The applicant's Ecological Impact Assessment (Tyler Grange, 2024) determined the site is predominantly comprised of habitats of negligible ecological value, with some habitats of low ecological value. The applicant's Ecological Impact Assessment (Tyler Grange, 2024) identified potential for bats and birds which were valued at being of local importance, but concludes that no impacts are anticipated as long as standard best practice measures are followed.</p> <p>Cumulative Effects: Effects from the other development would be very localised and limited to a small number of ecological receptors including birds, trees and foraging and commuting bats. Due to the distance between the Prestwich Regeneration site and the Scheme, it is assessed the effects of both projects would be highly unlikely to affect the same individual animals and therefore there would be no potential for cumulative effects.</p>	<p><u>Not significant</u></p>
	<p><u>Operation</u></p>	<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: As noted under the Construction section for Biodiversity, biodiversity is scoped out of the applicant's Environmental Statement (Asteer Planning, 2024) due to a lack of potential effects on biodiversity receptors. The applicant is predicting an overall 40% biodiversity net gain.</p> <p>Cumulative Effects: There are no joint receptors relating to the air quality assessments for both the Scheme and the other development, and therefore there is no potential for cumulative effects due to operational air quality impacts on biodiversity receptors. Due to the limited number of biodiversity receptors impacted by the other development, and the distance between the other development and the Scheme, there is no potential for other cumulative effects on biodiversity receptors during operation. Both the Scheme and the other development would result in a net gain of habitats.</p>	<p><u>Not significant</u></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
Population and human health (physical activity opportunities)	Construction	<p>M60/M62/M66 Simister Island Interchange: The construction of the Scheme will 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 applicant's Environmental Statement (Asteer Planning, 2024) provides an assessment of socio-economics while a standalone Health Impact Assessment (HIA) has also been submitted with the application (Amion Consulting, 2024). Since the socioeconomic assessment focuses on matters such as employment and spend, the HIA has been the focus of the cumulative effects assessment. The HIA refers to the applicant's Environmental Statement (Asteer Planning, 2024) and notes that there would be an Air Quality and Dust Management Plan (forming part of a Construction Environmental Management Plan/Construction Logistics Plan) in place and the implementation of best practice mitigation controls 'can ensure any potential adverse effects would not be significant'. It also notes that there are measures in place to minimise the noise and vibration impact from traffic and commercial uses on nearby noise sensitive properties and that the Construction Environmental Management Plan sets out noise mitigation measures. It is reasonable to assume that even with mitigation in place, the construction of the project has potential to have localised effects on the urban environment for nearby communities (those in St Mary's Ward, off Bury New Road south of junction 17 and those alongside and west of the Bury Line railway) such as through a combination of local impacts of construction noise, traffic, dust and other disruption, albeit that the mitigation proposed in the Environmental Statement would minimise these impacts.</p> <p>Cumulative Effects: It is considered unlikely that there would be significant cumulative effects on population and human health as those communities most likely to be affected by construction effects on quality of urban environment by the other development would be least likely to be affected by the Scheme. There would be very little overlap of neighbourhoods affected and no likelihood of cumulative effects relating to footpath diversions or closures since the other development would affect different routes (in an urban setting) and the communities most affected by the other development would most likely access Philips Park or Heaton Park as nearer locations of open green space which would not be affected by either development.</p>	Not significant
	Operation	<p>M60/M62/M66 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 HIA (Amion Consulting, 2024) identifies improvements to the urban realm which would be beneficial to health, for example through improved pedestrian and cycle connections and pedestrian friendly layouts supporting active travel and improved social interaction.</p> <p>Cumulative Effects: It is considered unlikely that there would be significant cumulative effects on population and human health as the nature of the projects' effects on health differ. The Scheme is expected to be relatively neutral on the matters that the other development will positively influence, therefore there is no potential for cumulative effects.</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 (Asteer Planning, 2024) does not include a chapter relating to the assessment of impacts to the water environment. The applicant's Scoping Report (Asteer Planning, 2023) scoped out flood risk and drainage from the Environmental Statement as it was considered in paragraph 12.6 that 'effects on the water environment are minimal and not considered significant in EIA terms'. A standalone Flood Risk Assessment and Drainage Strategy (Civic Engineers, 2024) is provided. This document indicates that the development is located within Flood Zone 1 and is within the low-risk area for reservoir, groundwater and surface water flooding. There are no watercourses within the immediate vicinity of the site. The site is currently served by a combined sewer and the intention is to replicate the existing regime by discharging to the combined sewer.</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 during construction 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>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 (Asteer Planning, 2024) does not include a chapter relating to the assessment of impacts to the water environment. The applicant's Scoping Report (Asteer Planning, 2023) scoped out flood risk and drainage from the Environmental Statement as it was considered in paragraph 12.6 that <i>'effects on the water environment are minimal and not considered significant in EIA terms'</i>. A standalone Flood Risk Assessment and Drainage Strategy (Civic Engineers, 2024) is provided. This document indicates that the development is located within Flood Zone 1 and is within the low-risk area for reservoir, groundwater and surface water flooding. There are no watercourses within the immediate vicinity of the site. The site is currently served by a combined sewer and the intention is to replicate the existing regime by discharging to the combined sewer.</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 during operation 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 BMBC-APP-040: Northern Gateway Development Vehicle LLP, Northern Gateway JPA 1.1 (application reference 71262)</p> <p>Description: Request for EIA scoping opinion for proposed Northern Gateway site (JPA 1.1). JPA 1.1 is defined in the adopted Places for Everyone Plan (Greater Manchester Combined Authority, 2024) as a total of around 1,200,000 sqm of industrial and warehousing space (with around 935,000 sqm being delivered within the plan period), around 1,200 new homes, and supporting and ancillary services and facilities. The 'Project for Assessment' defined in the Applicant's Scoping Report (Turley, 2024) comprises the JPA 1.1 allocation (excluding the consented South Heywood development (which is planning application reference 16/01399/HYBR) alongside the potential supporting highways infrastructure (including the Pilsworth Road highways improvements, works to Junction 3 of the M66 and any remodelling works associated with the M62).</p> <p>Distance from the Scheme Order Limits: 0.0km.</p> <p>Temporal overlap: There is potential for a temporal overlap with the Scheme should a planning application in line with the proposed development's scoping request is submitted and planning permission is granted. Paragraph 4.29 of the applicant's Scoping Report (Turley, 2024) states that Site preparation and construction of the Project for Assessment is anticipated to commence in 2026, with the construction being completed over 19 years. The Project for Assessment will be fully operational in 2045. Paragraph 4.5 of the applicant's Scoping Report (Turley, 2024) notes, with regard to construction phasing, that construction will be progressed in a phased manner, although the phasing is not known at this stage. It is assumed that enabling works and earthworks are likely to occur over one or more spatial zones at the same time; and construction over one or more spatial zone may occur concurrently.</p> <p>Relevant ZOIs: All topics except for material assets and waste and climate (which are scoped out of the CEA (see paragraph 15.4.5 of Chapter 15: Assessment of Cumulative Effects of the Environmental Statement (TR010064/APP/6.1) for further details).</p> <p>Information used: As a Tier 2 development, the amount of information available for the CEA is limited, given that a planning application, with associated Environmental Statement, has not yet been submitted to the relevant planning authorities. The summary of the other development assessment is based on the applicant's Scoping Report (Turley, 2024) which provides a high-level scoping assessment based on outline details for the 'Proposed Scheme' ('the development for which outline planning permission is sought through the Application') and the 'Project for Assessment' ('the wider, comprehensive development project including the facilitating infrastructure'). For a number of topics, such as agriculture and noise and vibration, baseline surveys are ongoing and have not been incorporated into the scoping assessment. The applicant's Scoping Report (Turley, 2024), as stated in paragraph 1.5, assesses a much wider area than the future application boundary, which is not finalised at this stage. Therefore, there it is possible that potential impacts could reduce from those identified within the applicant's Scoping Report (Turley, 2024) once the design and mitigation for the future application are refined and baseline surveys have been undertaken and assessed. Where appropriate in this CEA, cumulative effects are assessed as 'potentially significant', however it is noted that these conclusions are uncertain based on the scoping assessment due to the level of detail available and absence of an assessment of likely significant effects that would be available in an Environmental Statement submitted as part of a planning application. It is expected that the relevant planning application submission for the Northern Gateway JPA1.1 site will be accompanied by an Environmental Statement containing an assessment of cumulative effects with other development, including the Scheme.</p>			
Air quality	Construction	<p>M60/M62/M66 Simister Island Interchange: 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 95% 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 the potential Northern Gateway development (both with and without the construction), are in the region of 15.6-36.5µg/m³ for NO₂, and 12.9-17.4µg/m³ PM₁₀. There is either no change or a reduction in concentrations during construction for the receptors in the vicinity of the potential Northern Gateway development. It should be noted that only existing residential locations have been assessed in the vicinity of Northern Gateway.</p> <p>Other Development: The applicant's Scoping Report (Turley, 2024) has scoped in, for the Environmental Statement, effects on sensitive receptors due to changes to concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of emissions from development generated traffic during construction. However, as explained in Section 9.17 and Table 9.1 of the applicant's Scoping Report (Turley, 2024) any future and existing sensitive receptors should be assessed as part of the EIA process for any actual development within the Northern Gateway development area. Section 9 also explains that dust mitigation will be included within a Construction Environmental Management Plan.</p> <p>Cumulative Effects: There is the potential for overlapping construction study areas for road traffic and dust. However, in general the impact of the Scheme on air quality from road traffic during construction is a reduction or no change, therefore, any additional traffic from Northern Gateway during the same period is likely to be offset by the reduction. This is therefore likely to be insignificant overall. Dust impacts from both the Scheme and Northern Gateway will be mitigated through best practice construction dust measures and therefore, assuming appropriate mitigation is in place, the impacts from dust during construction should be insignificant. Effects on air quality will need to be assessed via the EIA process as part of any future detailed planning application.</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>M60/M62/M66 Simister Island Interchange: 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 the potential Northern Gateway development (both with and without the Scheme in place), are in the region of 15.0-35.3µg/m³ for NO₂, and 12.9-17.4µg/m³ PM₁₀ and all modelled changes in these respective pollutants, if any, are increases. All modelled increases however are classed as 'imperceptible' (maximum change is 0.4µg/m³ for NO₂ and 0.1µg/m³ for PM₁₀). It should be noted that only existing residential locations have been assessed in the vicinity of Northern Gateway.</p> <p>Other Development: The applicant's Scoping Report (Turley, 2024) has scoped in, for the Environmental Statement, effects on sensitive receptors due to changes to concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of emissions from development generated traffic during operation, and effects due to exposure to elevated NO₂, PM₁₀ and PM_{2.5} concentrations associated with vehicle exhaust emissions on the local road network. However, as explained in Section 9.17 and Table 9.1 of the applicant's Scoping Report (Turley, 2024), any future and existing sensitive receptors should be assessed as part of the EIA process for any actual development within the Northern Gateway development area.</p> <p>Cumulative Effects: There is the potential for overlapping operational impacts from road traffic on receptors (i.e. traffic on the M60, M66 and M62 and receptors close to these motorways). Therefore, this is assessed as potentially significant but uncertain based on the scoping assessment. Effects on air quality will need to be assessed via the EIA process as part of any future detailed planning application.</p>	<p>Potentially significant but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.</p>
Cultural heritage	Construction	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have minimal impact on the historic environment during construction, with seven assets experiencing a slight adverse residual effect during construction: designated heritage assets - Brick Farmhouse (NHLE 1067266) and Heaton Park Registered Park and Garden (NHLE 1000854); archaeological assets - the site of a possible oven (HER 3921.1.0), the site of two structures south of Mode Hill Lane (HER 3919.1.0) and the site of former structures off Corday Lane (HER 3915.1.0); and non-designated historic buildings - Cold Gate Farm (HER 3918.1.0) and Droughts Farm (HER 3934.1.0).</p> <p>Other Development: Chapter 14 of the applicant's Scoping Report (Turley, 2024) has proposed to scope out effects on designated archaeological assets from truncation, disturbance, or removal of designated archaeological assets. Effects on unknown archaeological remains are proposed to be scoped into the Environmental Statement. Chapter 15 of the applicant's Scoping Report (Turley, 2024) has proposed to scope in effects on the significance of heritage assets as a result of change to their settings during construction and operation. This includes Brick Farmhouse (NHLE 1067266) and Heaton Park Registered Park and Garden (NHLE 1000854). Paragraph 5.26 of the applicant's Scoping Report Appendix 15.1 Initial Heritage Appraisal (Turley, 2024) states that 'Development of the Site will be experienced from Brick Farmhouse and reduce its rural setting. There is potential for the impact on the significance of the listed building to constitute a significant environmental effect'. Three mitigation measures are proposed to reduce potential impacts on Brick Farmhouse. With regard to Heaton Park Registered Park and Garden, paragraphs 5.32 and 5.33, respectively, state that 'given the intervening distance and limited glimpsed views, the contribution the Site makes to the significance of these assets is likely to be limited' however 'given the sensitivity of the Temple, due to its grade II* listing and the contribution made by its setting to significance, it is recommended that at this stage Heaton Park and the Temple are scoped into the Built Heritage ES Chapter.'</p> <p>Cumulative Effects: Brick Farmhouse (NHLE 1067266) and Heaton Park Registered Park and Garden (NHLE 1000854) are shared receptors that have been identified as likely to experience adverse effects from the Scheme and the other development. There is potential for temporary significant adverse cumulative effects on the setting of Brick Farmhouse during construction, should both the Scheme and the other development be under construction at the same time. Brick Farmhouse is located approximately 330m from the Scheme works to construct Pond 1. In contrast, Brick Farmhouse is located within the red line boundary for the other development. The potential significance of cumulative effects is, however, uncertain given that a detailed assessment has not yet been undertaken for the other development. Given the respective distances of Brick Farmhouse from the Scheme and the other development, it is considered that it is the other development that has potential to generate the majority of any significant adverse cumulative effects.</p>	<p>Potentially significant but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.</p>
	Operation	<p>M60/M62/M66 Simister Island Interchange: The Scheme would have minimal impact on the historic environment during operation, with only two assets experiencing a slight adverse residual effect during operation: Heaton Park Registered Park and Garden (NHLE 1000854) and the non-designated historic building of Cold Gate Farm (HER 3918.1.0).</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
		<p>Other Development: Chapter 14 of the Applicant's Scoping Report (Turley, 2024) has proposed to scope out effects on designated archaeological assets from truncation, disturbance, or removal of designated archaeological assets. Effects on unknown archaeological remains are proposed to be scoped into the Environmental Statement. Chapter 15 of the Applicant's Scoping Report (Turley, 2024) has proposed to scope in effects on the significance of heritage assets as a result of change to their settings during construction and operation. This includes Brick Farmhouse (NHLE 1067266) and Heaton Park Registered Park and Garden (NHLE 1000854). Paragraph 5.26 of the applicant's Scoping Report Appendix 15.1 Initial Heritage Appraisal (Turley, 2024) states that 'Development of the Site will be experienced from Brick Farmhouse and reduce its rural setting. There is potential for the impact on the significance of the listed building to constitute a significant environmental effect'. Three mitigation measures are proposed to reduce potential impacts on Brick Farmhouse. With regard to Heaton Park Registered Park and Garden, paragraphs 5.32 and 5.33, respectively, state that 'given the intervening distance and limited glimpsed views, the contribution the Site makes to the significance of these assets is likely to be limited' however 'given the sensitivity of the Temple, due to its grade II* listing and the contribution made by its setting to significance, it is recommended that at this stage Heaton Park and the Temple are scoped into the Built Heritage ES Chapter.'</p> <p>Cumulative Effects: The Scheme would have a neutral effect on the setting of Brick Farmhouse (NHLE 1067266) during operation, therefore there is no potential for cumulative effects on the setting of this heritage asset during operation. Heaton Park Registered Park and Garden (NHLE 1000854) is a shared receptor that has been identified as likely to experience adverse effects from the Scheme and the other development during operation. The potential significance of cumulative effects is, however, uncertain given that a detailed assessment has not yet been undertaken for the other development. The potential for the other development to change the setting of Heaton Park Registered Park and Garden is unknown without detailed assessment. However, a significant cumulative effect is considered unlikely, given that the magnitude of impact to the setting of Heaton Park Registered Park and Garden as a result of the Scheme is assessed as minor during operation, and for the other development it is stated that the contribution the Site makes to the significance of these assets is likely to be limited.</p>	
Landscape and visual	Construction	<p>M60/M62/M66 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 18 of the 30 representative viewpoints. The remaining receptors would experience no significant effects as a result of the Scheme construction.</p> <p>Other Development: The applicant's Scoping Report (Turley, 2024) has not provided an assessment of indicative level of effect, although it concludes that significant adverse effects during construction are considered to be likely for Landscape Character Areas (LCA) covering the site which includes LCTs and LCAs of the Greater Manchester Landscape Character and Sensitivity Assessment. The applicant's Scoping Report is not specific with regard to which LCAs, although due to the extent and location of the other development it can reasonably be assumed that LCA 26 Prettywood, Pilsworth and Unsworth Moss and LCA 27 Simister, Slattocks and Healds Green could experience a significant adverse effect. The Scoping Report also concludes that significant adverse effects on views and visual amenity are considered to be likely from the PRoW network, and from the local road network. Effects would reduce with distance from the site as perceived changes would be seen in the context of existing quarries, landfill sites and existing commercial/industrial development.</p> <p>Cumulative Effects: The phasing of the development is not known at this stage. Although it is indicated that there will be a temporal overlap and therefore it is assumed that construction activities are likely to occur over one or more spatial zones at the same time. For LCA 26: Prettywood, Pilsworth and Unsworth Moss there is potential for temporary significant adverse cumulative effects on this receptor during construction due to disturbance from construction activities from both developments and the combined changes to rural character. The Scheme is assessed as having a minor adverse magnitude of impact and a slight adverse effect on LCA 27 Simister, Slattocks and Healds Green during construction and would not give rise to a greater effect when combined with the other development.</p> <p>Shared visual receptors on footpaths, and the local road network have been identified namely: Viewpoint (VP)3 of the Scheme (VP3/VP4 BY/6WHI and Griffie Lane of the other development), VP4 of the Scheme (VP10 Whittle Lane of the other development), VP7 of the Scheme (VP6 BY/9WHI and Egypt Lane of the other development), and VP14 of the Scheme (VP5 BY/12WHI and Pole Lane of the other development). There is potential for temporary significant adverse cumulative effects from VP3, VP7 and VP14 during construction due to the change in views from visual disturbance from construction activities for new infrastructure, site clearance operations, location of temporary construction compounds, laydown areas and plant movement within the construction sites. Effects on VP4 of the Scheme (VP10 Whittle Lane of the other development) due to the Scheme have been assessed as minor adverse and not significant and would not give rise to a greater effect when combined with the other development.</p>	Potentially significant landscape and visual effects but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.
	Operation	<p>M60/M62/M66 Simister Island Interchange: The operation of the Scheme would result in significant adverse effects at 17 of the 30 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>	Landscape effects – 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 applicant's Scoping Report (Turley, 2024) has not provided an assessment of indicative level of effect for LCAs, although concludes that significant adverse effects are considered to be likely. The applicant's Scoping Report is not specific with regard to which LCAs, although this is assumed to include LCA 26 Prettywood, Pilsworth and Unsworth Moss and LCA 27 Simister, Slattocks and Healds Green during operation, due to the types of the other development, for example housing, warehousing and roads, and scale of the other development. The Scoping Report also concludes that significant adverse effects on views and visual amenity are considered to be likely from the PRow network, and from the local road network during operation. The Scoping Report has made no assumptions with regard to potential mitigation and the reduction of impacts. Effects would reduce with distance from the site as perceived changes would be seen in the context of existing quarries, landfill sites and existing commercial/industrial development.</p> <p>Cumulative Effects: The phasing of the development within zones is not known at this stage. Although it is indicated that there will be a temporal overlap and therefore assumed that permanent significant adverse effects could occur impacting LCA 26: Prettywood, Pilsworth and Unsworth Moss and 27 Simister, Slattocks and Healds Green from the other development. Effects from the Scheme on LCA 26 and LCA 27 are assessed as slight adverse during operation year 1 and year 15 and would not give rise to a greater effect when combined with the other development.</p> <p>Shared visual receptors on footpaths and the local road network have been identified as described for construction, above. Effects on VP3 of the Scheme (VP3/VP4 BY/6WHI and Griffie Lane of the other development), VP7 of the Scheme (VP6 BY/9WHI and Egypt Lane of the other development) and VP14 of the Scheme (VP5 BY/12WHI and Pole Lane of the other development) have been assessed as significant adverse during operation year 1 resulting from the Scheme. There is the potential for cumulative significant adverse effects on VP3 of the Scheme (VP3/VP4 BY/6WHI and Griffie Lane of the other development) and VP7 of the Scheme (VP6 BY/9WHI and Egypt Lane of the other development). There is likely to be very limited visibility from VP14 of the Scheme (VP5 BY/12WHI and Pole Lane of the other development) towards the other development. Therefore, cumulative effects are unlikely to be significant. Effects on VP4 of the Scheme (VP10 Whittle Lane of the other development) due to the Scheme have been assessed as minor adverse and not significant and would not give rise to a greater effect when combined with the other development.</p> <p>Effects from the Scheme on the visual receptors are assessed as slight adverse during operation year 15 and would not give rise to a greater effect when combined with the other development.</p>	<p>Potentially significant visual effects during operation year 1 and not significant during operation year 15, but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.</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 Scoping Report (Turley, 2024) identifies potential for construction impacts to protected and notable species and their habitats through habitat loss and degradation, and through killing/injury or disturbance of fauna, and potential for impacts to designated sites from air quality changes and recreational pressure.</p> <p>Cumulative Effects: Refer to the assessment on air quality above in relation to potential cumulative effects from nitrogen and dust deposition. As stated in relation to noise and vibration below, there is temporal and spatial crossover in construction which could result in impacts due to noise and vibration from both the Scheme and the other development. However, the construction phasing for the Northern Gateway development is not known and impacts will be assessed via the EIA process once a planning application has been submitted, which will also consider cumulative effects. As stated below, there is potential for overlapping construction areas and impacts to the same receptors (watercourses). Where this occurs the effects are assumed to be managed through standard good practice measures. Therefore, it is considered unlikely that there would be a significant cumulative effect on surface water receptors during construction.</p> <p>Construction of both projects would lead to loss of habitat. There is potential for construction of the other development to impact the environmental mitigation proposed for the Scheme. However, it is assumed that the Environmental Statement for the other development would use the Environmental Masterplan (shown on Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2)) as part of the future baseline to ensure that all direct and indirect potential effects of the other development are fully assessed. As the other development would be consented under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as amended, biodiversity net gain (BNG) would be mandatory and so it is assumed a 10% net gain in habitats would be delivered by the other development.</p> <p>Overall it is assessed there would be no significant cumulative effects during construction because in general the impact of the Scheme on air quality from road traffic during construction is a reduction or no change and dust would be managed by both projects from standard mitigation. Similarly hydrological impacts could be managed by standard mitigation. Noise impacts would be assessed by the Northern Gateway EIA process. Both Schemes would provide a net gain in habitats.</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/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). Slight adverse effects were identified on Clifton Wood ancient woodland, bats, badger, barn owl, breeding birds, and priority species brown hare, hedgehog, water shrew and common toad. 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 Scoping Report (Turley, 2024) identifies potential for operational impacts to protected and notable species and their habitats through habitat loss and degradation, and through killing/injury or disturbance of fauna, and potential for impacts to designated sites from air quality changes and recreational pressure. Refer to the relevant assessment summaries of noise and vibration, air quality and road drainage and the water environmental operational effects.</p> <p>Cumulative Effects: Mitigation measures for both Schemes would avoid impacts due to changes in water quality and quantity. Table 10.2 of the applicant's Scoping Report (Turley, 2024) identifies potential impacts to Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) due to nitrogen deposition and recreational pressure. As per the Habitats Regulations Assessment (HRA) undertaken for the Scheme (Appendix 8.13 HRA of the Environmental Statement Appendices [APP-103], National Highways have assessed that the SAC (and therefore SSSI) is not sensitive to nitrogen deposition and therefore cumulative effects from nitrogen deposition can be discounted. The Scheme would not lead to recreational pressures on Rochdale Canal SAC/SSSI and so there is no potential for cumulative effects through this pathway. Table 10.2 of the applicant's Scoping Report (Turley, 2024) also identifies potential impacts to SBI due to air quality and recreational pressure. Due to the potential for overlapping operational areas, cumulative effects on SBI close to the M60, M66 and M62 cannot be discounted, however it should be noted that the Scheme would have a neutral effect on SBIs during operation. Biodiversity impacts resulting from the other development will need to be assessed via the EIA process as part of any future detailed planning application. Dust deposition and recreational pressures are not pathways to effect on the SBIs from operation of the Scheme and therefore there is no potential for cumulative effects from these pathways. As stated below, there is potential for cumulative effects from noise disturbance to occur from traffic generation or redistribution. Effects on road traffic noise will need to be assessed via the EIA process as part of any future detailed planning application.</p> <p>Overall it is assessed there is potential for significant cumulative effects due to overlapping operational areas which may result in increased nitrogen deposition on the local SBIs and increased operational noise. There is no potential for significant cumulative effects due to hydrological impacts which could be managed by standard mitigation.</p>	<p>Potentially significant but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission</p>
Geology and soils	Construction	<p>M60/M62/M66 Simister Island Interchange: The construction of the Scheme will have a permanent adverse significant (moderate) effect on ALC grades 2 (BMV), 3a (BMV) and 3b soils due to permanent land take requirements associated with the Scheme. There would be no significant effects on geology (scoped out); human health from contaminated soil and migration of contamination to groundwater and surface water following the implementation of essential mitigation measures.</p> <p>Other Development: Chapter 13 of the applicant's Scoping Report (Turley, 2024) proposes to scope out effects to peat soils, but identifies that there is potential for likely significant effects with respect to the loss of agricultural land; loss of or damage to soil resources; and consequently a reduction in farmable area and business viability. Table 13-2 of the applicant's Scoping Report (Turley, 2024) identifies that surveys of agricultural land have not been fully completed. Chapter 12 of the applicant's Scoping Report (Turley, 2024) proposes to scope out the following potential risks on the basis that the risk is low: exposure from contamination, potential risks from the release/migration of contamination to controlled waters; ground, landfill and mine gas to human health and the built environment; and presence of unstable and compressible ground (non-mining related) on human health and the built environment. Mitigation has been identified in the applicant's Preliminary Environmental Management Plan, Appendix 2.1 of the Applicant's Scoping Report (Turley, 2024). Paragraph 12.48 of the applicant's Scoping Report (Turley, 2024) states that a ground investigation is expected to be undertaken in 2025 but will not be submitted as part of the planning application for the site.</p> <p>Cumulative Effects: Construction of both the Scheme and the other development would lead to a permanent loss of agricultural soils in this area which could be significant in the local area. However, this is uncertain at this stage based on the scoping assessment, as details such as permanent and temporary land take requirements for the other development would not be made available until a planning application (and associated Environmental Statement) is submitted.</p>	<p>Potentially significant but uncertain based on the scoping assessment. Will be subject to EIA at time of relevant planning application submission.</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/M62/M66 Simister Island Interchange: The operation of the Scheme would have no significant effects on geology (scoped out); human health from contaminated soil and water; or to groundwater and surface water (scoped out) following the implementation of essential mitigation measures. The permanent loss of agricultural land occurring during construction would persist during operation but is not considered as an additional effect.</p> <p>Other Development: Chapter 13 of the applicant's Scoping Report (Turley, 2024) has not identified any potential for likely significant effects on agriculture and soils during operation. Chapter 14 identifies the potential for likely significant effects on potential risk of mining and ground collapse. As noted above, surveys to agricultural soils and ground investigation have yet to be completed.</p> <p>Cumulative Effects: As the Scheme would have no significant adverse effects on geology and soils during operation, and the applicant's Scoping Report (Turley, 2024) has proposed to scope out all geology and soils and ground contamination matters except for the potential risk of mining and ground collapse, it is considered that it is unlikely that there would be significant cumulative effects on geology and soils during operation.</p>	Not significant
Noise and vibration	Construction	<p>M60/M62/M66 Simister Island Interchange: The construction phase of the Scheme will result in temporary significant adverse effects for noise sensitive receptors close to the construction work areas during some activities. The First Iteration EMP (TR010064/APP/6.5) contains control measures to remove or reduce identified likely significant adverse effects.</p> <p>Other Development: Chapter 8 of the applicant's Scoping Report (Turley, 2024) has identified potential adverse impacts during construction for noise, vibration and construction traffic, which have been scoped in to the Environmental Statement. Site preparation and construction of the Project is anticipated to commence in 2026, with the construction being completed by 2045. There is expected to be construction occurring for the full duration of this period in different areas of the site. Paragraph 8.12 of the applicant's Scoping Report (Turley, 2024) notes that the baseline noise survey results are in the process of being analysed, and paragraph 8.19 states that 'Typically, through the use of industry standard noise and vibration control measures it is considered that likely residual effects would be not Significant. However, the detail (and therefore confidence) in these control measures is not yet known.'</p> <p>Cumulative Effects: There is the potential for crossover of areas that may be impacted by construction noise, where the project areas are adjacent along the M62 and M66. There is also some crossover in the construction periods during 2026 to 2029 when both developments would potentially be under construction. If construction for both developments takes place within 300m of the same receptors at the same time there is potential for significant cumulative effects. However, as stated in paragraph 4.5 of the applicant's Scoping Report (Turley, 2024) the phasing of the Northern Gateway development is not yet known to enable assessment of this. The construction phasing for the Northern Gateway development will be assessed in the Environmental Statement, which will also consider cumulative effects.</p>	Potentially significant but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.
	Operation	<p>M60/M62/M66 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: Chapter 8 of the applicant's Scoping Report (Turley, 2024) has proposed to scope out operational vibration. The scoping assessment has identified new noise generating activities that could include industrial/commercial noise sources, energy infrastructure and vehicle movements. Paragraph 8.21 states that these are considered likely and potentially significant and so have been scoped into the Environmental Statement. It should be noted that a quantitative assessment has not been carried out for the scoping assessment, as fixed details of buildings or exact locations of operational noise generating sources are not yet known due to the development being considered outline at this stage. The scheme is planned to be partially open in 2032 and completed in 2039. Any future and existing noise sensitive receptors will be assessed as part of the EIA process for development within the Northern Gateway development area.</p> <p>Cumulative Effects: There is potential for cumulative effects to occur from traffic generation or redistribution on receptors (i.e. traffic on the M60, M66 and M62 and receptors close to these motorways). As both the partial opening year of 2032 and the final opening year of 2039 for the Northern Gateway development are after the opening year of 2029 for the Scheme then it is expected that the traffic patterns from the Scheme will be included within the baseline for the EIA of the Northern Gateway development. Effects on road traffic noise will need to be assessed via the EIA process as part of any future detailed planning application.</p>	Potentially significant but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.

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	Construction	<p>M60/M62/M66 Simister Island Interchange: The construction of the Scheme will 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: Chapter 6 of the applicant's Scoping Report (Turley, 2024) proposes to scope out health effects related to housing, access to education and primary healthcare facilities, healthy food, access to opens space and recreation, access to active travel and sustainable transport, social cohesion and inclusive design, crime reduction and community safety as not likely to be significant to population health, although it is proposed to include a standalone HIA with the planning application. Chapter 6 of the applicant's Scoping Report (Turley, 2024) does not describe any potential health effects relating to construction noise, dust, or traffic.</p> <p>Cumulative Effects: The land use and accessibility assessment for the Scheme (reported in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1)) has assessed the impact of land-take from agricultural landholdings in the context of likely land use change to mixed use development since the land was already allocated under Places for Everyone (Greater Manchester Combined Authority, 2024) for the Heywood / Pilsforth Northern Gateway (JPA1.1). The Scheme would have a negligible cumulative effect in this regard and is not considered significant. The population and human health assessment for the Scheme (reported in Chapter 12 Population and Human Health of the Environmental Statement (TR010064/APP/6.1)) identifies significant noise effects of construction of the Scheme as well as slight negative effects on community severance from construction traffic on some local lanes which could also be potentially affected by the other development. Potential cumulative construction noise effects are assessed above under 'Noise and Vibration'. From a human health perspective, the development of the Northern Gateway would increase the duration of construction effects on health potentially from medium term (up to five years) to long term (more than five years) and should construction phases overlap, there would be potential for cumulative construction effects on the amenity of local communities. This is uncertain and it is assumed that the Environmental Statement for the other development will address the potential for cumulative construction effects on local communities. Appropriate phasing of the Northern Gateway construction could help mitigate such effects.</p>	<p>Potentially significant but uncertain based on scoping assessment. Will be subject to EIA at time of relevant planning application submission.</p>
	Operation	<p>M60/M62/M66 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 (large) significant effect on health outcomes for quality of urban and natural environments due to reduced traffic noise.</p> <p>Other Development: Chapter 6 of the applicant's Scoping Report (Turley, 2024) scoped out health effects related to housing, access to education and primary healthcare facilities, healthy food, access to opens space and recreation, access to active travel and sustainable transport, social cohesion and inclusive design, crime reduction and community safety as not likely to be significant to population health, although it is proposed to include a standalone HIA with the planning application. Paragraph 6.53 of the applicant's Scoping Report (Turley, 2024) identifies measures relating to walking and cycling routes, and states that 'Pedestrian and cycleway access within the Project for Assessment will be made available through the Site along the alignment of access corridors, via a combination of segregated routes, routes divorced from roads and shared routes. A network of footpaths/cycleways (including retained PRowS, potentially realigned PRowS and new footpaths/cycleways) will connect new development at the Project for Assessment with adjacent neighbourhoods and settlements external to the Site.'</p> <p>Cumulative Effects: The operational health effects scoped in as likely significant for the other development are of a different nature to the likely significant operational effects of the Scheme. The other development has also identified potential footpath and cycling route retention and enhancements. No significant adverse effects have been identified for the Scheme during operation, and the Scheme would have a permanent positive (large) significant effect on health outcomes for quality of urban and natural environments due to reduced traffic noise. Overall, it is therefore considered unlikely that there would be significant cumulative effects.</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
Road drainage and the water environment	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: Chapter 11 of the applicant's Scoping Report (Turley, 2024) has proposed to scope out effects on water quality, groundwater, water supply and flood risk during construction, on the basis that significant effects on surface water receptors are unlikely as these are likely to be managed through good practice measures in a Construction Environmental Management Plan. A Preliminary Environmental Management Plan is included in Appendix 2.1 of the applicant's Scoping Report (Turley, 2024).</p> <p>Cumulative Effects: There is potential for overlapping construction areas and impacts to the same receptors (watercourses). Where this occurs the effects are assumed to be managed through standard good practice measures. Therefore, it is considered unlikely that there would be a significant cumulative effect on surface water and groundwater receptors during construction.</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: Chapter 11 of the applicant's Scoping Report (Turley, 2024) has proposed to scope in effects on water quality, flood risk and groundwater during operation. No assessment of effect has been presented in the scoping study.</p> <p>Cumulative Effects: It is assumed where pre-mitigation significant effects are likely for the other development these will be reduced to non-significant through implementation of embedded or essential mitigation measures. No significant cumulative adverse effects are therefore anticipated on the water environment during operation.</p>	Not significant

Acronyms and initialisms

Acronym or initialism	Term
AQO	Air Quality Objective
ARN	Affected Road Network
BNG	Biodiversity Net Gain
CEA	Cumulative Effects Assessment
CL	Critical Load
EIA	Environmental Impact Assessment
GWDTE	Groundwater Dependent Terrestrial Ecosystem
ha	Hectare
HIA	Health Impact Assessment
HRA	Habitats Regulations Assessment
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
SAC	Special Area of Conservation
SBI	Site of Biological Importance
SSSI	Site of Special Scientific Interest
ZOI	Zone of Influence
µg	Microgram

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