

Second Draft

# Publication Core Strategy

(Incorporating Development Management Policies)





# Foreword

The **Bury Community Strategy** already sets out the broad vision for our Borough – *“To make Bury a great place in which to live, work, visit and study.”*

This document – Bury’s **Core Strategy** is one of the key tools to realise the vision of the Community Strategy. It is the central document within the Council’s emerging **Local Plan** and it will provide us with a 15 year plan to guide and control development on the ground - helping to shape what the Borough will look like in the future.

The Borough of Bury has a strong affinity with the townships which make up the Borough and at the heart of the Core Strategy is the concept of *“each township thriving.”*

From the attractive Pennine fringe settlements of Ramsbottom and Tottington in the north, to the central belt with it’s now regenerating former industrial powerhouses of Bury and Radcliffe, and to the south the popular, predominantly suburban areas of Whitefield and Prestwich – all come together to create a district of strong local communities and distinctive places. The Core Strategy is looking to build on these qualities.

At the same time it is recognised that the Borough faces some difficult challenges. At the forefront of these is the need for continued regeneration in the areas where we have pockets of deprivation, primarily in East Bury and Inner Radcliffe. We are also striving to attract quality jobs, ensure sufficient provision of good quality affordable homes and introduce measures which will enable us to address climate change in a positive manner.

The Core Strategy will also be looking to benefit from wider opportunities within the Greater Manchester City Region. Bury enjoys excellent links with the regional centre of Manchester and major development areas such as Media City at Salford Quays and is keen to establish itself as a location of choice for spin-off benefits.

Taking its lead from the Community Strategy and the work of Team Bury in producing it, the Core Strategy recognises the importance of working in partnership. The Core Strategy has already been shaped by ongoing consultation and engagement involving local people, businesses and communities, as well as service providers and key stakeholders. This is now a vital opportunity for you to comment on the specific content of the Core Strategy and any comments will be considered before producing a final Publication version and subsequent submission to the Secretary of State.

Together we will seek to build on the existing qualities and strengths of each community to truly realise our vision of making Bury a great place.

I would like to thank everyone who has inputted into the Core Strategy so far and I look forward to your further comments.



**Councillor Gill Campbell**  
**Executive Portfolio Holder (Neighbourhoods and Regeneration)**



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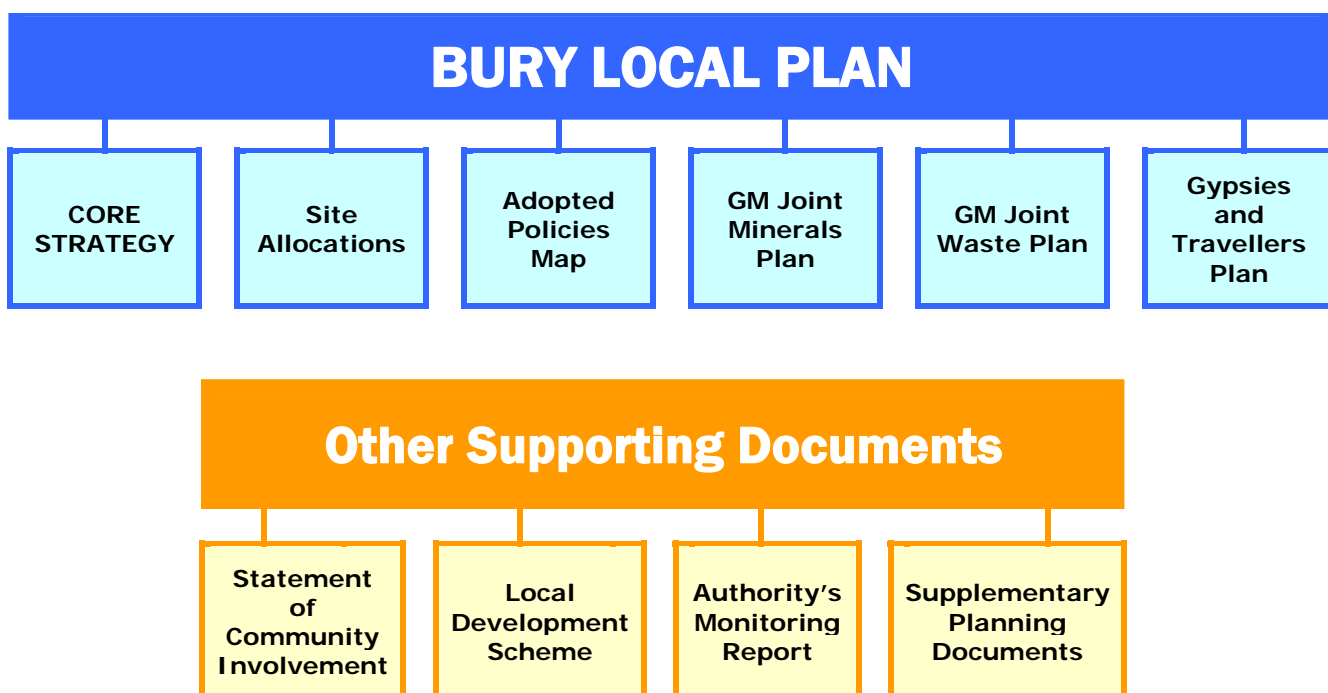


# Introduction

## Bury's Local Plan

- 1.1 Under the Town and Country Planning (Local Planning) (England) Regulations 2012, all local authorities are required to produce a **Local Plan** which can either be a single document or a combination of separate documents. The Local Plan will set out the planning framework for the delivery of sustainable growth and development to meet identified needs over the plan period.
- 1.2 Figure 1 shows the intended components of Bury's Local Plan. In addition to this Core Strategy, the Council are intending to prepare a Site Allocations Plan and an Adopted Policies Map which will set out the strategy on a site-specific basis. Furthermore, it is also intended to produce a Gypsies and Travellers Plan which will set out the strategy for accommodating the needs of gypsies and travellers in the Borough. The Local Plan also includes Greater Manchester Waste and Minerals Plans that have been/are being prepared with other Greater Manchester districts.
- 1.3 This Core Strategy sits at the heart of Bury's Local Plan and its policies, along with those contained within other components of the Local Plan, will be used as a basis for determining planning applications in the Borough.

**Figure 1: Intended Components of Bury's Local Plan**



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## About the Core Strategy

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### Structure

- 1.4 The Core Strategy is structured to demonstrate a natural progression from where the Borough is today to how we wish to see it develop in the future. In particular, the Core Strategy:
- Looks at **Bury: The Place** and paints a '*spatial portrait*' of the Borough;
  - Highlights the **issues, problems and challenges** facing Bury today and starts to respond to these in **Bury: The Vision** by setting out a '*spatial vision*' for the future development of the Borough, and develops this Vision into a series of more specific '*strategic objectives*';
  - Continues the response in **Bury: The Strategy** by setting out a series of '*spatial policies*' highlighting how much development should be delivered and broad locations for accommodating it, as well as areas of the Borough where built development will be restrained. This is accompanied by a series of '*development management policies*' that will be used to inform decisions on specific planning applications;
  - Includes in **Bury's Key Diagram and Township Frameworks** a **Key Diagram** that presents the main elements of the Strategy in diagrammatic form and supports this with a set of 'place-shaping' **Township Frameworks**;
  - Tackles how the Core Strategy will be implemented in **Delivering Bury's Strategy** which explores the **delivery mechanisms** and **infrastructure requirements** necessary to allow development to come forward and ensure it is carried out in an acceptable manner; and finally
  - In **Monitoring Bury's Strategy**, sets out a framework for **monitoring** the effectiveness of the Core Strategy's policies.
- 1.5 In order to enable users to follow progress from the broad-level Vision and Objectives through to the more specific policies, the document primarily follows five key themes that, together, contribute towards a sustainable approach to planning for the future growth and development of the Borough. These five key themes are:
- **Delivering High Quality Development in Sustainable Locations;**
  - **Delivering a Competitive and Diverse Local Economy;**
  - **Promoting Strong, Vibrant and Healthy Communities;**
  - **Improving and Managing the Borough's Environment; and**
  - **Improving Transport and Connectivity.**
- 1.6 One of the underlying principles of effective planning is to strike a suitable balance between economic, social and environmental objectives and, in doing so, it is important that, in assessing the suitability of specific development proposals, consideration is given to the Strategy as a whole rather than focusing on a single specific policy.

## Links with Other Policies, Plans and Strategies

- 1.7 To fully understand how the Core Strategy has been developed it is important to recognise that the Core Strategy works within, and takes account of, other policies, plans and strategies. This includes the National Planning Policy Framework (NPPF) which establishes Government policy on a range of planning matters.
- 1.8 **The Secretary of State has made clear his intention to abolish the regional planning policy framework that is currently set out in the North West Regional Spatial Strategy (RSS). Although RSS is yet to be formally revoked and it technically still forms part of the statutory development plan, the Core Strategy has been developed with the abolition of RSS in mind. This has involved developing new, locally-derived evidence which has fed into policies that were previously informed by RSS (such as establishing housing targets).**

## Evidence Base

- 1.9 Throughout the preparation of the Core Strategy, we have drawn upon a comprehensive evidence base to support the approach being taken in the Core Strategy. This evidence base includes a series of Topic Papers and Area Profiles, a wide variety of studies and comments received in response to previous consultation on the Core Strategy. The full list of evidence used to support the Core Strategy is included as Appendix 4.

## Sustainability Appraisal and Habitat Regulations Assessment

- 1.10 In order to ensure that the Core Strategy is consistent with the principles of sustainability, the Planning and Compulsory Purchase Act 2004 requires it to be subject to a Sustainability Appraisal (SA). This has been undertaken by independent consultants and the findings of the SA are available on the Council's web site.
- 1.11 Similarly, a Habitat Regulations Assessment (HRA) is complementary to SA/SEA and is designed to protect sites of European importance (European sites). The Greater Manchester Ecological Unit has undertaken an HRA Screening Assessment for Bury's Core Strategy and, again, the findings of this are available on the Council's web site.

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## Previous Work on the Core Strategy

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- 1.12 Work commenced on the Core Strategy in February 2006 and has thus far covered a number of stages prior to this revised Second Draft Publication version.
- 1.13 The Council formally submitted a previous version of the Core Strategy on 12 January 2011 and a Hearing was opened into its soundness on 12 May 2011. The opening session of the Hearing dealt with legal and procedural matters and during this session concerns were raised by participants about the extent of the Council's proposed changes to the Core Strategy and the associated consultation procedures.
- 1.14 At the Hearing it became apparent that consensus could not be achieved between all parties on moving matters forward. Consequently, the Council reluctantly came to the decision to seek a formal direction from the Secretary of State to withdraw the Core Strategy with a view to preparing a revised Publication Core Strategy, re-consulting under Regulation 27 and resubmitting the revised plan to the Secretary of State. As a result, the Hearing was formally closed. The formal direction to withdraw the previous Core Strategy was received from the Secretary of State on 27 June 2011.
- 1.15 In November 2011, the Council prepared and consulted on a draft Publication Core Strategy taking into account updated evidence. The intention of preparing the document in draft was to enable people to get directly involved in the preparation of the final Publication Core Strategy and to submit their views on any aspect of the Strategy (including its supporting evidence base).
- 1.16 As a result of comments received, the Council made further changes to the draft Core Strategy and its evidence and it was considered that these changes were significant enough to warrant an additional period of consultation to again make stakeholders aware of the changes and to invite further comments on them.
- 1.17 Once the Council is satisfied with the Core Strategy, the document will be formally published and comments will be invited on issues of soundness and legal compliance only.
- 1.18 Figure 2 sets out the preparation process for the Core Strategy as well as the intended timescales.

**Figure 2 - The Core Strategy Preparation Process**

Stage	Process	Outcome	Timescale
1	<ul style="list-style-type: none"> <li>Evidence gathering, establishing the baseline and initial identification of key issues</li> </ul>	Key Issues Discussion Paper	February 2006
2	<ul style="list-style-type: none"> <li>Refinement of issues, development of alternative spatial options</li> <li>Targeted consultation</li> </ul>	Issues and Options Report	First Stage June 2006 Second Stage June 2007
3	<ul style="list-style-type: none"> <li>Formulation of preferred options and policy directions</li> <li>Comprehensive public consultation</li> </ul>	Preferred Options Report	May/June 2008
4	<ul style="list-style-type: none"> <li>Formulation of detailed policies</li> <li>Comprehensive public consultation</li> </ul>	Draft Publication	November 2011 to January 2012
5	<ul style="list-style-type: none"> <li>Revision of detailed policies</li> <li>Comprehensive public consultation</li> </ul>	Second Draft Publication	October 2012 to November 2012
6	<ul style="list-style-type: none"> <li>Finalise detailed policies</li> <li>Invite comments on issues of soundness and legal compliance</li> </ul>	Publication	April 2013
7	<ul style="list-style-type: none"> <li>Finalise Core Strategy</li> </ul>	Submission to Secretary of State	August 2013
8	<ul style="list-style-type: none"> <li>Independent examination</li> </ul>	Inspector's Report	November 2013
9	<ul style="list-style-type: none"> <li>Adoption</li> </ul>	Adopted Core Strategy	April 2014

## Commenting on the Second Draft Publication Core Strategy

- 1.19 Preparation of the Core Strategy has already been through a number of stages during which extensive stakeholder involvement has taken place. In November 2011 we invited comments on a draft version of the Publication Core Strategy. The Council's responses to these comments, together with any changes that we have decided to make as a result, are contained within the Responses Report which is available on the Council's web site. Some of these changes are considered to be sufficiently significant as to warrant additional consultation.
- 1.20 The intention of producing drafts of the Publication Core Strategy is to allow stakeholders the opportunity to get involved in the preparation of what will be the final Publication version of the Strategy. It also enables stakeholders to comment on

all aspects of the Core Strategy, including its supporting evidence base rather than being restricted to comments on soundness and legal compliance as will be the case when the document is formally published. **The Council will not be proposing any further significant changes once the document is formally published.**

- 1.21 We are keen to promote the submission of comments electronically and would encourage anyone with appropriate facilities to make their responses in this way. An electronic version of the official comment form can be found on our web site at: [www.bury.gov.uk/corestrategy](http://www.bury.gov.uk/corestrategy). This form is in 'Word' format and you can type in your response and return it as an e-mail attachment to [planning.policy@bury.gov.uk](mailto:planning.policy@bury.gov.uk). Alternatively, completed comment forms can be returned by post to the following address by no later than **30 November 2012**.

**Freepost RSHH-BGXC-LSSK  
Environment and Development Services  
Planning and Transportation Policy  
3 Knowsley Place  
Duke Street  
Bury BL9 0EJ**

- 1.22 You may also wish to accompany your representation with a request to be notified when:
- The Core Strategy is submitted to the Secretary of State for independent examination;
  - The Inspector's recommendations following the examination are published; and
  - The Core Strategy is formally adopted.



# Chapter 2

## Bury: The Place

**In this Chapter we seek to paint a picture of Bury – how it functions, its main characteristics and how it relates to its neighbours. This Spatial Portrait has allowed us to better understand the key issues facing the Borough and provides a robust basis on which to shape the future development of the Borough through our Core Strategy.**



# Bury: The Place

# 2

## Spatial Portrait and Key Issues

- 2.1 Bury is a Borough of distinctive places and strong communities. In seeking to shape its future growth and development it is recognised that we need to exploit our strengths and opportunities, whilst at the same time making sure that we do not ignore the challenges that we need to face.
- 2.2 In preparing the Core Strategy we have sought to develop a thorough understanding of the **local context** in which we are preparing the Strategy. It is also recognised that we need to address certain **global and national challenges**, such as climate change and potential fluctuations in the economy, and that the Borough, at the North West level, is an integral part of a much larger **regional context** and, within that, at the Greater Manchester level, a strong **city region context** – both of which have their own agendas which we need to be a part of.
- 2.3 In this section we seek to paint a picture of Bury – how it functions, its main characteristics and how it relates to its neighbours. This background context, or **Spatial Portrait**, has allowed us to better understand the key issues facing the Borough and, hopefully, provides a robust basis on which to shape the future development of the Borough through our Core Strategy.

More detailed facts and trends relating to the Borough are described in a series of detailed Topic Papers covering economic (as part of the Employment Land Review), housing, community facilities, transport and environmental issues in Bury, together with a series of Area Profiles which give background information on the Borough's six townships. These are available on the Council's web site at [www.bury.gov.uk](http://www.bury.gov.uk)

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### Bury within the North West

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- 2.4 The North West of England comprises the two metropolitan areas of Greater Manchester and Merseyside and the three shire counties of Cheshire, Cumbria, and Lancashire.
- 2.5 Bury forms part of and has strong links within Greater Manchester. Regional priorities for the North West highlight Manchester and Liverpool and their surrounding towns as being the prime areas when making provision for development. As an integral part of Greater Manchester, Bury has an important role to play in accommodating the spatial priorities for the North West region.

- 2.6 In addition to its role within Greater Manchester, the Borough also has strong links northwards into Lancashire via the M66 corridor and Irwell Valley.
- 2.7 Bury's position within the context of the North West region is shown in Figure 3.

**Figure 3 – Bury within the North West**

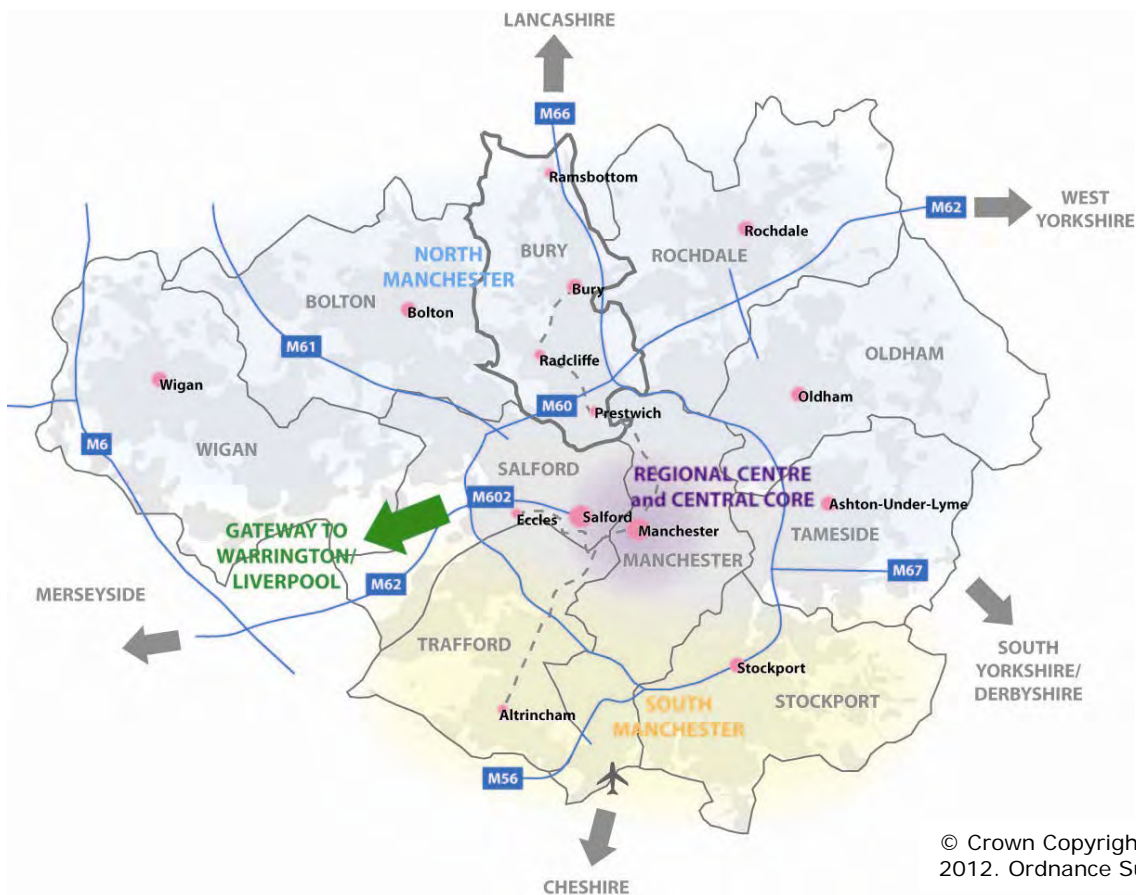


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## Bury: Part of the Manchester City Region

- 2.8 Bury forms an integral part of the Manchester City Region which is the commercial, financial, educational and cultural capital of the north and is home to the UK’s strongest economic centre outside London and the South East.
- 2.9 Within the Manchester City Region itself, there are notable disparities in social and economic performance. Whilst the City Region is host to numerous success stories, such as a thriving city centre, Manchester Airport and the more successful economies in the south of the sub-region, it also faces a number of challenges including the need to address the problems associated with significant areas of deprivation in some of its inner areas and the need to modernise and improve the economic performance of the northern areas.
- 2.10 Bury is centrally placed within the north of the Manchester City Region which also includes Wigan, Bolton, Rochdale, Oldham, Tameside. This northern area tends to have a greater dependency on traditional manufacturing industries and has greater needs for local economic transformation, community regeneration and environmental enhancements.
- 2.11 Bury’s position in respect of the Manchester City Region is set out in Figure 4.

**Figure 4 – Bury within the Manchester City Region**



- 2.12 From an operational perspective, Bury forms part of the Association of Greater Manchester Authorities (AGMA) which acts as the voice of the ten local authorities of Greater Manchester and works in partnership with a wide range of organisations both private, public and voluntary within the city-region and beyond<sup>1</sup>. AGMA's Executive Board has established a series of strategic commissions which are designed to discharge the functions of the Executive Board in respect of particular areas of work. These cover the following areas:
- Environment;
  - Improvement & Efficiency;
  - Health;
  - Planning & Housing; and
  - Public Protection.
- 2.13 Bury has a number of significant linkages to other parts of the Manchester City Region and has an important role in contributing towards its wider success. The main linkages are set out below.

## Economic Links

- 2.14 The Manchester City Region is considered to have substantial potential for enhancing economic performance in, not just the North West, but in the north of England as a whole as well as representing the greatest opportunity to close the gap between the north and the south of England.
- 2.15 In 2009 the Manchester Independent Economic Review (MIER) was published. MIER provided a fresh economic narrative to both inform and raise the level of debate regarding the economic future of the Manchester City Region.
- 2.16 The MIER's fundamental conclusion is that outside London, the Manchester City Region is the city region which, given its scale and potential for improving productivity, is best placed to take advantage of the benefits of agglomeration and increase its growth.
- 2.17 However, in order to achieve this potential the Review has lots of challenging implications for policy makers – including recommending a greater focus on early years skills, urban agglomerations and a more unified, market-led regime for housing and planning policy.
- 2.18 From an economic perspective Bury can support the objectives of the MIER by playing an integral role in developing the wider economic success of the Manchester City Region. In particular, the Borough can, in conjunction with other north Manchester districts, seek to modernise its own local economy with a greater focus on office-based, knowledge-intensive employment and seeking to break into the private sector, back-office market.
- 2.19 Complementary to the objectives of the MIER, one of the fundamental aims of regional and sub-regional strategies is to ensure that the northern part of the Manchester City Region secures improvements that will enable the area to

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<sup>1</sup> For more information on AGMA and how it operates visit their web site at [www.agma.gov.uk](http://www.agma.gov.uk)

compete more effectively for economic investment and to achieve the same levels of economic output as the south of the city region. Bury can play an important role in helping to achieve this aim.

- 2.20 The Work Foundation recently produced a typology of the local authorities in the area, marking Bury out as an area that is dependent on the city of Manchester. The primary cause for this is that a large number of Bury's residents commute out of the area, particularly high earners, which perpetuates this dependency. However, in economic terms, Bury would benefit from a more 'interdependent' relationship with Manchester involving more of a two-way flow of commuters both into and out of the Borough.
- 2.21 Bury's position within Greater Manchester is not necessarily a disadvantage, with many of the area's highly skilled residents being able to access suitable employment opportunities in the conurbation core that are currently limited in Bury. Indeed, looking forward, Bury is well placed to play a significant role in achieving the objective to modernise the economy of the north of the city region, both geographically as well as having the right conditions to attract a more modern and knowledge-based economy by virtue of the Borough's highly skilled residents, good transport links, high quality living environment and good quality sites that are currently being brought forward for new development.

## Housing Links

- 2.22 The Sub-Regional Strategic Housing Market Assessment (SHMA) that has been undertaken for Greater Manchester describes Bury as being part of the North Western Housing Market Area (HMA) along with Bolton, Wigan and the northern part of Salford. Unlike the North Eastern HMA the centres are described as being relatively detached, with Bury especially being thought of as quite distinct from the other authorities in the HMA.
- 2.23 The SHMA has identified that there will be two key housing issues that will be faced by all districts across the sub-region, which include the need to tackle issues around affordability and the problems associated with an ageing society. Whilst the SHMA identified that Bury does not have the same regeneration requirements as neighbouring authorities, there are pockets of deprivation where action is required to prevent areas deteriorating.
- 2.24 Notwithstanding this, within Greater Manchester, Bury is generally seen as a relatively attractive residential location with areas of executive housing within a high quality living environment. As discussed previously, this has enabled Bury to attract highly-skilled residents which is an important element in supporting the modernisation of the Borough's local economy. As such, it is important that this position is maintained whilst also looking to make provision for a more diverse range of quality housing.

## Transport Links

- 2.25 Bury benefits from good transport links with the rest of Greater Manchester and beyond which has contributed towards the Borough's attractiveness as a

commuter area. Figure 4 shows that the M60, M62 and M66 motorways run through the Borough, providing access to the regional and national motorway network, along with easy access to Manchester Airport.

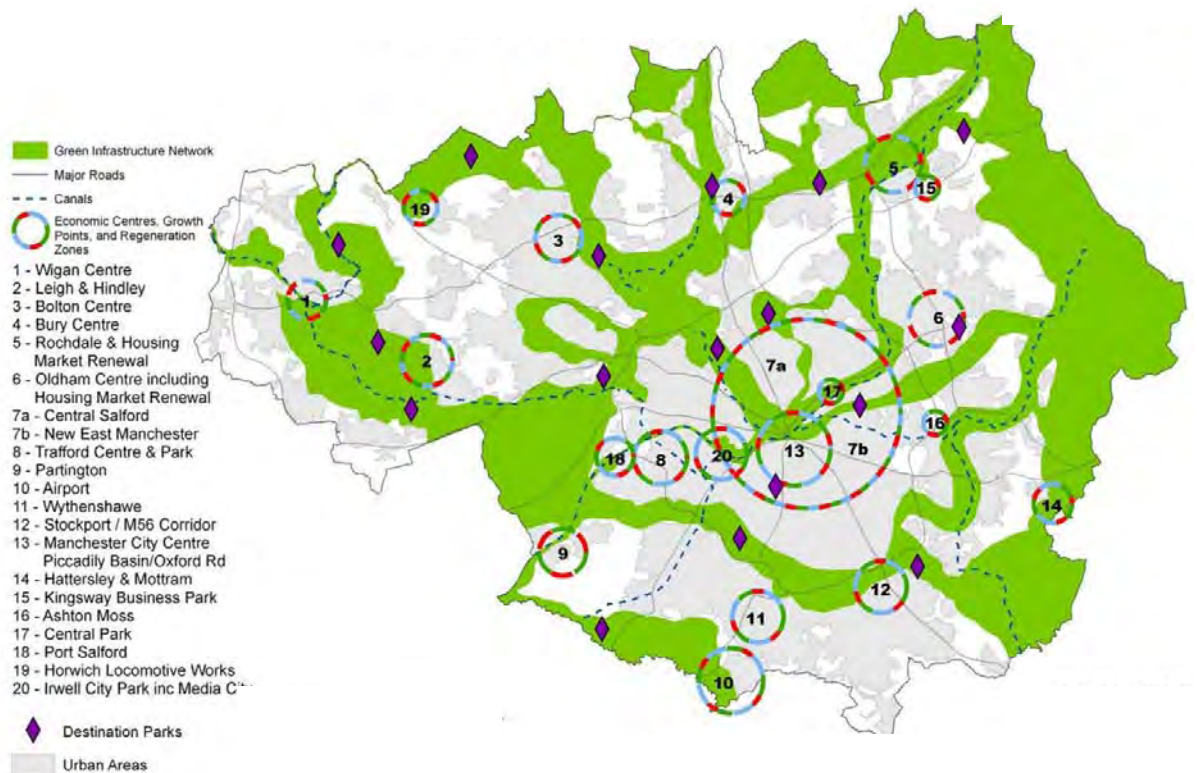
- 2.26 Metrolink currently runs from Bury town centre, travelling through the south of the Borough to Manchester city centre, Altrincham and Salford Quays. Extensions to Chorlton and Oldham have also recently opened. This provides a sustainable form of travel which, although providing a service to the whole of the Borough, is particularly accessible to areas such as Radcliffe, Whitefield and Prestwich. The Metrolink system is due to be further expanded with extensions to Ashton, East Didsbury and Rochdale. This will open up new business opportunities and provide opportunities for more sustainable travel across a wider area of Greater Manchester.
- 2.27 The National Cycle Network (NCN) is a 10,000 mile network of safe and attractive routes throughout the UK, and is co-ordinated by the charity Sustrans. Route 6 of the Network passes through Bury on its way between Manchester and Preston. Sections of the route are being built or improved as opportunities arise.

## Green Infrastructure Links

- 2.28 With river valleys penetrating into the heart of the conurbation and with extensive hills and moorland areas on the fringes, Greater Manchester is fortunate to have the basis of a ready made network of green infrastructure. Work undertaken by AGMA (with consultants TEP) has sought to investigate the potential for green infrastructure to perform a range of environmental functions to support the regeneration and growth agenda for Greater Manchester. The study recognises green infrastructure as a multifunctional and cross-cutting concept and an important core principle for spatial planning at the local and sub-regional scale. At the sub-regional level, green infrastructure linkages primarily occur at the larger scale and, in Bury's case, this largely involves River Valley connections to neighbouring districts in Lancashire, Rochdale and Bolton as well as to the regional centre and inner areas of Manchester, Salford and Trafford.
- 2.29 Figure 5 identifies Bury's Green Infrastructure network within the wider Greater Manchester context.



Figure 5 – The Greater Manchester Green Infrastructure Network



## Bury: The Borough

### Geography and Character

- 2.30 The Borough lies broadly within the valley of the River Irwell to the north of Manchester city centre. It is bounded by the boroughs of Rossendale, Blackburn with Darwen, Rochdale, Bolton, Salford and Manchester, and covers approximately 9,900 hectares or 38.3 square miles.
- 2.31 The Borough forms a gateway between the thriving city centre of Manchester to the south and the more industrial and rural landscapes of Lancashire to the north and, as a result, contains many features that are characteristic of both areas.
- 2.32 The valley of the River Irwell is a dominant characteristic of the Borough and whilst this brings its advantages from an environmental and recreational perspective, it also gives rise to issues of flood risk which, in turn, creates tensions against the need for new growth and regeneration.
- 2.33 The landscape and urban character differs significantly within the Borough and the following paragraphs set out the broad characteristics of each of the Borough's six main towns:

## Ramsbottom

- 2.34 Ramsbottom's physical character developed in relation to its situation on the sides of the Irwell valley with the rivers and streams of the surrounding West Pennine Moors providing the water for textile processes and the power for the town's early industrial development.



Ramsbottom and the surrounding West Pennine Moors

- 2.35 The urban form of the town is generally dense and compact in the central area with more suburban development to the South and East. The sloping valley sides to the town have influenced the distinctive pattern of terraced streets built along the contours. The use of local stone in the construction of much of the town has had a strong visual impact on the character of Ramsbottom.

## Tottington

- 2.36 Today, Tottington can be characterised as a semi-rural area. Its focal point is the 'village' centre which, for the most part, is made up of high density, stone-built terraced properties along Market Street with similar, high density terraced housing extending out along the main linear routes from the centre towards Bury, Walshaw, Greenmount, Harwood and Turton.
- 2.37 In relatively recent years, Tottington's pleasant environment has seen significant additions of lower density, post-war housing.



Tottington centre

## Bury

2.38 Within the historic core of Bury town centre, much of the surviving heritage dates from the early/mid Victorian period and includes some fine classical styled buildings in brick and stone and this core area is designated as a Conservation Area.

2.39 The town centre has witnessed the most radical changes in recent years with the modernisation of the once austere 1960's precinct in the heart of the town to create the more modern and covered Millgate shopping centre. Similarly, the extension to the town centre at the Rock as well as development at Townside and Chamberhall have involved high density and innovatively designed buildings that set the tone for the future image of the Bury's core area.



Historic Core of Bury Town Centre

2.40 The western area of Bury has developed as a predominantly residential location with a wide range of styles and quality. In particular, extensive areas of lower density family housing developed in the Seddons Farm area during the 1960s and 1970s.

2.41 The eastern side of Bury contrasts significantly with the west. East Bury is dominated by traditional industrial and residential uses. The dominant housing type is terraced. However there is a wide variety of styles and sizes, ranging from small back of pavement homes, to elegant properties with large gardens. Medium to high density housing is typical of this area.

## Radcliffe

2.42 The built form of Radcliffe is generally compact and dense, particularly along Ainsworth Road and Cross Lane. There has tended to be a lack of variety in terms of buildings types, particularly evident with the dominance of red brick terraced housing.

2.43 The town is characterised by three distinct character areas – terraced residential areas to the north and east with more suburban housing to the south. Industry winds it way



Typical example of terraced housing in Radcliffe

along the valley floor, whilst the town centre contains a mixture of building forms and ages bordered to the west by the more modern character of Asda and the by-pass.

## Whitefield

- 2.44 Traditionally, Whitefield developed as an elegant 19<sup>th</sup> and early 20<sup>th</sup> century residential suburb. And there is still widespread evidence of this era with a considerable proportion of large detached 2-storey properties set within generous mature gardens and smaller semi-detached properties on smaller plots. Whitefield has also retained many strong features from the early 20<sup>th</sup> century such as the mature trees which line the roads and stone boundary walls.



Typical example of semi-detached housing in Whitefield

- 2.45 Whitefield does not have a particularly compact centre. Bury New Road between Radcliffe New Road and Higher Lane and the new Morrisons supermarket provide the main focus for town centre uses which extend southwards in a linear fashion along Bury New Road.

## Prestwich

- 2.46 Prestwich is a traditional middle class 19<sup>th</sup> century residential suburb which largely developed in the late Georgian period.
- 2.47 The north of the town is characterised by nineteenth century terraces, interspersed with low quality buildings of the twentieth century and recent housing developments which have eroded the historic character.
- 2.48 The south of the town generally consists of large detached and semi-detached properties set in generous grounds and set back from the road. There are many mature trees and shrubs creating a mature landscaped area. The character and appearance of the area has been eroded by the demolition of some of the original houses and their replacement by blocks of flats during the mid and late twentieth century. Few of the later developments are of any architectural quality and as a result the area has a very mixed appearance.



Typical example of semi-detached housing in Prestwich

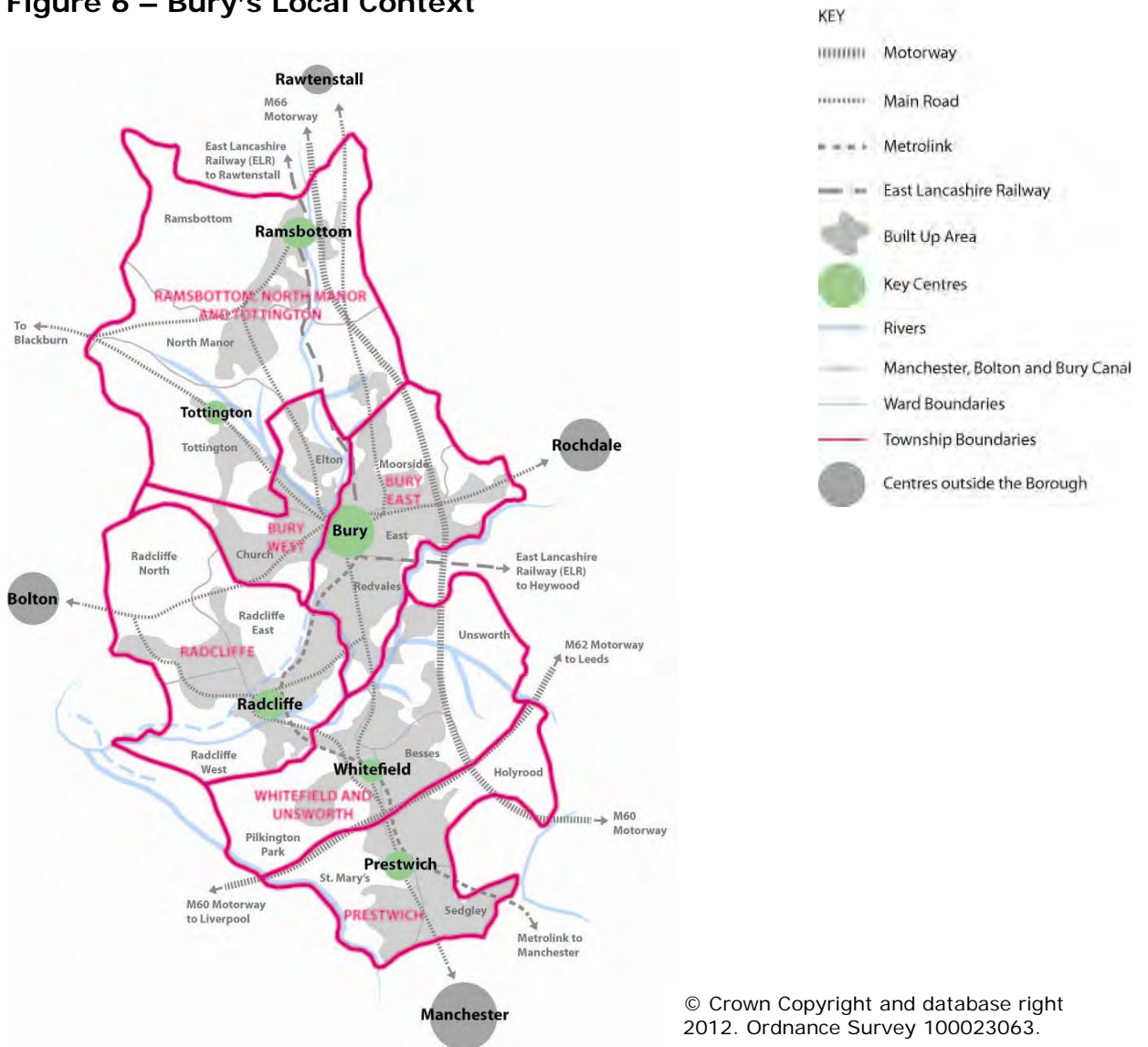
2.49 The commercial area of Prestwich spans the busy Bury New Road, but mostly on the east side. The recent Radius development in the heart of Prestwich has added diversity and better quality to the built form in the area of the Longfield Centre as well as adding a significant landmark feature.

### Townships

2.50 Whilst not directly comparable, the Borough's strong links to its townships has formed the basis of the establishment of six Township Forums which have been created to promote engagement and partnership at the local level. These cover Ramsbottom, Tottington and North Manor; Bury West; Bury East; Radcliffe; Whitefield and Unsworth and Prestwich.

2.51 The Borough's local context including the coverage of the Borough's Township Forums and how these relate to the six townships is shown on Figure 6.

Figure 6 – Bury's Local Context



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# Chapter 3

## Bury: The Vision

**In this Chapter we highlight the key issues, problems and challenges and present a vision and a series of objectives taking account of the vision set out in the Community Strategy and reflecting the need to address the issues.**





# Bury: The Vision

# 3

## Introduction

- 3.1 This chapter draws out the key issues, problems and challenges that face the Borough and which the Core Strategy can make a contribution towards addressing or alleviating. In light of these issues, a Spatial Vision has been developed which sets out the broad direction for the Core Strategy taking into account the vision of the Community Strategy.
- 3.2 Central to the Vision for the Borough is the need to embed the concept of **sustainable development, adapting to climate change and reducing carbon emissions**. This Spatial Vision is then refined into a series of more specific Objectives.

## Key Issues, Problems and Challenges

- 3.3 The wide range of evidence that sits behind the Core Strategy has highlighted numerous key issues, problems and challenges and the need to address these has informed the direction of the Core Strategy. The key issues, problems and challenges to have emerged are set out below:

## Local Economy and Employment

### The Key Issues to emerge in respect of the local economy and employment are:

- Forecasted decline in manufacturing employment and vulnerability to public sector cuts.
- The need to develop the Borough's knowledge economy.
- Low job density.
- Well educated resident workforce.
- Residents working in higher-skilled and better-paid employment.
- Low quality and low paid employment opportunities in the Borough.
- High levels of out-commuting.
- Rising levels of worklessness.
- Limited existing supply of employment land.
- Significant pressures to redevelop existing employment land and premises.
- Potential market demand but a lack of suitable sites and premises to meet all requirements.
- Varying levels of vitality and viability within the Borough's town centres with the most significant problems in Radcliffe and Prestwich.
- The importance of the role of Bury's tourism sector within the wider local economy.
- The need to encourage additional cultural and 'lifestyle' amenities.

## Communities

### The Key Issues to emerge in respect of the Borough's housing and neighbourhoods are:

- The need to accommodate Bury's future housing targets.
- The need to make provision for affordable housing.
- The need to make provision for special needs housing.
- Pockets of deprivation in East Bury, Inner Radcliffe, Besses and Rainsough.
- Lower life expectancy, health and educational attainment particularly in East Bury and Radcliffe.
- Lower levels of crime in the Borough than Greater Manchester but there remains a fear of crime, particularly at the night time and in town centres.
- The need to ensure that the Borough is served by an adequate supply of open space, sport and recreation to meet the current and future needs.

## Environment

### The Key Issues to emerge in respect of the Borough's environmental assets and environmental quality are:

- The need to adapt to the impacts of climate change and reduce carbon emissions from all sources, especially the built environment and transport.
- A significant amount of the Borough's residents travel to work by private motor vehicle and use of public transport throughout the Borough is low, both of which contribute to the Borough's high carbon emissions.
- The need for Council activities to achieve targets for reducing carbon by 35% by 2014.
- The need to manage flood risk from all sources and address particular issues associated with high risk areas in Ramsbottom, to the west of Bury town centre and between Bury and Radcliffe.
- The need to create, maintain and enhance a network of multi-functional green infrastructure.
- The need to conserve ecological and geological assets.
- The need to retain and enhance the Borough's landscape character;
- The need to retain the Borough's best and most versatile agricultural land in north Radcliffe, Fairfield and Unsworth.
- Air quality in some areas of the Borough fails to meet recognised standards, particularly in East Bury and Whitefield and Unsworth.
- The need to strive towards improved water quality, particularly the River Irwell, Whittle Brook and Kirklees Brook.
- The need to conserve the Borough's built heritage.
- The need to ensure the sustainable management of minerals resources, notably at Fletcher Bank in Ramsbottom and at Pilsworth.
- The need to ensure the sustainable management of waste.

## Transport and Connectivity

The Key Issues to emerge in respect of transport within the Borough are:

- The need to support and locate new development in locations which reduce reliance on the private car and minimise the distance people have to travel.
- The need to ensure equal access to housing, employment and services for all the community through an integrated public transport network.
- The need to promote walking and cycling through an enhanced network of pedestrian and cycle routes, including safer routes to schools.
- The need to contribute towards ensuring alternatives to the car are attractive and reliable, particularly for residents who live in the north of the Borough.

## The Spatial Vision

- 3.4 The Spatial Vision describes the long term aspirations for the Borough's future role and characteristics and sets out, through the Strategic Objectives, how the Spatial Vision can be realised through the planning process.

### Spatial Vision for Bury's Core Strategy

*"By 2029 the Borough will be home to **healthy, active, thriving and sustainable communities** that enjoy a high quality of life within a high quality built and natural environment.*

*The Borough will play an integral role in seeking to achieve the wider objectives and aspirations of the **Manchester City Region**.*

*The Borough's economy will be strong and diverse and be less dependent on Manchester. Whilst still being primarily focused on **Bury and Radcliffe**, the **north** and the **south** of the Borough will make an increased contribution towards the Borough's overall economic strength. There will also be an increased provision of high quality, knowledge-based employment opportunities focused primarily **in and around the Borough's Key Centres**.*

***Bury town centre** will be the main focal point for retail and a range of other town centre uses. **Radcliffe and Prestwich** town centres will become thriving and diverse centres with improved vitality and viability arising from regeneration projects. **Ramsbottom** will continue to build on its attractive character and its ability to provide more specialised retailing.*

*The Borough will a popular tourism destination, focusing on the outdoor environment, the arts, culture and heritage such as the **East Lancashire Railway, the West Pennine Moors, Bury Market, the Irwell Valley, art gallery and museums**.*

*Housing growth will include provision for affordable and specialist housing and will be accommodated throughout the Borough with priority given to previously developed sites within the urban area. The main focus for housing growth will be the major regeneration areas in **Bury and Radcliffe**.*

*Social inequalities will be addressed through social and physical regeneration targeted at those areas suffering from particularly high levels of deprivation such as parts of **East Bury, Inner Radcliffe, Besses and Rainsough**.*

*Development will be built in a way that respects and preserves the widely **varying character of different parts of the Borough**, particularly within the Borough's designated Conservation Areas. The Borough's **Key Centres** will be the main focal points for more innovative design that raise the profile and quality of the Borough's built environment.*

*Positive steps will have been taken to minimise the cause and effects of climate change through reducing carbon emissions and other forms of pollution and introducing adaptation measures including measures to minimise flood risk, particularly in **Ramsbottom**, to the **west of Bury town centre and between Bury and Radcliffe**.*

*Centred on the **West Pennine Moors, River Valleys, Manchester, Bolton and Bury Canal corridor and urban fringe assets**, the Borough will be host to a coherent network of multi-functional green spaces that include a variety of ecological and geological features".*

## Strategic Objectives

- 3.5 A series of Strategic Objectives have been developed covering each of the Core Strategy's five key themes. The need to ensure that new development is delivered in a sustainable manner underpins the Core Strategy and has been central to the identification of the following Strategic Objectives:

### Delivering High Quality Development in Sustainable Locations

#### Objective 1: To deliver high quality development in sustainable locations by:

- Prioritising growth, investment and regeneration in locations that involve the re-use of previously-developed land and buildings within the existing urban area and in locations that have ready access to existing infrastructure and utilities;
- Resisting/limiting built development in the Borough's most sensitive locations;
- Ensuring that all new developments respect local character, follow good and sustainable design principles and positively improve the diversity, vitality, form, layout and connectivity of the built environment; and
- Managing the urban public realm through the provision of legible and walkable neighbourhoods and the provision of space for social interaction.

### Delivering a Competitive and Diverse Local Economy

#### Objective 2: To deliver a competitive and diverse local economy by:

- Protecting existing employment land and premises throughout the Borough that are appropriate for continued employment use;
- Making provision for employment land to meet the Borough's quantitative and qualitative needs for economic growth to 2029;
- Making provision for a diverse range of sites to allow for both new and indigenous growth, including sites in and around the Borough's Key Centres that will be attractive to new, knowledge-based inward investment;
- Encouraging a more balanced spatial distribution of employment opportunities by increasing the proportion of employment land provision in both the north and the south of the Borough;
- Re-enforcing Bury town centre's position as a sub-regional centre by identifying it as the main focal point for new town centre uses and improving the retail and leisure offer within the town;
- Seeking to maintain and enhance the vitality of Ramsbottom, Radcliffe and Prestwich town centres and Tottington, Whitefield and Sedgley Park district centres through the promotion of mixed uses and by encouraging town

centre uses, such as retail, that are appropriate to the role and function of the centre;

- Seeking to sustain and enhance the vitality and viability of the Borough's local and neighbourhood centres by seeking to maintain appropriately-scaled retailing as the predominant use;
- Developing a distinctive image of the Borough as a tourism destination based on existing and potential assets such as the East Lancashire Railway, the West Pennine Moors, Bury Market, the Irwell Valley, the Transport and Fusilier Museums, The Met and the Manchester, Bolton and Bury Canal and encouraging the development of tourism support facilities; and
- Encouraging investment in the evening economy and growth in cultural and 'lifestyle' amenities, particularly within the Borough's Key Centres.

### **Promoting Strong, Vibrant and Healthy Communities**

#### **Objective 3: To promote strong, vibrant and healthy communities by:**

- Bringing forward a flexible and responsive supply of housing land and buildings in suitable locations to deliver 6,800 residential units between 2012 and 2029;
- Delivering housing for all sections of Bury's community (including affordable housing, special needs housing and accommodation for Gypsies, Travellers and Travelling Showpeople);
- Improving access for all to well designed, good quality, affordable and resource efficient housing, across the Borough;
- Providing the right housing type, tenure, size and mix to help develop sustainable communities and seek to improve housing choice;
- Promoting housing in mixed developments and regeneration schemes within town centres, particularly in and around Bury and Radcliffe town centres;
- Promoting residential growth within the Borough's urban areas, particularly in and around the key centres, urban neighbourhoods and the Borough's sustainable public transport routes;
- Ensuring that the physical development of the Borough seeks to address the problems associated with high levels of deprivation in parts of East Bury, inner Radcliffe, Whitefield and Prestwich whilst also tackling issues that could lead to deprivation in other parts of the Borough;
- Reducing current health inequalities and minimising the risk of future inequality by encouraging decent homes and healthier and more active lifestyle choices – particularly in the Borough's Regeneration Areas;
- Incorporating crime prevention measures into the layout and design of new developments and seeking to contribute towards a reduction in the fear of crime, particularly at night time within the Borough's town centres;
- Seeking to build on the overall levels of educational attainment whilst seeking to address current disparities in attainment levels within the Borough; and

- Seeking to ensure that communities have adequate access to high quality community facilities;
- Seeking to maintain an adequate supply of good quality and accessible open space, sport and recreational facilities and ensuring that provision meets future needs.

## Improving and Managing the Borough's Environment

### Objective 4: To improve and manage the Borough's environment by:

- Managing, maintaining and protecting valuable areas of open land;
- Creating sustainable communities that are resilient to the impacts of climate change;
- Reducing carbon emissions from all sources, especially the built environment and transport;
- Decoupling growth in the economy from growth in CO<sub>2</sub> emissions and fossil fuel prices;
- Improving the environmental performance and energy efficiency of new development;
- Appraising flood risk from all sources, identifying land at risk, managing risk and by prioritising new development in low risk areas;
- Identifying, protecting and enhancing a network of multifunctional greenspaces as 'green infrastructure' throughout the Borough;
- Identifying and delivering a coherent ecological framework to protect, maintain and restore biodiversity resources;
- Protecting, maintaining and restoring the Borough's geological assets;
- Protecting, maintaining, restoring and enhancing the historic environment, local character, distinctiveness and sense of place;
- Ensuring that the Borough's minerals resources are managed in a sustainable manner;
- Encouraging an overall reduction in waste generation and promoting the waste management hierarchy; and
- Reducing pollution and land contamination, managing the consumption of materials and natural resources in a sustainable manner and mitigating land instability.

## Improving Transport and Connectivity

### Objective 5: To improve transport and connectivity by:

- Taking an integrated approach to land use and transport with improved connectivity to services and facilities in order to reduce the reliance on the private car, create walkable neighbourhoods, limit the impact of transport on the environment, regenerate urban areas and support economic and social progress;
- Prioritising new housing, employment, service and retail development

within existing urban areas, in particular, within locations offering a choice of transport modes such as existing centres or close to public transport interchanges; and

- Making provision for safer and more sustainable routes in order to encourage more travel by cycle or on foot.



# Chapter 4

## Bury: The Strategy

This Chapter sits at the heart of the Core Strategy and sets out the spatial framework for the quantity and broad locations for future growth, investment and regeneration as well as policies designed to effectively manage future development within the Borough.








# Bury: The Strategy

# 4



## 4.1 Introduction

4.1.1 The Core Strategy's over-arching aim is to be consistent with the concept of 'sustainable development' which is fundamental to the economic, social and environmental success of the Borough. In basic terms, it means that in considering development, the Council will recognise the importance of ensuring that everyone should be able to satisfy their basic needs, both now and in the future. This is recognised by Policy SF1 which establishes the over-arching spatial framework for future growth and development within Bury.

4.1.2 Bury's Strategy itself is then sub-divided into five key themes which are consistent with the aims of securing sustainable development within the Borough. These key themes cover:

-  **Delivering High Quality Development in Sustainable Locations**
-  **Delivering a Competitive and Diverse Local Economy**
-  **Promoting Strong, Vibrant and Healthy Communities**
-  **Improving and Managing the Borough's Environment**
-  **Improving Transport and Connectivity**

4.1.3 Within each of the five themes there are a combination of:

-  **Spatial policies** - setting out the amount and broad locations for future growth, investment and regeneration
-  **Development management policies** - which are predominantly criteria-based policies setting out the Council's approach to specific planning proposals.

4.1.4 Figure 7 sets out the structure and policy coverage of the Strategy for Bury. The colour coding for the five themes and the spatial and development management policies identified above runs throughout the Strategy chapter.

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## Spatial Strategy

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- 4.1.5 At the heart of Bury's Core Strategy is the **Spatial Development Strategy** which is expressed through a series of policies that together establish the framework for the quantity and broad locations for future growth, investment and regeneration in the Borough.
- 4.1.6 The spatial policies have been developed within the context of an approach that has emerged throughout the preparation of the Core Strategy which involves a more distributed pattern of growth and development within the Borough.
- 4.1.7 However, within the Borough there are certain locations that, because of their sustainability, regenerative needs and opportunities are considered to be more appropriate for, and capable of, accommodating the most significant amount of growth, investment and regeneration and this is reflected within the spatial policies. This involves prioritising built development on previously-developed sites in accessible locations within the urban area, such as in and around the Borough's Key Centres. It also includes the promotion of development in areas which assist in alleviating issues of deprivation in the Borough. Conversely, the Strategy seeks to limit and/or restrain built development within its more sensitive areas, such as areas of open land, village settlements, areas of green infrastructure and land with the greatest risk from flooding.
- 4.1.8 Policy SF1 is the foundation of the Spatial Strategy in that it seeks to ensure that the broad location of future development is consistent with the Core Strategy's Strategic Objectives and the principles of sustainable development and the economic, social, environmental and transportation considerations that are central to it.
- 4.1.9 Policy SF1 is followed by a series of other spatial policies that establish the Strategy in terms of specific types of development and for specific areas of the Borough.

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## Development Management

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- 4.1.10 Development Management is a positive and proactive approach to shaping, considering, determining and delivering development proposals. It is led by the Council and involves working closely with developers and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness, and supports the delivery of key priorities and outcomes.
- 4.1.11 The traditional 'development control' approach to managing development proposals has focused on processing planning applications and enforcing contraventions, often taking a reactive and cautious approach. To enable the Council to proactively fulfil its place-shaping role, and to actively promote sustainable development, the Council is embracing a new approach which seeks to:
- facilitate development opportunities;
  - influence development proposals to achieve quality outcomes; and

- solve problems to deliver sustainable development proposals.
- 4.1.12 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.1.13 Planning applications that accord with the policies in this Local Plan will be approved, unless material considerations indicate otherwise.
- 4.1.14 This approach involves looking at proposals within their wider context rather than as an isolated development and taking a more balanced approach that considers how the development may contribute towards other aims and objectives of the Core Strategy, such as the delivery of improvements to Green Infrastructure or energy infrastructure.
- 4.1.15 Adopting the development management approach will enable the Council, with the local communities and their stakeholders, to promote and achieve the vision and objectives of the Core Strategy as well the ambitions of Community Strategy and other relevant objectives.
- 4.1.16 In support of this, the Strategy includes a series of more generic and criteria-based Development Management policies that provide a more detailed basis for assessing specific development proposals. Development Management policies may be supported by Supplementary Planning Documents that provide additional information in relation to the implementation of these policies.
- 4.1.17 The Development Management policies deal with both overarching matters that are applicable to all forms of development, such as the design and layout of new development, as well as topic-related policies that, although general in nature, are applicable to specific types of development, such as employment, retail or housing, or set out the approach to specific environmental assets.

Figure 7 - Structure and Policy Coverage of the Strategy

<b>DELIVERING HIGH QUALITY DEVELOPMENT IN SUSTAINABLE LOCATIONS</b>	
<b>SF1 – BURY’S SPATIAL FRAMEWORK</b>	
<b>CP1 – DELIVERING HIGH STANDARDS OF DESIGN AND LAYOUT IN NEW DEVELOPMENT</b>	
<b>Delivering a Competitive and Diverse Local Economy</b>	
<b>EC1</b> – Protecting Existing and Providing for New Employment Opportunities	
<b>EC2</b> – Employment Generating Areas	
<b>EC3</b> – Existing Employment Sites Outside Employment Generating Areas	
<b>EC4</b> – Creating Thriving and Competitive Key Centres	
<b>EC5</b> – Managing the Location and Scale of Town Centre Uses	
<b>EC6</b> – Accommodating New Retail Development	
<b>EC7</b> – Primary Shopping Areas and Shopping Frontages	
<b>EC8</b> – Managing the Loss of Retail Uses in All Other Areas	
<b>EC9</b> – Developing Attractive Tourism and Cultural Assets	
<b>Promoting Strong, Vibrant and Healthy Communities</b>	
<b>CO1</b> – Delivering Choice of Quality Housing for Everyone	
<b>CO2</b> – Managing ‘Windfall’ Housing Development	
<b>CO3</b> – Managing the Density of New Housing	
<b>CO4</b> – Meeting Housing Needs	
<b>CO5</b> – Providing for Affordable Housing	
<b>CO6</b> – Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	
<b>CO7</b> – Addressing the Needs of Our Regeneration Areas	
<b>CO8</b> - Supporting the Development of Sustainable Communities	
<b>CO9</b> – Safeguarding and Improving Community Facilities	
<b>CO10</b> – Open Space, Sport and Recreation Provision in New Housing Development	
<b>CO11</b> – Protecting and Enhancing Open Space, Sport and Recreation Provision	
<b>CO1</b> – Delivering Choice of Quality Housing for Everyone	
<b>Improving and Managing the Borough’s Environment</b>	
<b>EN1</b> – Green Belt	
<b>EN2</b> – Development in the Green Belt	
<b>EN3</b> – Creating and Enhancing a Network of Green Infrastructure	
<b>EN4</b> – Protecting and Enhancing the Green Infrastructure Network	
<b>EN5</b> - Conserving an Ecological Network and Promoting Ecological Enhancement	
<b>EN6</b> – Conserving and Enhancing the Borough’s Natural Assets	
<b>EN7</b> – Managing Flood Risk	
<b>EN8</b> – New Development and Flood Risk	
<b>EN9</b> – Surface Water Management and Drainage	
<b>EN10</b> – Moving Towards a Zero Carbon Borough	
<b>EN11</b> – Reducing Carbon Emissions from New and Existing Buildings	
<b>EN12</b> – Decentralised, Low and Zero Carbon Energy Infrastructure	
<b>EN13</b> - Built Heritage Assets and Landscape Character Areas	
<b>EN14</b> - Conserving and Enhancing the Borough’s Built Heritage and Landscape Character	
<b>EN15</b> – New Development and Contaminated and Unstable Land	
<b>EN16</b> – Managing Mineral Resources	
<b>EN17</b> – Sustainable Waste Management	
<b>EN18</b> – Pollution Control	
<b>Improving Transport and Connectivity</b>	
<b>T1</b> – Better Connecting Places and Improving Accessibility	
<b>T2</b> – Transport Requirements in New Development	
<b>KEY</b>	
<b>Spatial Policies</b>	
<b>Development Management Policies</b>	

## 4.2 Delivering High Quality Development in Sustainable Locations

- 4.2.1 Policy SF1, below, forms the foundation of the Core Strategy and sets out the broad spatial framework for the delivery of sustainable growth, investment and regeneration within the Borough.
- 4.2.2 It is followed by a further overarching Core Policy (CP1) which applies to all forms of development and relates to the delivery of high standards of design and layout in new development.

### Bury's Spatial Framework

#### What we are seeking to achieve

- 4.2.3 In March 2012, the Government issued the National Planning Policy Framework (NPPF) which sets out how the planning system can contribute towards the delivery of sustainable development by performing economic, social and environmental roles.
- 4.2.4 The Spatial Framework set out in Policy SF1, below, has been designed to reflect the approach set out in the NPPF in a way that seeks to achieve a network of thriving and sustainable townships and communities across the Borough.
- 4.2.5 The Policy underpins other Spatial Policies within the Core Strategy and, in pursuing this approach, the Council will take an integrated approach towards development proposals with the aim of delivering the Core Strategy's Objectives for:
- Delivering High Quality Development in Sustainable Locations
  - Delivering of a competitive and diverse local economy;
  - Promoting strong, vibrant and healthy communities;
  - Improving and managing the Borough's environment; and
  - Improving transport and connectivity.

#### How we are seeking to achieve it

##### **BURY'S SPATIAL FRAMEWORK**

**Core Policy  
SF1**

In seeking to create a network of thriving and sustainable communities across the Borough, the Council will adopt an integrated approach towards the achievement of the Core Strategy's economic, social and environmental

objectives. In particular, the Council will, through Local Plan policies and proposals, seek to:

**Deliver a competitive and diverse local economy by:**

- Protecting existing and suitable sources of employment and encouraging new, high quality investment and job opportunities focused on a limited number of Employment Development Areas at Bury North, Bury Central, Irwell Bank, Pilsworth and Bury South (see Policy EC1);
- Maintaining and enhancing the vitality and viability of the Borough's Key Centres of Bury, Ramsbottom, Tottington, Radcliffe, Whitefield and Prestwich through the encouragement of appropriately-scaled town centre uses and supporting the evening economy of Key Centres through increased provision other uses such as leisure, entertainment, cultural and 'lifestyle' amenities (see Policy EC4);
- Supporting the retail functions of the Borough's existing hierarchy of centres and prioritising these centres as locations for accommodating appropriately-scaled, new retail development in accordance with identified capacity (see Policy EC6); and
- Encouraging growth in the Borough's tourism and visitor economy by supporting and protecting existing and potential assets and encouraging further appropriate visitor-related development (see Policy EC9).

**Promote strong, vibrant and healthy communities by:**

- Making provision for an appropriate supply of land for new housing across all of the Borough's Townships but with a focus on Bury and Radcliffe and ensuring that new housing development meets the needs of the Borough's communities (see Policy CO1);
- Ensuring that the location and type of new development assists in addressing issues associated with the Borough's deprived communities in East Bury, Inner Radcliffe, Besses and Rainsough (see Policy CO7); and
- Ensuring that communities have adequate access to high quality community facilities and open space, sport and recreation (see Policy CO8).

**Improve and manage the Borough's environment by:**

- Protecting and improving areas of Green Belt and village settlements (see Policy EN1);
- Creating and enhancing a network of multi-functional green infrastructure (see Policy EN3);
- Conserving and enhancing an ecological network and the Borough's natural assets (see Policy EN5);
- Managing flood risk and ensuring that new development complies with the flood risk management hierarchy and does not result in unacceptable levels of risk either to the development itself or elsewhere (see Policies EN7 and EN8);
- Promoting opportunities for investment in decentralised, low and zero carbon energy infrastructure (see Policy EN10);
- Conserving and enhancing the Borough's built heritage assets and landscape character (see Policy EN13);
- Effectively managing minerals resources (see Policy EN16);
- Managing waste in a sustainable way (see Policy EN17); and
- Promoting opportunities for the reclamation and beneficial use of derelict



land.

**Improve transport and connectivity by:**

- Promoting development in accessible locations, such as close to public transport nodes and frequent bus routes, in order to encourage sustainable transport choices and reduce the number and length of car-borne journeys (see Policy T1).

In identifying specific locations for new development and in determining development proposals, the Council will ensure that the best use is made of existing resources and infrastructure by adopting a sequential approach which prioritises, first, using existing buildings (including conversions) and previously developed land within the urban area; second, using other suitable infill opportunities within the urban area; and, third, the development of other land where this is well located in relation to housing, jobs, other services and infrastructure.

## Our approach and the reasons for it

- 4.2.6 The achievement of sustainable growth and development fundamentally underpins the Core Strategy. Policy SF1 establishes the broad spatial framework for delivering sustainable development within the Borough. The Council will take an integrated approach towards development proposals by seeking to find solutions that deliver multiple economic, social and environmental objectives. There is not necessarily a contradiction between accommodating growth and development and protecting environmental assets as long as the development is appropriately planned and implemented responsibly.
- 4.2.7 Policy SF1 is supplemented by a series of more detailed spatial policies which identify how much development of various types we need to accommodate and broad locations where this development will be focused. Together, these spatial policies will be used as the basis for the subsequent identification of specific sites in conjunction with the Site Allocations Plan.
- 4.2.8 From an economic perspective, the Core Strategy seeks to provide the right circumstances to assist in the delivery of a strong and diverse local economy, allowing growth and innovation and providing more and better quality employment opportunities that are accessible to the Borough's communities, including those in need of regeneration. This also includes supporting the vitality and viability of the Borough's hierarchy of centres (during both the daytime and in the evening) and developing the Borough's tourism and cultural assets.
- 4.2.9 From a social perspective, the Core Strategy seeks to ensure that development contributes towards meeting community needs and is accessible to the communities that the development is intended to serve. This includes the provision of an appropriate supply of housing land and the promotion of good quality and accessible community facilities such as education, healthcare and open space. The creation of strong, vibrant and healthy communities is also dependent on ensuring that development involves high standards of design which makes a positive contribution

towards appearance, function, safety and amenity of the Borough's built environment.

- 4.2.10 The Borough is also host to a wide range of built and natural environmental assets such as Listed Buildings and Conservation Areas and features of ecological interest and landscape character. The concept of sustainable development also involves seeking to conserve and enhance the Borough's natural assets, built heritage and landscape character.
- 4.2.11 Furthermore, in pursuit of sustainable patterns of development, the Core Strategy seeks to encourage development into locations that are accessible by a choice of transport means and which reduce reliance on private motor vehicles.

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## Delivering High Standards of Design and Layout in New Development

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### What we are seeking to achieve

- 4.2.12 Objective 1 of the Core Strategy seeks to achieve high quality development in sustainable locations and seeks to ensure that all new development is aesthetically and functionally well designed so that new development makes a positive contribution towards the appearance, function, safety and amenity of the Borough's built environment.
- 4.2.13 The design and layout of new development can have a significant effect on the character and well-being of neighbourhoods and Development Management Policy CP1 broadly sets out what the Council will expect from proposals. The Policy establishes a series of generic principles but at the same time it is important that any new development reflects the varying character and townscape of areas within the Borough. In the case of residential development, the Council will expect high standards of design that are consistent with the 'Building for Life' criteria<sup>1</sup>.
- 4.2.14 The Policy is supported by Spatial Policy EC4 which establishes broad design principles for Bury, Ramsbottom, Radcliffe and Prestwich Key Centres which have been developed to reflect various vision and development strategies, masterplans and development briefs that have been prepared to inform the Local Plan process. Development Management Policy CP1 will also be supported by a range of Supplementary Planning Documents that will set out, in detail, how these considerations should be incorporated into all new development.
- 4.2.15 Furthermore, Village Design Statements have been prepared by the Ainsworth and Hollins communities and these will provide additional guidance in developing design solutions within these village settlements.

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<sup>1</sup> See [www.buildingforlife.org](http://www.buildingforlife.org)

## How we are seeking to achieve it

### DELIVERING HIGH STANDARDS OF DESIGN AND LAYOUT IN NEW DEVELOPMENT

DM Policy

**CP1**

The Council is keen to ensure that all new development makes a positive contribution to the appearance, function, safety and amenity of the Borough's built environment and supports wider objectives for sustainable development. In consideration of these factors, the Council will seek to ensure that the design and layout of new development is appropriate to the site and the wider character and townscape of specific areas within the Borough.

All new development (including conversions, changes of use and extensions to existing buildings) will be expected to display high standards of design and layout. The following factors will be considered when assessing planning applications:

- a) the impact of the proposal on the appearance and character of the landscape and townscape, including built heritage assets;
- b) the height and density of the proposal in relation to surrounding buildings;
- c) the contribution of the proposal to the wider public realm to ensure that streets, places and spaces are safe and usable by all;
- d) the provision of car parking and servicing arrangements and the need to ensure safe access/egress for vehicles, as well as the impact of such arrangements on the overall appearance and design;
- e) the movement within a proposed development and its connectivity with existing streetscapes;
- f) to ensure that the needs of walkers and cyclists are provided for as well as motorised vehicles;
- g) the need to provide for safe, easy and direct movement for those with mobility difficulties, and apply the principles of 'lifetime neighbourhoods' where opportunities arise;
- h) the environmental performance of the development arising from the incorporation of sustainable and environmental design techniques;
- i) the need to incorporate a variety and choice of buildings that can adapt to changing needs over time, and apply the principles of 'lifetime homes' where opportunities arise;
- j) the detailing and materials used in terms of creativity, energy efficiency and respect for the local context;
- k) ensuring that the design, layout and the quality of materials allows for easy maintenance and increased longevity;
- l) incorporating design and layout features that encourage more physical activity;
- m) opportunities for the incorporation of public art into new development;
- n) the need to incorporate 'designing out crime' principles;
- o) the impact on visual amenity in terms of the design of the

- development within its immediate surroundings and when viewed from distance and its effect on public views of landscape or townscape features;
- p) the impact on the amenity of adjacent neighbours and wider area by virtue of overlooking and/or loss of privacy;
  - q) the impact on the amenity of adjacent neighbours or wider area by virtue of issues relating to safety, noise, dust, fumes, air and water quality or disturbance;
  - r) the need to make sure all developments make appropriate provision for, and access to, adequate facilities for the waste management and waste disposal needs of the development;
  - s) the need to promote the concept of green infrastructure in new developments, including opportunities to incorporate green infrastructure provisions into design layouts; and
  - t) in the case of telecommunications, whether adequate consideration has been given to mast sharing and siting on existing buildings.

## Our approach and the reasons for it

- 4.2.16 The design and layout of new development is now recognised as being integral to achieving sustainable development and the planning process has an important role to play in achieving this. Good design incorporates an interrelation of features and if implemented effectively can contribute towards the creation of thriving and vibrant places that are well designed, well built, inclusive, safe, well connected and environmentally sensitive. As a consequence, the design of new development can have a significant impact on people's quality of life.
- 4.2.17 A design and access statement must accompany planning applications for outline and full planning permission, other than in the circumstances set out in Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010. Exemptions include applications for householder development, changes of use without external alterations and minerals-related development. Design and Access Statements are required to ensure that all necessary considerations have been integral in its design including the need to ensure that the design and layout accommodates the needs of people with disabilities, the elderly and those with small children and that suitable access is provided.

## Character and Townscape

- 4.2.18 The design and construction of new places and spaces could significantly impact on the future character of the Borough. Maintaining or contributing towards the strong sense of place and distinctiveness in Bury is an essential requirement for new developments to ensure that developments respect the distinctive character of the Borough and to ensure that good design prevails.
- 4.2.19 Developing an understanding of the characteristics of an area and the context should always form part of the work undertaken before drawing up a

development proposal. A design-led approach will ensure that every proposal responds positively to the particular characteristics of a site and its wider surroundings in terms of its scale, massing and materials used, thus reinforcing local distinctiveness and landscape character.

- 4.2.20 Creating places devoid of character through poor design will undermine the quality and value of the development and the wider environmental setting. It is for designers and developers to deliver high quality and distinctive schemes.
- 4.2.21 A townscape is, amongst other things, created by the relationship between buildings. In Bury the townscape varies considerably and this has been instrumental in developing the Borough's character.
- 4.2.22 New developments should reflect and where necessary enhance, the existing townscape setting. Buildings of an appropriate size, proportion, shape and layout will help create a well defined townscape, which is attractive and user friendly. Buildings and public realm that lack townscape quality are often more difficult to understand, less interesting and less distinctive.

### Public Realm

- 4.2.23 Poor designs and layout can create unattractive, lifeless and potentially dangerous places. Conversely, a well designed public realm can contribute significantly to the success of a place and shape people's experience and enjoyment of a place. Where appropriate, the Council may seek developer contributions for improvements to public realm in conjunction with the development.
- 4.2.24 In particular, development should make a positive contribution to the street scene and encourage social interaction through the inclusion of active frontages. Whilst being visually attractive, it should also be safe, secure and welcoming and should incorporate design features that deter criminal activity and does not cause fear of crime.

### Car Parking and Servicing

- 4.2.25 Car parking and servicing arrangements should be integrated into new development in a sensitive manner whilst ensuring safe vehicular movement. Developers will be expected to examine a variety of car parking and servicing solutions in order to ensure that these aspects of a development have the minimum visual impact. This will include seeking to avoid the provision of large areas of surface car parking as well as the incorporation of landscaping features that reduce the dominance of the car.

### Movement and Connectivity

- 4.2.26 Ease of movement and permeability within new development is determined by the structure and alignment of streets and blocks of development.

Successful developments comprise a choice of direct and well connected streets that promotes walking, cycling and integration and should incorporate any car parking in a sensitive manner. Direct street layouts also contribute to the ease with which an area can be understood both for local people and visitors.

- 4.2.27 Ease of movement within new and existing development will ensure that people living in Bury can easily get from their home to the facilities they need for their day-to-day activities: their workplace, school, shops, place of worship etc. This includes the need to incorporate design features that assist the movement of those with mobility issues as well as ensuring that development is designed in a way which makes it accessible by means other than the car i.e. cycling, walking and public transport.

### Sustainable Design and Environmental Performance

- 4.2.28 All development impacts on the environment, both directly (in terms of generating carbon emissions and using natural resources) and indirectly (by affecting the lifestyle decisions of its communities). Consequently, the buildings that are designed and built today will affect our ability to live in a sustainable way for years to come.
- 4.2.29 Development must, therefore, be designed and constructed in a sustainable way and in accordance with the carbon reduction targets set out in Spatial Policy EN10 of the Spatial Development Strategy. Developments should maximise the use of low and zero carbon technologies, increase energy and water efficiency and reduce levels of waste and environmental degradation. Further details of how new development can contribute towards reducing carbon emissions can be found in Development Management Policy EN10.
- 4.2.30 New development should respect Bury's natural environment, diverse topography, distinctive views and large expanses of open space. The integration of green infrastructure and the provision of adequate levels of planting and creation/management of watercourses should be a key design feature of new development.

### Diversity

- 4.2.31 Providing choice and variety within developments and within areas is important to ensure the broadest possible appeal.
- 4.2.32 In commercial schemes, a mix of uses will often help to achieve vitality and viability. In residential developments a range of types, sizes and tenures will help to respond to the variety of social and cultural differences that prevail throughout Bury.
- 4.2.33 Mixing residential and commercial opportunities at appropriate locations and with care to ensure that conflict does not occur, can help to create a more urban and vibrant Borough, generating activity at different times of the day.

## Detailing and Materials

- 4.2.34 Too many modern buildings have a 'bland' appearance in contrast to the visual interest of older buildings. Supermarkets and retail warehouses are often clad in panels which offer limited variety to the façade, whilst new housing is often designed without sufficient modelling resulting in windows being flush with external walls and minimal overhang of the eaves.
- 4.2.35 However, excessive architectural detailing, ornamentation and too many materials should be avoided where this would lead to fussiness, visual confusion and/or incompatibility, thus becoming incoherent in appearance and being discordant in character in the street scene.
- 4.2.36 Materials should be used to support the overall architectural language and urban design approach, which should be sensitive to the immediate site context.

## Maintenance and Longevity

- 4.2.37 Buildings and spaces that are difficult or expensive to maintain will not achieve good, long-lasting quality in their design. Proper consideration must be given at the design stage to the effects of ageing, weather and climate conditions, as well as normal wear and tear on buildings, streets, spaces and landscape.
- 4.2.38 Inadequate maintenance can lead to an environment just as poor as one that is badly designed in the first place.

## Physical Activity

- 4.2.39 Change4Life is a Government and NHS-led society-wide movement that encourages everyone to make changes to their diet and activity levels in order to reverse the growing trend of obesity and obesity-related illnesses. The design and layout of new development can make a discreet contribution towards the level of activity of the users of the development. This can be delivered in various ways. For example, this may involve designing a building in a way that encourages greater use of stairs or, in a wider sense, improving access to recreation sites and facilities.

## Public Art

- 4.2.40 Public Art has an important role in enhancing the quality of the environment and can make a major contribution to the visual quality and character of our towns and villages. It can contribute to developing civic pride and create an enhanced sense of community identity, elements that are essential to securing the vitality and viability required within the local environment. Developers will therefore be encouraged to make provision for public art in conjunction with their development. Further guidance on the incorporation

of public art into new development will be provided in a Supplementary Planning Document.

### Crime Prevention

- 4.2.41 The design and layout of new development can have a major influence on actual and perceived levels of criminal activity and crime prevention measures should be integral to the design process for all new development both in terms of the general configuration and layout to more specific physical security features such as doors, windows, alarms, boundary treatment, lighting etc.
- 4.2.42 A Crime Impact Statement should be submitted in conjunction with:
- All major planning applications;
  - applications for crime sensitive developments e.g. ATMs;
  - all applications involving car parking for more than 20 vehicles; and
  - other developments if specified in pre-application advice and the validation checklist criteria.

### Safeguarding Amenity and the Natural Environment

- 4.2.43 Inappropriately designed development can have serious consequences for the amenity of adjacent land and premises or the wider area.
- 4.2.44 New development should be mindful of the effect on visual amenity to ensure that developments are not inappropriate by reason of their siting, materials or design. The appearance of proposed developments and their relationship to their surroundings are material planning considerations to be taken into account when assessing development proposals.
- 4.2.45 All development proposals will be assessed to determine whether they would result in unacceptable impacts on amenity by way of preventing future development by inappropriately located windows, overlooking or loss of privacy, safety, noise, dust, fumes or other disturbance.
- 4.2.46 New developments should not give rise to unacceptable impacts on the natural environment as part of their proposals, but should be designed to protect and, if feasible, enhance the local area. Buildings associated with waste disposal issues such as midden areas within equestrian related schemes should be sited away from watercourses to avoid any pollutants entering the ecosystem.

### Waste Management

- 4.2.47 All development generates waste and the need to manage this waste and dispose of it in an appropriate manner should be an integral consideration in the design and layout of all new development.



## Green Infrastructure

- 4.2.48 Where there is a need or where opportunities arise as part of development proposals, there may be scope for developers to incorporate sustainable urban drainage systems (SuDs) into a scheme to deliver multi-functional Green Infrastructure benefits such as green roofs and wetlands.
- 4.2.49 Spatial Policy EN3 of the strategy broadly identifies areas of multi-functional Strategic Green Infrastructure within the Borough that is largely based on an evolution of the Borough's network of river valleys, wildlife corridors, the Manchester, Bolton and Bury Canal and the West Pennine Moors. However, whilst these areas offer a range of benefits of Borough-wide significance such as recreational opportunities and helping to combat climate change, the potential offered by such small-scale additions is no less important in contributing to the green infrastructure resource.

## Telecommunications

- 4.2.50 The Council recognises that high quality telecommunications infrastructure is integral to economic growth and will seek to support this wherever possible. However, from a design perspective, developers should aim to minimise the number of masts and explore the potential for utilising existing structures before considering the erection of a new mast. Where this is not possible and new equipment is required, the Council will expect this to be sympathetically designed and, where possible, camouflaged in order to minimise its visual impact.

## 4.3 Delivering a Competitive and Diverse Local Economy

- 4.3.1 The Council considers the development of a competitive and diverse local economy that is also well connected to the wider economy of the Manchester City Region, as vital to the future success of the Borough and is committed to securing economic growth in order to create jobs and prosperity.
- 4.3.2 The Spatial Portrait identifies that the Borough is well placed to play a major role in the modernisation and regeneration of the economy of the north of the Manchester City Region and that, as part of this process, it will be in both Bury's and the City Region's interests for the Borough to move towards a positive and interdependent relationship with Manchester, with a growing number of successful local businesses and increased high-value job opportunities complimenting economic development in other parts of the City Region.
- 4.3.3 Policy SF1 sets out the broad spatial framework for delivering a competitive and diverse local economy. In doing so, it is considered that the Local Plan can make the most significant impact by:
- Protecting existing and suitable sources of employment and encouraging new, high quality investment and job opportunities by making provision for a sufficient quantity and quality sites for employment-related development in attractive locations;
  - Maintaining and enhancing the vitality and viability of the Borough's Key Centres, including during the evening through the increased provision of leisure, culture and 'lifestyle' amenities;
  - Supporting the retail functions of the Borough's existing hierarchy of centres and prioritising these centres as locations for accommodating new retail development; and
  - supporting and encouraging growth in the Borough's tourism and visitor economy.
- 4.3.4 The policies set out below describe how the Core Strategy will seek to achieve this. However, it should be noted that the Local Plan is one of a number of complementary means to secure the delivery of a competitive and diverse local economy. It sits alongside other economic development initiatives including the encouragement of business formation and the development of skills. Bury's objectives for the wider development of the Borough's economy is set out within the Bury Economic Strategy 2010 – 2018.

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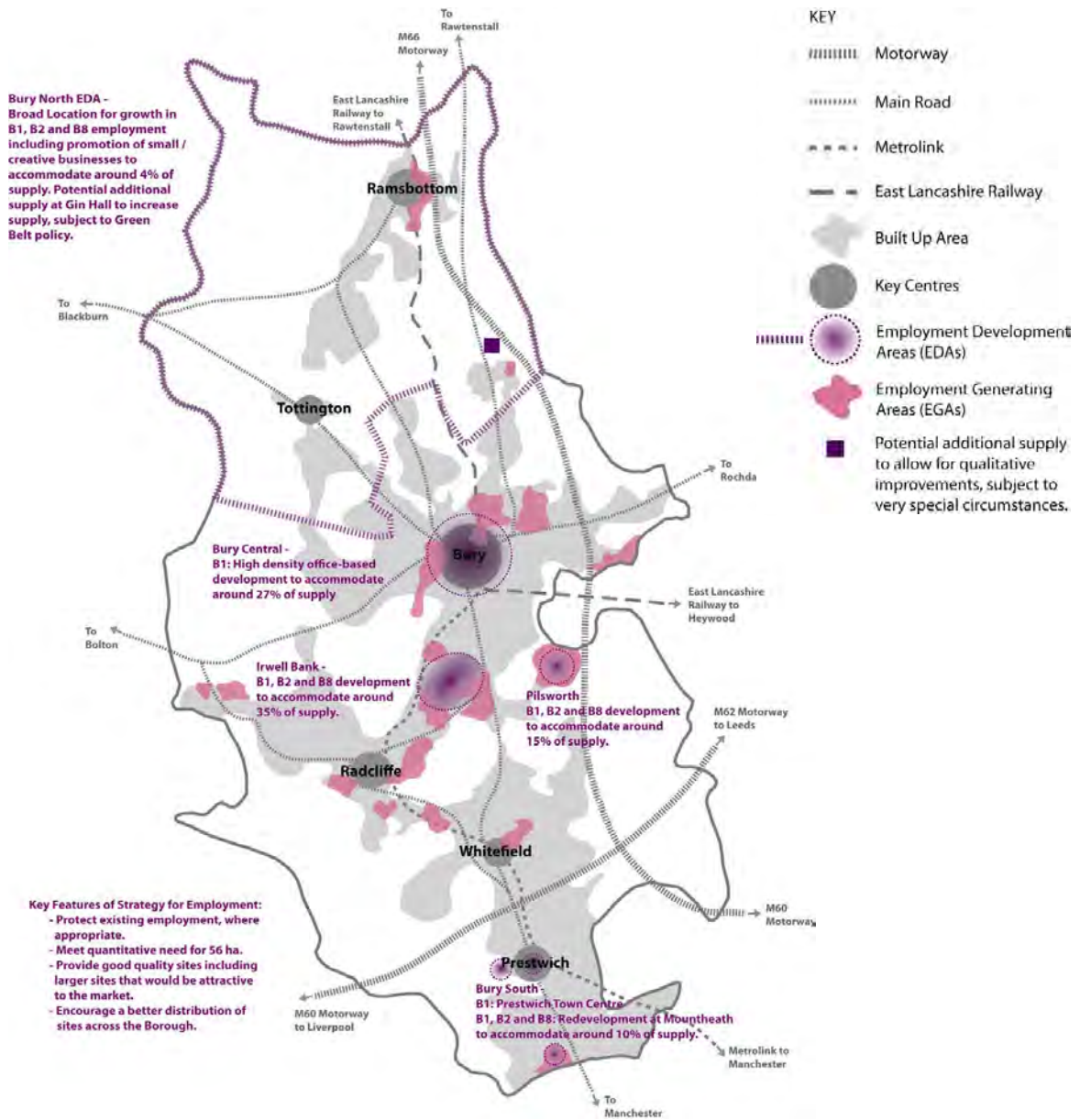
## Protecting Existing and Providing for New Employment Opportunities

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### What we are seeking to achieve

- 4.3.5 Some of the major concerns associated with the Borough's existing local economy are connected to low quality and low paid employment opportunities, high levels of out-commuting, the need to create greater economic diversity in order to minimise the impact of declining employment in the manufacturing sector and anticipated public sector cuts. The Local Plan has a significant role to play in addressing these concerns.
- 4.3.6 Consequently, the Local Plan can contribute towards meeting the Community Strategy Ambition to make Bury a place that offers quality jobs for Bury people. Of particular significance is the role that the Local Plan can play in terms of encouraging inward investment through the identification of a comprehensive range of good quality and suitably-located employment sites as well as through the retention and regeneration of existing employment areas and premises, where appropriate.
- 4.3.7 In the context of Spatial Policy EC1, references to 'employment' cover business (B1), general industrial (B2) and warehousing (B8) uses.

Figure 8 - Employment Development Areas and Existing Employment Generating Areas



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## How we are seeking to achieve it

### PROTECTING EXISTING AND PROVIDING FOR NEW EMPLOYMENT OPPORTUNITIES

Spatial  
Policy

**EC1**

The Council will seek to positively and proactively encourage sustainable economic growth in the Borough. In doing so, the Council will seek to:

- Protect existing sources of employment, where appropriate (see Policies EC2 and EC3); and
- Make provision for a supply of employment land that is sufficient to:
  - a) Meet quantitative needs for around 56 hectares of employment land to 2029;
  - b) Meet qualitative needs in terms of supporting the continued restructure of the local economy by encouraging a move towards a better quality, knowledge-based local economy;
  - c) Provide a good balance of sites in terms of location and site size in order to maximise the supply's attractiveness to the market; and
  - d) Create a more balanced spatial distribution of employment land that reflects sustainable and inclusive patterns development and which focuses employment growth in the following broad Employment Development Areas (EDAs):

**Bury North** – which will be an area promoted for an increase in employment provision in a range of Business (B1), General Industrial (B2) and Warehousing (B8) uses including the encouragement of small and creative businesses by capitalising on opportunities to recycle existing, older employment areas as well as through the provision of additional employment land in the north of the Borough. This EDA has the potential to accommodate around 4% of the Borough's supply within its urban area but could accommodate growth in small and creative businesses through the re-use of existing buildings. The additional provision at Gin Hall (identified below) also sits within the Bury North EDA and could, subject to other policies, add to the level of employment land in this area;

**Bury Central** – which will be an area promoted as the Borough's main focal point for the accommodation of higher density and high quality B1 office-based employment with the potential to accommodate around 27% of the Borough's total future supply of employment land;

**Irwell Bank** – which will be an area promoted for more indigenous and localised growth in a range of lower density Business (B1), General Industrial (B2) and Warehousing (B8) uses through the provision of new employment land as well as through the recycling of older, existing employment sites. This area has the potential to accommodate around 35% of the Borough's total future supply of employment land;

**Pilsworth** – which will be promoted as an area for growth in a range of Business (B1), General Industrial (B2) and Warehousing (B8) uses predominantly through the provision of new employment land as well as through the recycling of older, existing employment sites and sites in other uses. This area has the potential to accommodate around 15% of the Borough's total future supply of employment land;

**Bury South** – which will be an area promoted for an increase in employment provision in B1 office development in and around Prestwich Key Centre as well as capitalising on opportunities to recycle and regenerate existing, older employment areas. This area has the potential to accommodate around 10% of the Borough's total future supply of employment land; and

**Additional Provision** – In addition to the above and, in the interests of making significant improvements to the quality of the employment land supply and its spatial distribution, the Council will also encourage additional provision for employment at Gin Hall on Junction 1 of the M66. However, the Green Belt status of the site means that the Council will only support proposals where an applicant is able to successfully demonstrate 'very special circumstances' as required under the NPPF and Core Strategy Policy EN2.

In seeking to encourage sustainable economic growth and reducing the need to travel, the Council will also support appropriate opportunities for home working.

## Our approach and the reasons for it

- 4.3.8 In conjunction with other economic development initiatives, the Local Plan can make an important contribution towards the delivery of a sustainable, diverse and competitive local economy. In its broadest sense, the Strategy for the local economy is two-fold:
- Firstly, it involves the protection of existing sources of employment, where appropriate; and
  - Secondly, it involves seeking to attract new inward investment and high quality job opportunities through the provision of an appropriate range of employment sites that are sufficient to meet the Borough's quantitative, qualitative and spatial needs to 2029.
- 4.3.9 The general approach set out in Spatial Policy EC1 is based on the recommendations of the Bury Employment Opportunities Study which specified that in order to ensure a more focused approach towards inward investment, the Local Plan should incorporate a hierarchy of employment resources including:
- A very limited number of areas which are considered to have the potential to attract the higher quality jobs in growth sectors – referred to in Spatial Policy EC1 as Employment Development Areas;

- A limited number of other major concentrations of employment uses – referred to in Spatial Policy EC1 as Employment Generating Areas; and
- Other employment land and premises.

## Existing Sources of Employment

- 4.3.10 The Borough's existing sources of employment comprise established concentrations of employment uses (Employment Generating Areas) as well as other existing employment sites that are situated outside the Employment Generating Areas. In both cases, these are present throughout the Borough although there are notable concentrations of existing employment uses in the Bury and Radcliffe areas and a particular scarcity in both the north and south of the Borough.

## Employment Generating Areas (EGAs)

- 4.3.11 The Borough's EGAs comprise consolidated areas of employment uses which make an essential contribution to the Borough's wider local economy. Their importance is supported by the Bury Employment Opportunities Study which recognises their role in terms of enabling a more focused approach towards the provision of employment opportunities and to meet a wide range of market demands for business accommodation.
- 4.3.12 The Borough contains fifteen significant concentrations of employment and these range from the older, inner industrial areas of Bury, Radcliffe and Ramsbottom to the more modern areas such as Park 17 and Pilsworth. These existing concentrations are referred to as Employment Generating Areas (EGAs).
- 4.3.13 The Borough's EGAs are as follows and their spatial distribution is identified on Figure 8:
- |                                |                                  |
|--------------------------------|----------------------------------|
| ▪ Ramsbottom                   | ▪ Irwell Bank, Bury/Radcliffe    |
| ▪ Bevis Green, Walmersley      | ▪ Bradley Fold, Radcliffe        |
| ▪ Chamberhall, Bury            | ▪ Radcliffe East                 |
| ▪ Fernhill, Bury               | ▪ Radcliffe West                 |
| ▪ Freetown, Bury               | ▪ Radcliffe New Road, Whitefield |
| ▪ Daisyfield/Bolton Road, Bury | ▪ Park 17, Whitefield            |
| ▪ Bridge Hall Lane, Bury       | ▪ Mountheath, Prestwich          |
| ▪ Pilsworth, Bury              |                                  |
- 4.3.14 Precise boundaries for these EGAs will be established through the Site Allocations Development Plan Document.
- 4.3.15 In the main, the Strategy for the Borough's EGAs is one of consolidation and to retain these areas as a vital component of the Borough's existing supply of employment opportunities in business (B1), general industrial (B2) and warehousing (B8) uses. In support of this, the Council will encourage additional and appropriate employment development within EGAs where opportunities arise and, particularly in those EGAs containing older and more

traditional employment premises, will support the regeneration of these areas through the introduction of new employment uses that are more akin to modern-day requirements. The juxtaposition of parts of the Ramsbottom EGA with the town centre means that there may be scope to introduce a limited amount of tourism-related development where this is of a type and in a location that would support the wider tourism role of the town and would not have a negative impact on other businesses operating from the area.

- 4.3.16 Within some of these EGAs, there are considered to be opportunities to accommodate significant levels of growth in employment, namely in the Chamberhall, Pilsworth, Irwell Bank and Mountheath areas and, on this basis, these EGAs also feature within Spatial Policy EC1 as Employment Development Areas.

### Employment Sites Outside Employment Generating Areas

- 4.3.17 Outside recognised EGAs, the Borough contains a significant amount of other employment land and premises, sometimes within predominantly residential areas. These sites are often located within the heart of communities and can provide sustainable opportunities for people to work close to where they live, thus reducing the need to travel. Consequently, the Strategy broadly supports the retention of appropriate sites as important local opportunities for employment.

### Existing Employment Sites and the 'Sequential Approach' to Redevelopment Proposals

- 4.3.18 Proposals involving land designated as an EGA (or part of) and other employment land and premises outside EGAs will be determined in accordance with Development Management Policies EC2 and EC3 respectively.
- 4.3.19 In general, the Strategy is to maintain existing and suitable employment land and premises within the Borough. However, as part of the Bury Employment Land Review, the Council has identified a number of existing employment sites that are considered to be inappropriate for such uses and that will, should opportunities arise, be considered for alternative uses.
- 4.3.20 Whilst manufacturing continues to be an important element of the Borough's economy, the general decline in the manufacturing sector has led to examples of sites being vacated leaving behind older and often outworn premises that are sometimes not suitable for modern business operations. This situation can, in some cases, lead to other issues connected to criminal activity and anti-social behaviour. In order to prevent such issues, the Council may, through its powers under the Building Act 1984 and through Environmental Health controls, ensure such sites are safe and secure and will seek to positively engage with site owners to secure an acceptable solution. This may involve the clearance of potentially problematic structures and buildings and/or temporary treatment of sites awaiting redevelopment.



- 4.3.21 In such cases, the Council's priority will be to seek to secure the recycling of these sites for new employment uses that are more suited to modern day requirements.
- 4.3.22 However, it is recognised that the viability of speculative employment development has always been more marginal than other higher value uses, such as residential, and the current economic downturn has brought issues of viability into greater focus. This has led to pressures to redevelop existing employment land and premises both within and outside EGAs for higher value uses on the basis that the redevelopment of the site for speculative employment use is argued to be commercially unviable.
- 4.3.23 Notwithstanding this, it should be noted that the Local Plan establishes policies for the long-term and the current economic situation is not forecast to extend throughout the Local Plan period. Furthermore, it should also be noted that such sites can be an important resource for allowing the indigenous growth of existing businesses within the area. For indigenous growth, the commercial viability may not be such a critical issue as companies are prepared to take a longer-term view on their investment and do not require the short-term financial returns on the investment as would be the case with speculative development.
- 4.3.24 Development Management Policies EC2 and EC3 set out the Council's approach towards proposals involving the loss of existing employment land and premises both within and outside EGAs. Both Policies specify that where an applicant is able to provide robust evidence that unequivocally demonstrates that an existing employment site is unviable on the basis that there is no realistic prospect of the site being retained in employment use either in its current form, following refurbishment or following redevelopment to new employment uses, the Council will be prepared to positively engage with site owners/applicants to come to an acceptable solution that avoids long-term dereliction and the problems associated with it and ensures the regeneration of the site.
- 4.3.25 In seeking to demonstrate this, applicants will be expected to submit robust evidence to show that there is no demand for the site for employment purposes following comprehensive marketing for a minimum of 12 months (or longer if economic circumstances dictate) and that it is not commercially viable to retain the site in employment use. In exploring commercial viability, applicants will be expected to appraise the prospects of refurbishing the existing premises and the redevelopment of the site for appropriate forms of new employment uses.
- 4.3.26 Where such circumstances exist, the Council will, in the first instance, require an applicant to explore the potential for a mixed-use scheme involving new employment uses which can be cross-subsidised by other, higher-value uses (subject to other Local Plan policies). The expected proportional split of a mixed-use development will be determined on the basis of the level of employment opportunities it will provide and whether this is considered sufficient to compensate for the loss of the remainder of the site to non-employment uses. However, the Council's priority in such situations will be to maximise and protect employment uses.

- 4.3.27 It is recognised that the nature and individual circumstances of some employment sites may render them unsuitable for a mixed-use development. Such a situation may, for example, occur on a relatively small site where its redevelopment for a mixture of uses is not a practical option. Where this is the case, and where other Local Plan policies allow, the Council may consider the principle of other uses subject to the developer making a one-off financial contribution to compensate for the loss of the employment land.
- 4.3.28 Monies secured through these means will be used to assist in bringing forward other employment sites and subsequently securing the delivery of employment opportunities elsewhere. This may, for example, involve making financial contributions towards the provision of essential infrastructure or the removal of other constraints on alternative employment sites.
- 4.3.29 It is important to note that such sites are not protected simply on the basis of the nature and condition of the premises but on the basis of the site represents an appropriate location for employment uses. The Borough's employment land is a finite resource and once it is lost it is highly unlikely to ever return to that use.

## Employment Land: Needs and Supply

### Identified Needs for Employment Land

#### Quantitative Needs

- 4.3.30 In identifying a level of quantitative need, the Employment Land Review considers a number of alternative scenarios for various levels of employment growth. These alternative scenarios were based on a variety of methods of calculating quantitative need. Following consideration of each of the potential growth scenarios it was concluded that the level of need derived by establishing future trends in employment from the Greater Manchester Forecasting Model (GMFM) and applying these trends to past take-up rates projected forward to 2029 was the most appropriate. This scenario identified a basic quantitative need for around 47 hectares of employment land to 2029.
- 4.3.31 It is accepted practice to incorporate a flexibility allowance in addition to the basic level of need so that, in meeting these needs, the future supply of land would provide for developer choice and allow for any unforeseen acceleration in economic growth. An additional 20% is generally recognised as being an appropriate allowance for flexibility. Accordingly, in seeking to identify a sufficient quantity of land for employment-related development, the Local Plan will need to make provision for around 56 hectares of employment land.
- 4.3.32 The currently identified combined supply of employment land is sufficient to meet identified needs. However, there does remain some concern about whether all of the supply will be delivered – particularly in the context of current market conditions.

## Qualitative Needs

### Diversity

- 4.3.33 From a diversity perspective, forecasting undertaken as part of the Bury Employment Land Review (utilising the Greater Manchester Forecasting Model) anticipates a significant increase in business (B1) employment and there is a need to reflect this within the future supply of employment land.
- 4.3.34 Whilst employment in the manufacturing sector is forecast to decline, its economic output is forecast to rise in the long term as a result of more technologically advanced and less labour-intensive manufacturing processes. As a result, provision also needs to be made for B2 uses.
- 4.3.35 The Knowledge Economy has emerged as a key theme within economic development and policy makers in Greater Manchester have adopted the knowledge economy as the vision for future economic development in the sub-region. Indeed, the aim to diversify the economic foundations of the Borough to one that seeks to off-set the decline in manufacturing-based employment with the introduction of higher quality knowledge-driven employment are key to Bury's Economic Strategy, Community Strategy and Knowledge Economy Action Plan.
- 4.3.36 The Bury Employment Opportunities Study (King Sturge, December 2006) analysed the main growth and target sectors in the North West economy and this shows that Bury does have the characteristics to attract a number of knowledge-intensive sectors, including the digital and creative industries, finance and professional services, healthcare, biotechnology and public sector offices.
- 4.3.37 The forecasted increase in demand for business-related (B1) uses, the suitability of the Borough as a location for knowledge-based businesses and the need to modernise the economies of the north of the Manchester City Region all support the Core Strategy's approach of encouraging a shift in the focus of Bury's economy to one that seeks to attract more high quality, business-related employment opportunities.
- 4.3.38 In addition to improving the quality of job opportunities and providing a more diverse economic base, the encouragement of knowledge-based investment within the Borough has the potential to create realistic alternatives for those residents that currently travel outside the Borough to better quality and better paid work. Consequently, this approach has the potential to stimulate the added benefits of contributing towards reducing dependency on Manchester as well as reducing out-commuting and the environmental implications associated with it.

### Site Size

- 4.3.39 The independent market overview undertaken by Nolan Redshaw specifies that, from a qualitative perspective, Bury's local economy and commercial property market has always been 'held back' by the lack of significant development opportunities with much of the Borough's supply of sites

traditionally being of a relatively small scale which do not have the critical mass to support significant investment.

#### Attractiveness to the Market

- 4.3.40 Similarly, Nolan Redshaw's view is that, Bury's supply of employment land has also lacked relatively large-scale opportunities along the Borough's motorway corridor for which there would be a good level of demand once the property market begins to recover and demand returns. It is this sort of site that would be attractive to the market and would represent a strong opportunity to help the Borough's transition into economic growth.

#### Spatial Needs

- 4.3.41 Throughout the preparation of the Core Strategy, it has been apparent that the preferred option in terms of future growth and development was an approach that seeks a more dispersed pattern of growth and development in the Borough as well as a reluctance to see Bury become a purely dormitory town. Such an approach would be consistent with one of the Community Strategy's main Ambitions to have 'each township thriving'.
- 4.3.42 The Employment Land Review shows that in terms of the existing suitable supply of employment land, there is a distinct lack of opportunities for employment growth in both the north and south of the Borough.
- 4.3.43 Although it is unrealistic to provide a completely even distribution of employment throughout the Borough, primarily due to the availability of land, the Strategy seeks to go some way towards addressing the current spatial imbalance of employment land by identifying an increased level of provision and encouraging the regeneration and modernisation of existing, older industrial sites in the north and south of the Borough where, traditionally, employment land has been in short supply. Nevertheless, the availability of land dictates that the majority of future employment land provision will continue to occur within the Bury and Radcliffe areas.

### Employment Land Supply

#### Quantity

- 4.3.44 Bury's Employment Land Review sets out the Borough's existing suitable supply (32.15 ha.) and additional supply (28.91 ha.) of employment land across the Borough as at 1 April 2012. Together, the combined supply amounts to around 61 hectares which is sufficient to meet quantitative needs to 2029.

#### Quality

#### Diversity

- 4.3.45 The combined supply of employment land is consistent with the forecasted continuation of local economic restructuring from an economy that has been

traditionally reliant on declining manufacturing employment to one with a greater focus on B1 employment which is forecast to grow during the Plan period.

### Site Sizes

- 4.3.46 The combined supply of employment land has improved on a supply that has traditionally been dominated by small sites of under 0.2 hectares. However, in terms of meeting needs, the supply only includes one site above 5 hectares in size. The provision of larger sites is considered to be an important aspect of qualitative needs and, in this respect, the quality of the combined supply is considered to be limited.

### Attractiveness to the Market

- 4.3.47 Whilst the combined supply does represent a range of sites that should improve the attractiveness of the Borough's employment land portfolio to the market, the independent Market Overview contained within the Employment Land Review, indicates that as the Borough lacks larger-scale, good quality opportunities along the motorway corridors through the Borough.
- 4.3.48 The combined supply does include some provision with good access to the motorway network. However, such sites are limited in number and do not include any sites of above 5 hectares.

### Spatial Distribution

- 4.3.49 From a spatial perspective, the combined supply does present a better distribution across the Borough, including the provision of additional opportunities in the south of the Borough. However, there remains a low level of supply in the north of the Borough.

## Broad Locations for Employment Growth (Employment Development Areas)

- 4.3.50 In identifying a future supply of employment land, the Council has drawn on a number of sources which have assisted in site identification and have provided the evidential framework for where the supply should be focused. This has largely involved the following:
- **Monitoring of Employment Land** – which has shown that, traditionally, there has been a significant deficiency of employment land in the north and south of the Borough, with the majority being in Bury and Radcliffe.
  - **The Bury Employment Opportunities Study** - which identified four sites/areas that are considered to be of strategic significance in terms of offering the greatest scope for growth sector investment. Chamberhall, Townside, Irwell Bank and Pilsworth are all considered to fall within this category.

- **The 2009 'Bury But Better' Vision and Development Strategy** - which has identified other potential locations in and around Bury town centre that would be suitable for office-related development.
- **The 'Love Prestwich Strategy'** - which identifies opportunities for introducing employment opportunities into Prestwich in conjunction with the wider regeneration of the town.
- **The 2010 Index of Multiple Deprivation** - which shows that the Borough contains some significant pockets of deprivation, particularly in East Bury, Inner Radcliffe, Besses in Whitefield and Rainsough in Prestwich. Current national policy specifies that local authorities should assess locations of deprivation which may benefit from planned remedial action and identify priority areas for economic regeneration.

4.3.51 On the basis of these factors, the Core Strategy identifies a number of key broad locations that will be the main focus for employment growth and development. These are identified as Employment Development Areas (EDAs). Spatial Policy EC1 identifies the extent to which each of the EDAs could contribute towards the overall supply of employment land.

### Bury North

- 4.3.52 In the context of Spatial Policy EC1, the Bury North EDA extends across the Ramsbottom, Tottington and North Manor Township. The Strategy seeks to improve the quantity and quality of employment opportunities in this area through the recycling and modernisation of existing employment uses and capitalising on other opportunities which may arise.
- 4.3.53 This includes taking advantage the nature and character of the north of the Borough as a way of encouraging growth in small and creative businesses as well as growth in rural/tourism businesses where appropriate.
- 4.3.54 Existing employment uses in the north of the Borough are largely focused on the Ramsbottom Employment Generating Area which is situated to the north and east of the town centre. The Strategy is to encourage further quantitative and qualitative improvements to employment by encouraging the recycling of existing employment land in this area where the focus will be on the provision of a range of business (B1), general industrial (B2) and warehousing (B8) uses as well tourism uses where these would support the role and function of the town centre.

### Bury Central

- 4.3.55 'Bury Central' relates to a broad area in and around Bury Key Centre and the identification of this broad location for employment growth is consistent with the findings of the Employment Opportunities Study as well as the 2009 'Bury But Better' Strategy.
- 4.3.56 As the sub-regional centre, Bury will provide for significant levels of employment growth and with it being one of the Borough's most sustainable locations will be the main focal point for the accommodation higher density

and good quality B1a office development. This area is seen as the Borough's main opportunity to address current issues associated with poor quality and poorly paid employment in the Borough and will assist in the Borough's continued economic restructuring through the introduction of high quality, knowledge-based investment. The Strategy is for this broad location to make provision for around 27% of the Borough's overall supply of employment land.

- 4.3.57 The promotion of employment growth in the 'Bury Central' area is consistent with the aim of securing sustainable patterns of development set out in Policy SF1. In particular, employment growth in this area would align with a number of the priorities for growth, investment and regeneration given that it is focused on Bury Key Centre, is accessible from some of the Borough's most deprived neighbourhoods and is in a highly sustainable location being accessible by a wide range of transport modes.
- 4.3.58 Furthermore, the draft findings of a study of Greater Manchester's town centres undertaken by Drivers Jonas Deloitte on behalf of AGMA indicates that Bury town centre is one of four centres (outside the city centre) that is capable of providing a wider 'engine' for sub-regional growth.

### Irwell Bank

- 4.3.59 The employment area that sits between Bury and Radcliffe in the Dumers Lane/Radcliffe Road/Eton Hill Road area is referred to as Irwell Bank. This broad area has traditionally been one of the main focal points for industrial growth in the Borough and, as a result, continues to be a significant source of the Borough's overall employment land supply.
- 4.3.60 The Strategy is to exploit the existence of land in this area in order to consolidate and strengthen it as one of the Borough's main locations for employment growth. In doing so, the Strategy is for this broad location to make provision for around 35% of the Borough's overall supply of employment land.
- 4.3.61 It is anticipated that this area will be suitable for more indigenous and localised growth in a range of lower density business (B1), general industrial (B2) and warehousing (B8) uses and will allow for the introduction of better quality and more modern employment provision - including capitalising on opportunities to recycle existing redundant and obsolete employment sites.
- 4.3.62 In order to fulfil the potential of this area for employment generation and to reflect the findings of the Employment Opportunities Study, the Strategy involves the consolidation of what are currently three separate concentrations of employment focused on Dumers Lane, Eton Hill Road and Warth. This will require the inclusion of additional land to the north and west of Swan Lodge that will effectively connect the three currently separate employment areas. This additional land will make an important contribution towards establishing the Irwell Bank area as one of the Borough's main areas

for employment growth as well as contributing towards meeting the Borough's overall quantitative and qualitative needs for employment land.

- 4.3.63 This broad area lies roughly equidistant from two of the Borough's most deprived communities. Inner Radcliffe and East Bury both suffer from particular deprivation issues associated with income and employment and the provision of new employment opportunities in this area may assist in alleviating these problems, consistent with Policy SF1.
- 4.3.64 Whilst there is a high frequency bus service along the A56 Manchester Road and the A6053 Dumers Lane, close to the Irwell Bank EDA, it is accepted that bus services along Bury/Radcliffe Road would need to be enhanced to serve the local communities. Appropriate cycle and walking provision would also need to be improved to provide sustainable access to this area.
- 4.3.65 The Strategic Flood Risk Assessment has shown that there are issues of flood risk associated with the River Irwell in the general area between Bury and Radcliffe and any proposals within this area will need to take account of the Strategy for flood risk as set out in Spatial Policy EN7.
- 4.3.66 The area around Swan Lodge also includes features of ecological interest and any growth and development in this area will need to take account of this issue where there is potential for any impact. In addition, as identified in Policy EN3, the Irwell Bank area is recognised as being in need of new, enhanced and better connected Green Infrastructure and this will also be an important consideration in the future growth and development of this area.

### Pilsworth

- 4.3.67 Pilsworth represents another area that has developed as one of the Borough's more strategic employment locations largely due to its location at junction 3 of the M66. The area also contains elements of retail and leisure uses, including a bowling alley and a vacant multi-screened cinema.
- 4.3.68 The Strategy is to continue to support the Pilsworth area as one of the Borough's main locations for employment growth in a range of business (B1), general industrial (B2) and warehousing (B8) uses accounting for around 15% of the Borough's overall supply of employment land.
- 4.3.69 The Strategy is to capitalise on opportunities for new employment-related development as well as opportunities to recycle existing, underused sites or sites whose use is no longer appropriate in the context of national planning policy. For example, the current operator of the Pilsworth cinema has relocated to the Rock development in Bury town centre which also includes the provision of a new bowling alley. Consequently, this is considered likely to give rise to opportunities to consolidate Pilsworth's role as one of the Borough's strategically important employment locations.



- 4.3.70 Although the Pilsworth area lies on junction 3 of the M66, it is still well connected to the East Bury regeneration area including access via the Roch Valley Green Way which allows access from the deprived East Bury area by foot or bicycle, and is consistent with the aims set out in Policy SF1.
- 4.3.71 Pilsworth EDA is currently served by limited bus services and it will be necessary to ensure sustainable patterns of travel are developed. New development will require travel plans which will highlight a package of measures to provide an appropriate sustainable transport infrastructure.

### Bury South

- 4.3.72 In the south of the Borough, the Strategy is to accommodate an increased provision of employment in order to address current shortfalls in this part of the Borough as well as providing accessible opportunities for residents of the deprived areas of Besses in Whitefield and Rainsough in Prestwich. The Strategy is to make provision within this broad location for around 10% of the Borough's overall supply of employment land.
- 4.3.73 The Strategy for Prestwich Key Centre reflects the 'Love Prestwich Town Centre Strategy' and, in doing so, supports the introduction of new office (B1a) employment opportunities in and around the Key Centre and at the Prestwich Hospital site. It is considered that such an approach will assist in increasing employment provision in the south of the Borough in sustainable locations, consistent with the priorities set out in Policy SF1.
- 4.3.74 Further growth in employment in the south is considered to be restricted to the redevelopment and intensification of existing, older employment areas in sustainable locations. An opportunity is considered to exist in the Mountheath area adjacent to Sedgley Park district centre. At present, this existing employment area contains opportunities for employment growth, intensification and modernisation in a range of business (B1), general industrial (B2) and warehousing (B8) uses. However, existing access constraints at the junction of Bury New Road and George Street would need to be overcome as part of any proposals to intensify the use of this area.
- 4.3.75 Figure 8 reflects the Strategy for employment growth within the Borough's five broad Employment Development Areas and also highlights the Borough's existing concentrations of employment uses (Employment Generating Areas).

### Additional Provision

- 4.3.76 The Employment Land Review identifies the quantitative, qualitative and spatial needs for the provision of employment land to 2029 and sets out how the supply compares to these needs. The conclusion is that, although the combined supply of employment land is adequate to meet the quantitative needs, the combined supply of employment land could be further improved in order to add quality and to improve the spatial distribution and better reflect the Community Strategy's Ambition to have 'Each Township Thriving'.

- 4.3.77 In particular, there is an identified need to provide a good range of site sizes, including relatively large scale sites which have traditionally been lacking from the Borough's supply and which have the critical mass to support significant investment. However, whilst the combined supply of employment land does represent an improvement in the range of site sizes compared to the existing supply it only includes two sites in excess of 5 hectares.
- 4.3.78 Furthermore, in terms of market attractiveness, there is a need to provide for a range of requirements to accommodate indigenous growth and new inward investment but with the emphasis on high quality sites, including town centre sites and large, motorway-focused opportunities. Again, whilst the combined supply represents an improvement on what has traditionally been available, it is still considered to lack the provision of large, good quality opportunities with access to the motorway network – a feature which has historically held back the Borough's local economy and which would represent an attractive opportunity to foster economic growth as the country emerges from the current economic downturn.
- 4.3.79 The Employment Land Review has explored a variety of opportunities to improve the quality of the Borough's employment land supply, including proposed employment sites with good access to Junction 17 of the M60 at Prestwich, a number of sites at Pilsworth on Junction 3 of the M66 and land with access to Junction 2 of the M66 at Heap Bridge. Furthermore, although not adjacent to a motorway, the proposed employment land supply includes larger-scale opportunities, such as land around Swan Lodge in the Irwell Bank area (i.e. between Bury and Radcliffe) which would be capable of accommodating larger-scale employment development.
- 4.3.80 In addition to the sites at Prestwich, Pilsworth, Heap Bridge and Swan Lodge, identified above, opportunities to accommodate further qualitative improvements to the supply within the existing urban area are extremely limited and in considering the options for delivering qualitative improvements, the Employment Land Review has concluded that a site at Gin Hall at Junction 1 of the M66 represents the most appropriate and deliverable opportunity. This 13.5 hectare site would fully address all of the Borough's qualitative and spatial needs. Although located adjacent to the motorway, the site is also accessible by public transport as well as being well-connected to East Bury - one of the Borough's most deprived neighbourhoods.
- 4.3.81 However, it is recognised that, given its Green Belt designation, there are significant policy constraints on the site. Consequently, **employment-related development at Gin Hall will only be supported on this site if an applicant is able to satisfactorily demonstrate 'very special circumstances'** as is required by the National Planning Policy Framework and Core Strategy Policy EN2.
- 4.3.82 The north of the Borough is served by regular day time bus services. However it is accepted that reduced services are provided in the evening

and in the more rural areas. These services, coupled with walking and cycling routes, would need to be enhanced and the implementation of travel plans will be necessary, to ensure that if the development of the site at Gin Hall is deemed acceptable, that it is complimented by appropriate sustainable transport infrastructure.

## Office Development

- 4.3.83 In the past, the lack of available and suitable sites has meant that the Borough has not made significant inroads into the office market – particularly in the private sector. However, recent progress in bringing sites forward, such as at Townside and Chamberhall in central Bury have provided an opportunity for the Borough to become a more recognised office location.
- 4.3.84 The Strategy seeks to accommodate the majority of new office development in and around Key Centres. However, it is considered that in the interests of stimulating economic growth, it may be appropriate for other less central locations to contribute towards meeting needs for office accommodation.
- 4.3.85 This will allow for the subsequent identification of a wide range of sites that will offer choice to the market and, thus, maximise the potential for Bury to attract high quality, private sector, office-based employers into the Borough and to enable Bury to contribute towards regional aspirations for the transformation of the local economy of the northern part of the Manchester City Region.
- 4.3.86 However, proposals for office development in less central locations will need comply with the approach set out in national policy and, in particular, the potential requirement for a sequential test and impact assessment where this is deemed necessary within the context of Development Management Policy EC5. Furthermore, there will also be a need to take full account of the potential transport impacts and provide opportunities for more sustainable alternatives to the private car in accordance with Development Management Policy T2.

## Phasing

- 4.3.87 In order to assist in the provision of a competitive, diverse and sustainable local economy, it is considered necessary to adopt a flexible approach to the provision of employment land. As such, it is not intended to adopt a *formal* phasing mechanism for the delivery of employment land. However, the Council will ensure that new development will be adequately served by necessary infrastructure either in advance of the development coming forward or else ensuring that infrastructure provision is made in conjunction with a specific proposal.
- 4.3.88 Nevertheless, it is likely that the types and sizes of sites and relatively modest growth projections identified through the Employment Land Review are such that it is envisaged that 'natural' phasing will occur throughout the Local Plan period.

## Consolidating Employment Generating Areas

- 4.3.89 Development Management Policy EC2 sets out the Council's approach towards development proposals within identified Employment Generating Areas (EGAs).

EMPLOYMENT GENERATING AREAS	DM Policy <b>EC2</b>
<p>The Council is keen to ensure that the Borough's established Employment Generating Areas (EGAs) are consolidated, retained and, where necessary, regenerated in order to help to create a sustainable, diverse and competitive local economy, to provide certainty to businesses and to maintain existing and future employment opportunities for the Borough's local population.</p> <p><u>Acceptable Uses Within an EGA</u></p> <p>The acceptable uses within the Irwell Bank and Pilsworth EGAs are set out under Spatial Policy EC1 which identifies these as Employment Development Areas.</p> <p>Within the other EGAs, development will only be allowed for Business (B1), General Industrial (B2) and Warehousing (B8) uses.</p> <p>Within the Ramsbottom EGA there may also be scope for the introduction of limited tourism-related uses where this would support the role and function of Ramsbottom town centre.</p> <p>Appropriate built waste management facilities may also be acceptable within any EGA identified through the Greater Manchester Joint Waste Development Plan Document.</p> <p><u>Proposals for Other Uses within an EGA</u></p> <p>Proposals for other uses on sites currently in B Use employment within an EGA will not be permitted unless:</p> <ol style="list-style-type: none"> <li>a) It involves limited development and the proposed use is considered to be complimentary to the main employment use of the EGA; or</li> <li>b) it does not involve limited development but the applicant is able to provide robust evidence to demonstrate that there is no prospect of the site coming forward for any of the acceptable B Use Classes.</li> </ol> <p>Where this can be demonstrated, the applicant will be required to:</p> <ul style="list-style-type: none"> <li>▪ Firstly, explore the viability of a mixed-use development including the delivery of new employment uses that provide an adequate level of employment opportunities to compensate for the loss of</li> </ul>	

- the original employment site; and
- Secondly, where a mixed-use development is not viable or appropriate, make a one-off financial contribution to compensate for the economic harm arising from the loss of the site to another higher value use.

In instances where there are significant land and premises within an EGA that are not currently in B Use employment and which become available for redevelopment or reoccupation, the Council's priority will be for these sites to be used for employment purposes.

In all cases, the Council will be concerned to ensure that the introduction of non-employment uses into an Employment Generating Area would not conflict with and have a detrimental impact on existing employment uses.

## Our approach and the reasons for it

- 4.3.90 If existing firms and jobs are to be protected in the Borough it is important that investment for employment generating purposes is encouraged. Protecting EGAs for employment uses will help to achieve this by providing businesses with a degree of certainty as to the future use of these areas, avoiding the introduction of conflicting land uses and having an important part to play in retaining local employment opportunities. In addition, such an approach will also contribute towards the supply of employment land to meet the Borough's identified needs to 2029.
- 4.3.91 The Bury Employment Opportunities Study recognises the importance of maintaining concentrations of employment as a way of having a more focused approach towards the provision of employment opportunities and to meet a wide range of market demands for business accommodation.
- 4.3.92 The strategy for employment, set out under Spatial Policy EC1, identifies the Borough's main concentrations of existing employment uses (Employment Generating Areas) and identifies that some of these have more significant opportunities for growth than others. Those with significant scope for growth in employment (i.e. Irwell Bank and Pilsworth) also feature as broad areas for employment growth (Employment Development Areas) under Spatial Policy EC1.
- 4.3.93 For the remaining Employment Generating Areas, the main focus of Development Management Policy EC2 is on the consolidation and retention of EGAs in employment use and, where opportunities arise for new development or the recycling of existing sites, to encourage development involving business (B1), general industrial (B2) and warehousing (B8) uses.
- 4.3.94 The juxtaposition of parts of the Ramsbottom EGA with the town centre means that there may be scope to introduce a limited amount of tourism-related development where this is of a type and in a location that would support the wider tourism role of the town and would not have a negative impact on other businesses operating from the area.

- 4.3.95 In addition to the intention to retain EGAs in B use employment, the nature of such areas means that they may also be suitable for uses associated with built waste management facilities. Although not strictly within the B1, B2 or B8 range of uses, built waste management facilities are generally industrial in appearance and the nature of EGAs mean that there are unlikely to be issues connected to conflicting land uses.
- 4.3.96 The Greater Manchester Joint Waste Development Plan Document (GMJWDPD) is currently being prepared and will involve the specific identification of sites/areas that are deemed appropriate for the accommodation of waste management facilities. The Council will have regard to the GMJWDPD when determining applications involving this use within an EGA.
- 4.3.97 It is recognised that in some circumstances there may be scope for allowing limited development of non-employment uses without this being of detriment to the wider EGA, particularly where the use is considered complimentary to use of the wider area for employment purposes. In the context of this Policy, limited complimentary development may, for example, include a small local shop catering for the day-to-day needs of workers in the area.
- 4.3.98 As mentioned under Policy EC1, employment sites have tended to be the focus for redevelopment proposals to alternative higher value uses and, when considering such proposals within EGAs, the Council will adopt the sequential approach that firstly seeks to retain such sites in employment use. Where this can be proven to be unviable in the immediate future, the Council may consider mixed-use proposals involving an appropriate level of new employment uses or, where this is also unviable or inappropriate, consider a one-off payment to compensate for the loss of the employment resource.
- 4.3.99 There may be instances within some of the Borough's EGAs where a significant non-employment use becomes available for redevelopment or re-use. As is the case with sites in employment use, the Council's priority will be to secure the re-use or redevelopment of such sites for employment purposes in order to support the role and function of the wider EGA. Again, other uses will only be acceptable where an applicant is able to clearly demonstrate that the site has no realistic prospect of coming forward for such uses in the immediate future.
- 4.3.100 In the interests of maintaining and consolidating EGAs as major focal points for employment activity, one of the Council's fundamental and underlying concerns when considering the acceptability of non-employment uses within an EGA will be whether this would be likely to have any adverse implications for existing employers operating within the EGA as well as for the prospective occupiers of the non-employment uses. For example, where housing is proposed in close proximity to existing employment uses, this may give rise to pressure from the new residents to curtail the employment use to the detriment of the wider EGA. Similarly, where a mixed-use development is proposed, the Council will ensure that this is designed in such a way as to prevent conflict between the new employment and what may be other more sensitive uses within the scheme.

- 4.3.101 This Policy will be supported by a Supplementary Planning Document that will elaborate on the approach and include details of the expectations for site marketing and viability appraisals as well as the basis for calculating one-off payments, where appropriate.

## Protecting Existing Employment Sites Outside Employment Generating Areas

- 4.3.102 Development Management Policy EC3 sets out the Council's approach towards existing employment land and premises outside Employment Generating Areas.

### EXISTING EMPLOYMENT SITES OUTSIDE EMPLOYMENT GENERATING AREAS

**DM Policy  
EC3**

The Council will seek to retain existing employment sites (outside the designated Employment Generating Areas) in Business (B1), General Industrial (B2) or Warehousing (B8) uses in order to help to create a sustainable and competitive local economy, to ensure a diverse supply of employment sites and to maintain accessible employment opportunities for the Borough's local population.

Where an employment site outside an Employment Generating Area is clearly unsuitable, in land use terms, the Council will give favourable consideration to alternative uses, provided that such uses accord with other Local Plan policies.

At the outset, the Council will seek to protect employment land and premises where they are considered suitable, in land use terms, for continued employment use.

However, if an applicant is able to provide robust evidence to demonstrate that there is no prospect of the site being retained or redeveloped for new employment uses, the applicant will be required to:

- Firstly, explore the viability of a mixed-use development including the delivery of new employment uses that provide an adequate level of employment opportunities to compensate for the loss of the original employment site; and
- Secondly, where a mixed-use development is not viable or appropriate, make a one-off financial contribution to compensate for the economic harm arising from the loss of the site another higher value use.

### Our approach and the reasons for it

- 4.3.103 Outside the main concentrations of employment (i.e. the Employment Generating Areas), the Borough contains a significant amount of either

individual or small clusters of employment uses which, given Bury's industrial heritage, often comprise older premises in what can sometimes be described as secondary locations and often close to residential areas. Such sites do, however, offer the opportunity for people to work close to where they live, thus potentially reducing travel distances and reliance on the private car as a way of travelling to work.

- 4.3.104 The more isolated nature of these sites in comparison with EGAs has meant that they have come under the most intense pressures for redevelopment to higher value uses. To justify the release of such sites, it is often argued by developers and owners that are no longer suited to the requirements of modern industrial practices. However, it should be recognised that although such sites may not always represent particularly high quality, prestigious employment opportunities, they can, nevertheless, fulfil a role in providing for more affordable land and premises that would be attractive to the local market.
- 4.3.105 The Employment Land Review has identified existing employment land and premises that are considered suitable, in land use terms, for continued employment use and, in this respect, such sites can make an important contribution to the Borough's overall economic resource.
- 4.3.106 Where sites are considered appropriate in land use terms, the Council will adopt the sequential approach (as described under Policy EC1) when considering their future use. The Council's starting point in this approach will be to seek to retain those sites considered suitable for employment purposes. Where this can be proven to be unviable, the Council may consider mixed-use proposals involving an appropriate level of new employment uses or, where this is also unviable or inappropriate, consider a one-off payment to compensate for the loss of the employment resource.
- 4.3.107 This Policy will be supported by a Supplementary Planning Document that will elaborate on the sequential approach and include details of the expectations for site marketing and viability appraisals as well as the basis for calculating one-off payments, where appropriate.

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## Creating Thriving and Competitive Key Centres

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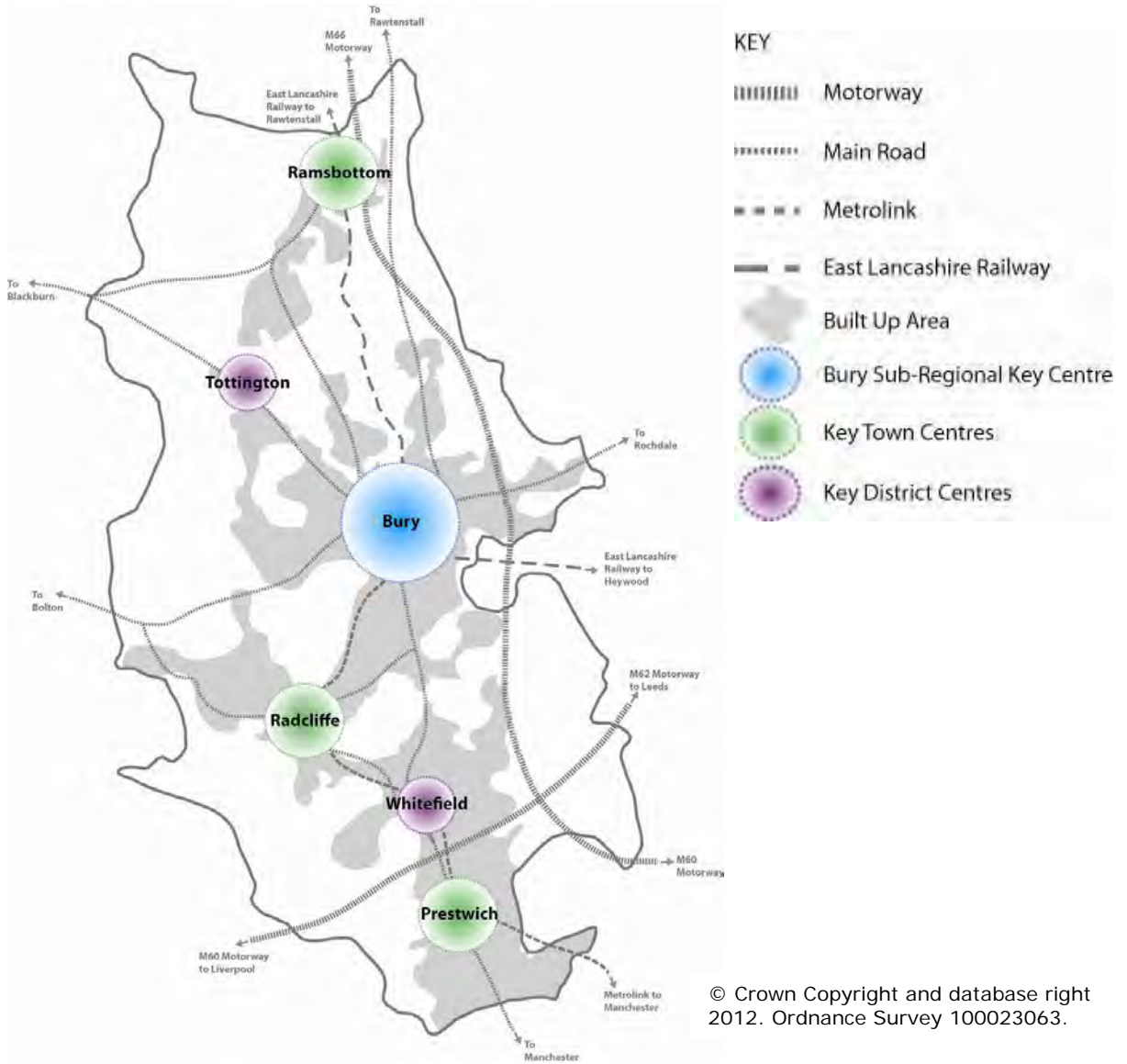
### What we are seeking to achieve

- 4.3.108 Within the Borough there are a number of centres that support their surrounding communities and are the most recognisable focal points in the Borough. These are identified as Key Centres and comprise Ramsbottom, Tottington, Bury, Radcliffe, Whitefield and Prestwich.
- 4.3.109 These centres are at the heart of the Borough's communities and represent the Borough's most sustainable locations, being readily accessible by a variety of transport modes. They are host to a wide range of facilities and functions that serve community needs and enable people to access shopping and other services in a single trip. They are an essential and integral part of the Borough's local economy



and, consequently, the Strategy is to maintain and enhance their economic significance through continued growth, investment and regeneration.

**Figure 9 – The Borough’s Key Centres**



## How we are seeking to achieve it

### CREATING THRIVING AND COMPETITIVE KEY CENTRES

**Spatial  
Policy**

**EC4**

The Council will seek to support the creation of thriving and competitive Key Centres during both the daytime and the evening by encouraging a range of town centre uses in Bury, Ramsbottom, Radcliffe, Prestwich, Tottington and Whitefield centres.

In particular, the Council will encourage a range of retail, leisure, commercial, office, tourism, cultural, community and residential uses provided that these uses are needed; are of a scale and design that is appropriate to the role and function of the Key Centre; and are consistent with other local and national planning policies.

This includes supporting mixed-use development in appropriate locations, developing opportunity sites and encouraging uses into vacant and underused upper floors that support the vitality and viability of the Key Centre.

Where appropriate, the Council will also encourage investment in the evening economy and growth in leisure, entertainment, cultural and 'lifestyle' amenities, particularly in Bury town centre.

## Our approach and the reasons for it

- 4.3.110 The varying scales, functions and needs of the Key Centres necessitate a different spatial approach to each. Bury, as a centre of sub-regional significance, is the largest of the Borough's Key Centres and will be the principle focal point for growth, investment and regeneration within the Borough. Secondary in scale are Ramsbottom, Radcliffe and Prestwich that, although significant centres containing a range of facilities, function on a more localised basis than Bury. The lower tier of Key Centres comprises the district centres of Tottington and Whitefield.
- 4.3.111 The Strategy for each of the Borough's Key Centres is set out below. Development Management Policy CP1 identifies that high standards of design will be expected in all new development throughout the Borough. However, it is considered that the level of opportunities and the mixture of uses that are to be promoted in the Borough's Key Centres, particularly the town centres, requires a more specific approach to what will be expected from developers in design terms. These expectations are also summarised below and have been informed, where applicable, by the various town centre vision and development strategies, masterplans and development briefs that have been undertaken to support and inform the Local Plan. Illustrations are also included to give an indication of the types of design that will be encouraged and examples of the types of character that development should adhere to.

- 4.3.112 Furthermore, given that retail uses form a critical element of the vitality and viability of a centre, the Strategy for the main Key Centres also takes into account the findings of the Bury Retail Capacity Study that was produced in 2011 and has formed the basis for the identification of the retail needs set out in Spatial Policy EC6.

### Bury Key Centre

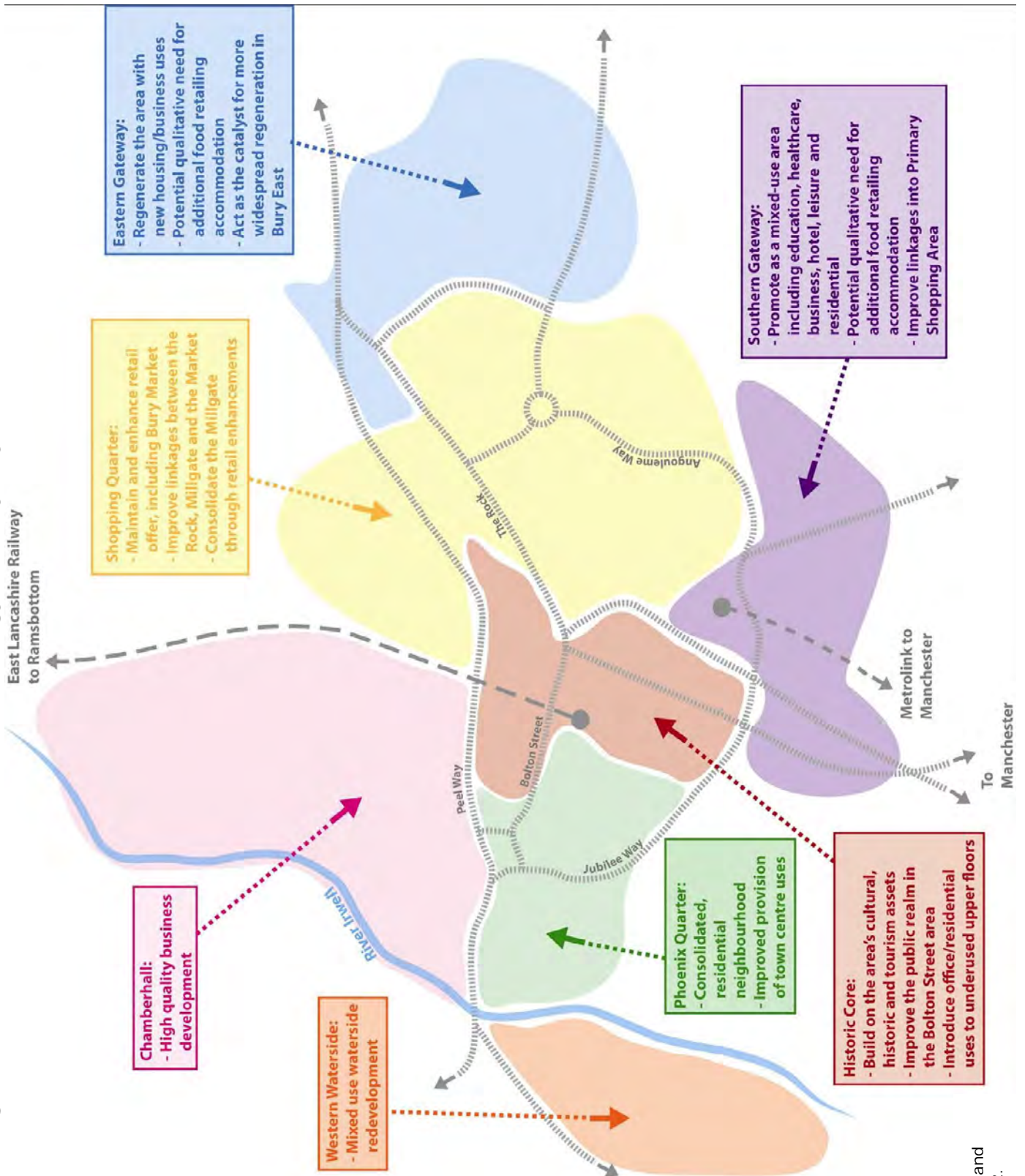
- 4.3.113 In recent years, Bury has been the focus of significant levels of investment and there has been an increasing level of developer confidence in the town. This has seen a number of development proposals come forward that offer substantial regeneration benefits to not just the town itself but to the Borough as a whole.



Recent investment at the Rock in Bury town centre

- 4.3.114 One of the key pieces of evidence to support and inform the Core Strategy's approach towards the accommodation of growth in Bury Key Centre is the 'Bury But Better' Town Centre Vision and Development Strategy which was originally prepared by consultants in 2003 and subsequently updated in 2009. 'Bury But Better' sub-divides the town into seven 'quarters' to reflect their distinctive character and function and these have been used as the basis for the Core Strategy's approach towards Bury as a Key Centre. Figure 10, broadly identifies these 'quarters' and sets out the key themes for each.
- 4.3.115 In relation to Knowsley Place/Townside, the 'Bury But Better' Strategy is supported by the approved 'Townside Development Framework' which establishes design principles to guide the future regeneration and redevelopment of the site.

Figure 10 – The Main Themes of the Strategy for Bury Key Centre



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### The Strategy for Bury Key Centre:

**Western Waterside** – To promote a significant regeneration opportunity based on the reopening of the Manchester, Bolton and Bury Canal where it is proposed to redevelop the area as a mixed-use waterside development of primarily residential and office uses and to improve linkages into the town centre itself.

**Phoenix Quarter** – To create a more consolidated residential neighbourhood with improved links to the heart of the town centre together with improved facilities and development of uses appropriate to this town centre location.

**Chamberhall** – To promote an opportunity to create an extensive and high quality business location on the fringe of the town centre.

**Historic Core** – To build upon the area's cultural, historical and tourism assets, improve the public realm of the Bolton Street area and introduce new residential and office uses.

**Shopping Quarter** – To maintain and enhance the retail offer, including Bury Market, and to improve linkage and integration between the Rock development, the Millgate Shopping Centre and the market. Furthermore, the existing Mill Gate Shopping Centre will be supported through the encouragement of retail development within or close to the Millgate.

**Eastern Gateway** – To regenerate this poor quality transitional area between the town centre and the residential communities in east Bury to create a mixed-use area of predominantly housing and business uses.

**Southern Gateway** – To promote an opportunity to capitalise on existing developments and development opportunities in this area of the town through the introduction of a mixture of uses including educational facilities, offices, healthcare, hotel and leisure uses and residential.

Whilst the focus of 'Bury But Better' is clearly on development this has to be sustainable and also address key climate change, energy efficiency, green infrastructure, flood risk and biodiversity principles.



Illustration of new development at the Southern Gateway



Illustration of completed Phase 1 of Townside in Bury Key Centre

### Broad Design Principles for Bury Key Centre

- Seek to introduce more innovative design solutions to new development that create attractive landmark features in the town.
- Improve pedestrian linkages into the town centre and to Bury interchange.
- Development layout should extend and consolidate existing street layouts to create a clear hierarchy of interconnected streets and perimeter blocks.
- Development at Chamberhall should be placed in a parkland setting that responds to the River Irwell and respects its role as a recreational route and wildlife corridor.
- Any infill development or reuse of existing buildings should respect the character and function of its immediate location. In this regard, the Bury Town Centre Conservation Area which functions as a culture quarter is considered to be particularly sensitive.
- Encourage development that creates new routes, with clearly defined frontages, between The Rock development and the Mill Gate Shopping Centre and Bury Market areas in order to improve the overall cohesion of the town centre retail offer.
- Encourage development that will strengthen the character of The Rock and Market Street as the historic high streets of Bury town centre.
- Reduce the vehicular dominance of the ring road.
- Encouraging development that creates clearly defined frontages along important throughroutes.
- Over the longer term, seek to re-connect the town centre with the Pimhole residential area.
- Ensure that development is designed in a way that creates prominent and striking features at important gateways into the centre.
- Provide waterside frontages onto features such as the River Irwell, the Manchester, Bolton and Bury Canal and mill reservoirs.
- Retain features of industrial heritage, where appropriate.

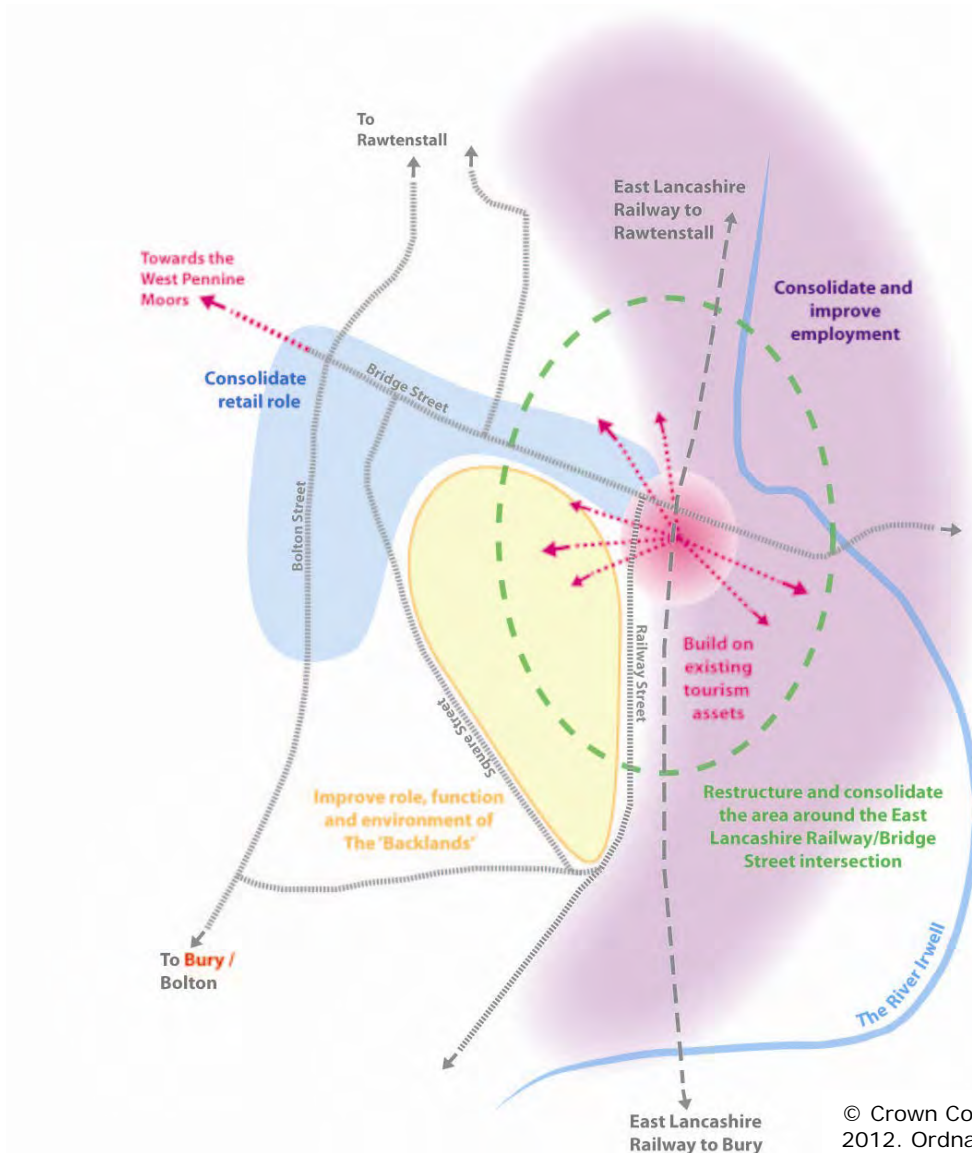


Illustrations indicate the type and quality of design that will be expected within Bury Key Centre (courtesy of URBED)

### Ramsbottom Key Centre

- 4.3.116 Ramsbottom Key Centre is situated in the north of the Borough and sits within the foothills of the West Pennine Moors. In contrast to Radcliffe and Prestwich, Ramsbottom is a relatively thriving centre based predominantly on its mutually supportive functions as a specialist retail, market and tourist destination. However, this is not to say that Ramsbottom does not have issues of its own – particularly in respect of the layout and function of certain areas and the need to improve linkages and connectivity both within the town itself as well as with surrounding areas. It is anticipated that these issues will be examined in more detail through a vision and development strategy.
- 4.3.117 Figure 11 sets out the Core Strategy’s broad approach towards Ramsbottom Key Centre.

**Figure 11 – The Main Themes of the Strategy for Ramsbottom Key Centre**



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### The Strategy for Ramsbottom Key Centre:

**To build on the town's tourism assets** – by continuing to support the tourism-based function of the town, including the encouragement of tourism-support facilities, such as provision for over-night visitors and the enhancement of the town's evening economy. In addition, support will also be given to improved parking, events and market arrangements as well as improved pedestrian linkages to surrounding assets such as the West Pennine Moors and Nuttall Park.

**To respect the character and heritage of the town** – by ensuring that all new development within and adjoining the Ramsbottom Conservation Area respects its character and setting and is in accordance with the approved Conservation Area Management Plan.

**To support and encourage a diversity of uses in the town** – by supporting the overall vitality and viability of the town centre, encouragement will be given to the accommodation of a wide range of town centre uses.

**To consolidate the retail role of the town centre** – by supporting the specialist nature of much of the town's retail assets and market which contribute towards the wider attraction of the town as a tourist destination. Continued support will be given to the Bolton Street and Bridge Street area as the main focus for retail uses as well as to support the continued operation of specialist markets. In respect of future need for additional retail development in Ramsbottom, the Bury Retail Study concludes that there is no quantitative need for additional convenience retailing and limited need for comparison retailing over the Local Plan period.

**To restructure and consolidate the East Lancashire Railway/Bridge Street intersection** – by further strengthening the role and function of the town through the restructuring and consolidation of uses in the areas surrounding the intersection of the East Lancashire Railway and Bridge Street. In doing so, support will be given to proposals that exploit opportunities to redevelop sites that represent an inefficient or inappropriate use of land for alternative uses that support the general role and function of the town.

**To improve the role, function and environment of the 'Backlands' area** – by supporting proposals that improve the role, function and environment of the 'Backlands' area which includes the three larger scale retail food stores and areas of car parking, intersected by minor roads which is considered to be functionally and physically disjointed both in terms of the way it operates internally as well as how the area relates to the rest of the town centre.

**To maintain and improve employment opportunities** – by retaining employment as the predominant use in the area to the north and east of the town. Support will be given to the redevelopment proposals that bring forward newer employment premises that are better suited to more modern requirements and which will introduce general environmental improvements to this part of Ramsbottom.

In seeking to support the role and function of Ramsbottom in line with the above, regard will be given to issues of flood risk that affect the area (see Spatial Policy EN7).



**Broad Design Principles for Ramsbottom Key Centre**

- Development should respect the generally dense and stone-built nature of the centre with predominantly two storey buildings with narrow frontages that contribute towards the vertical appearance of the street scene.
- Development should preserve views out of the centre to the surrounding moorland areas and retain key visual gateways into the town.
- Development in the 'Backlands' area should aim to reduce the dominance of surface car parking and take a form that creates a high quality, multi-functional public space to serve Ramsbottom Market and enhance Ramsbottom's role as a visitor destination. Development should therefore provide clearly defined frontages to the market area.
- Pedestrian links to Bridge Street and Railway Street should be enhanced.
- All development should have a form and scale, and use materials that respect the character of the Ramsbottom Conservation Area.
- Development should provide a high quality and clearly defined frontages to the East Lancashire Railway in order to enhance its role as a key gateway into the town centre.
- Development should have a layout that responds positively to the River Irwell corridor and its Green Infrastructure value.



Market Square in Ramsbottom Key Centre



Rostron Road in Ramsbottom – indicative of the stone built terraced housing, the topography and views out from Ramsbottom



Bolton Street in Ramsbottom Key Centre

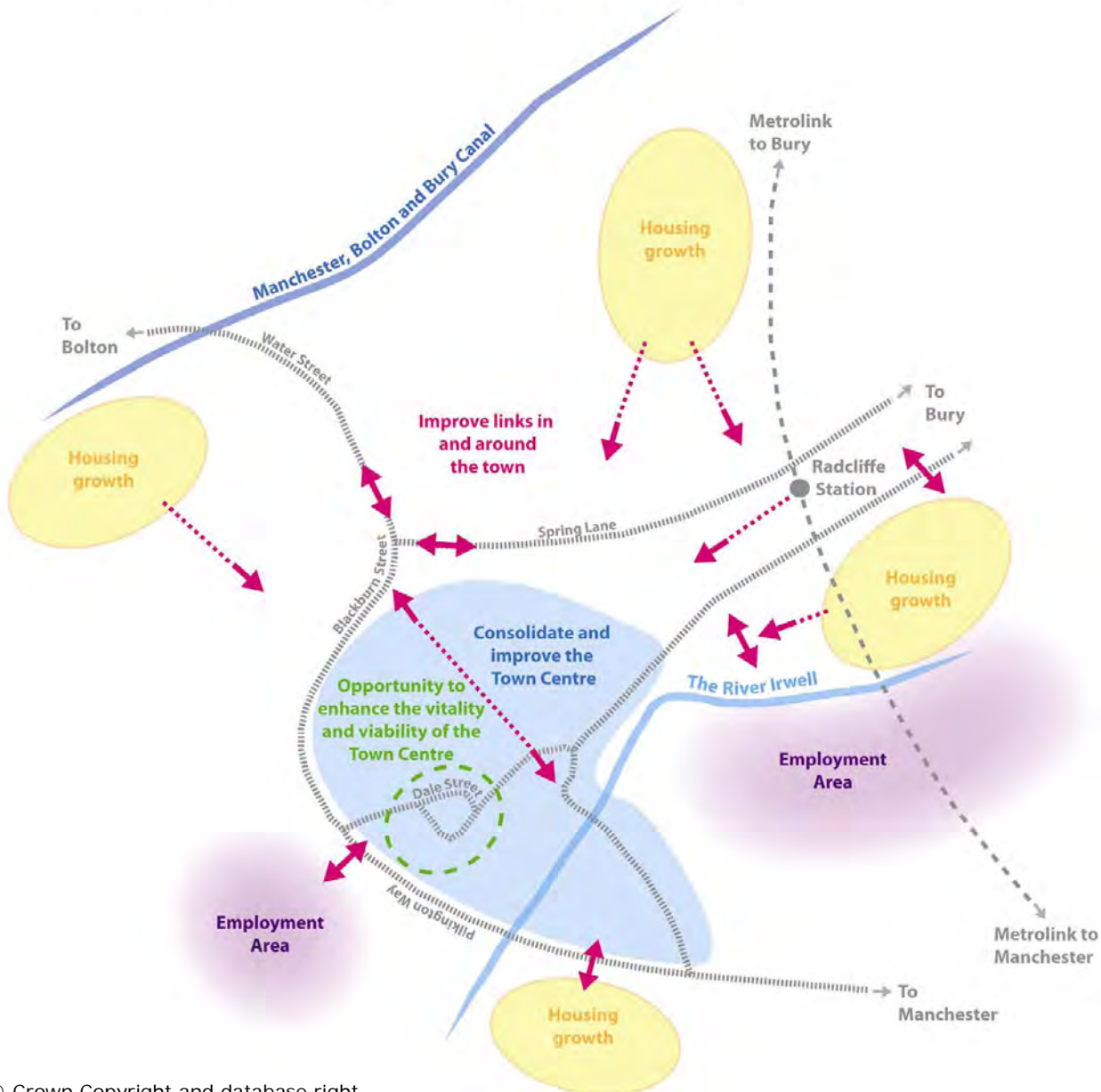


Bridge Street in Ramsbottom Key Centre

### Radcliffe Key Centre

- 4.3.118 The decline in Radcliffe’s industrial base and its subsequent loss of employment has left a legacy of large, derelict former industrial sites, a struggling town centre and a significant pocket of multiple deprivation.
- 4.3.119 The ‘Re-Inventing Radcliffe’ Strategy has formed a major part of the evidence to guide the Core Strategy’s approach to the regeneration of Radcliffe, as have the ‘Three Sites Masterplan’ and a more focused Radcliffe Town Centre Masterplan. The Radcliffe Town Centre Masterplan includes an energy framework for the town centre to ensure that additional development is supported by low and zero carbon energy infrastructure. Figure 12 sets out the Core Strategy’s broad approach towards Radcliffe Key Centre.

**Figure 12 – The Main Themes of the Strategy for Radcliffe Key Centre**



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### The Strategy for Radcliffe Key Centre:

**To consolidate and improve the town centre** – by improving the vitality and viability and general environment of the centre as well as reconnecting it to the surrounding, and expanding, residential areas so that it will be attractive to the local population and enable it to exploit opportunities for recycling wealth. This will involve supporting the introduction of a diversity of uses that provides for the needs of its surrounding neighbourhoods and local communities. It will also involve increasing the range of activities in the centre to include speciality and convenience shopping (including the indoor market), leisure, commercial, community and healthcare facilities and evening economy uses and to seek to increase visitor numbers by way of promotion and events programmes.

The Town Centre Masterplan highlights significant opportunities to improve the vitality and viability of the town centre through the introduction of new retail and residential uses together with a remodelled bus station.

**To transform Radcliffe's image** – by supporting proposals and schemes that will help to project a positive impression of the town both locally and to the wider Manchester conurbation.

**To encourage new housing** – by supporting new housing in appropriate locations in and around central Radcliffe in order to increase the local population and subsequently increase the number of potential customers for the shops and facilities.

**To encourage local wealth creation and alleviate deprivation** – by protecting existing and encouraging new job opportunities in and around the town.

**To improve links in and around the town** – by addressing poor connectivity between the town centre and its surrounding neighbourhoods caused by the river, canal, Metrolink line and the by-pass.

**To embrace opportunities for carbon reductions** - to ensure that both existing and future developments within the town centre incorporate low energy design and capitalise on opportunities to utilise decentralised energy supplies.

In seeking to support the role and function of Radcliffe in line with the above, regard will be given to issues of flood risk that affect the area (see Spatial Policy EN7).

### Broad Design Principles for Radcliffe Key Centre

- New development should contribute towards improved pedestrian linkages into the heart of the town centre from surrounding neighbourhoods and public transport infrastructure by providing physical linkages and through the orientation of buildings to provide clearly defined pedestrian routes.
- Development should have clearly defined frontages onto important throughroutes and key gateways into the centre.
- Where development opportunities arise adjacent to water features, such as the River Irwell, the Manchester, Bolton and Bury Canal and mill lodges, proposals should seek to integrate the water feature and respond positively to its Green Infrastructure value.
- The form and layout of new residential development should incorporate interconnected streets with clearly defined building lines and block sizes that have regard to surrounding street patterns and, where necessary, re-establishes disrupted street networks.



Illustration of residential development at Radcliffe High School



Illustration of development in the heart of Radcliffe Key Centre



Illustration of development in the heart of Radcliffe Key Centre



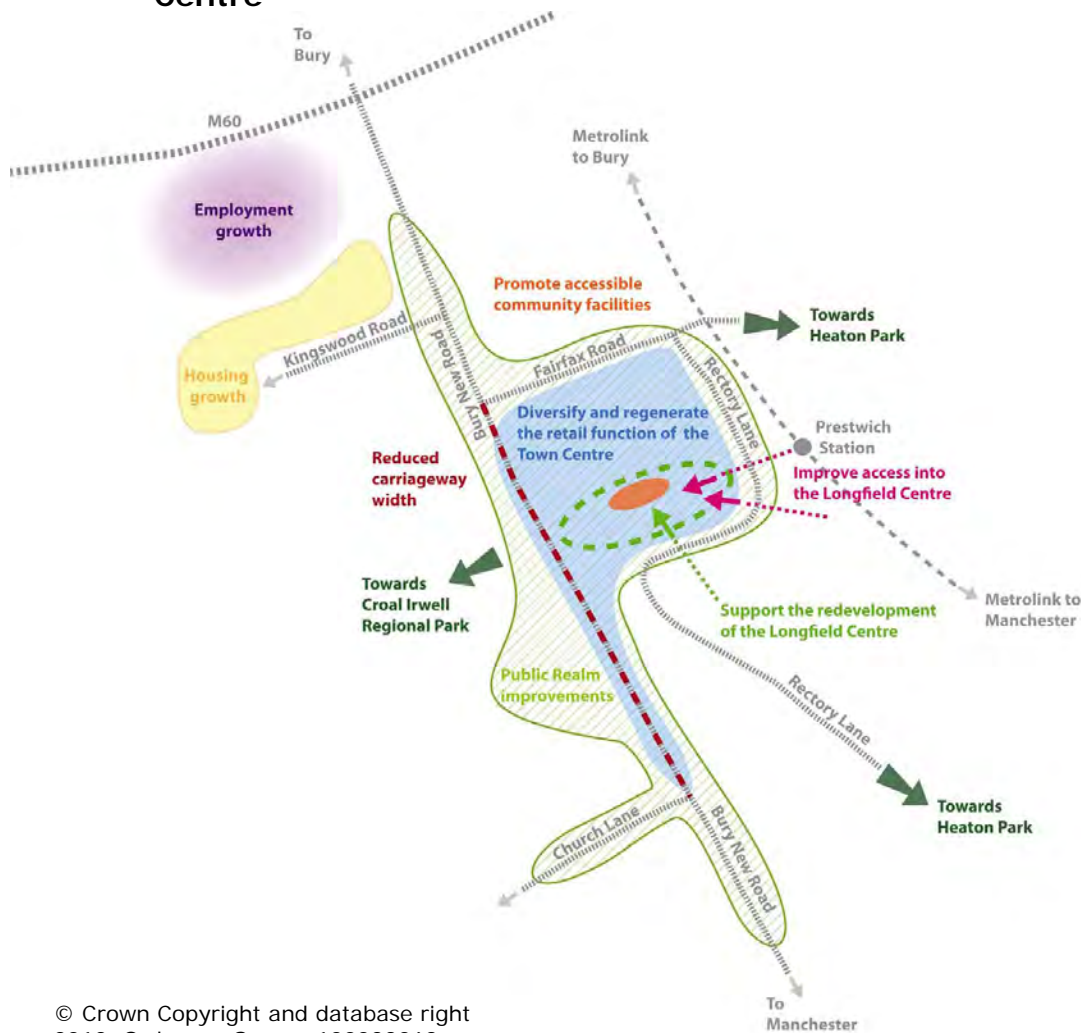
Illustration of residential development at the former East Lancashire Paper Mill

Illustrations courtesy of URBED

### Prestwich Key Centre

- 4.3.120 Prestwich has experienced a prolonged period of decline epitomised by a reduction in the quality of the retail offer, a relatively poor quality environment and a general lack of overall vitality and viability. One of the main issues for Prestwich is that the town centre is significantly underperforming compared to what should be expected given the spending power of the local community. Recent years, however, have seen promising signs that the town centre is becoming a more attractive investment prospect with the introduction of new, high profile retailers and the Radius scheme.
- 4.3.121 The 'Love Prestwich Village' Strategy underpins the Core Strategy's approach towards Prestwich Town Centre with its proposal to develop and promote the town as a 'sustainable urban village' with a reputation for being a distinctive, ethical and creative place where people live and work and where the 'village' centre provides the focus for the life of the local community. Figure 13 sets out the Core Strategy's broad approach towards Prestwich Key Centre.

**Figure 13 – The Main Themes of the Strategy for Prestwich Key Centre**



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### The Strategy for Prestwich Key Centre:

**To strengthen Bury New Road's function as a traditional high street** - by remodelling the carriageway to allow for public realm improvements including pavement widening, street trees and short-stay parking to improve the environment for pedestrians and shoppers.

**To promote Prestwich as the gateway to areas of parkland** – by promoting and improving linkages to Heaton Park and the Croal Irwell Valley Regional Park.

**To promote the concept of a Community Hub** - by supporting the introduction of a range of uses into the town centre that provide for the needs of its surrounding neighbourhoods and local communities in terms of providing a place where people can meet, socialise, access services and shop. This includes enhancing the general vitality and viability of the town centre by consolidating its current retail role within the Primary Shopping Area and capitalising on opportunities for improved provision of supporting leisure and evening economy uses (such as quality restaurants and bars), healthcare and community facilities.

**To regenerate the town centre** - by prioritising the redevelopment of the Longfield Centre anchored by a new food supermarket and including provision for smaller units to accommodate retail and other supporting town centre uses and community facilities. The Strategy's priority for the regeneration of the Longfield Centre is an approach that is consistent with national policy which gives preference to retail development within a town centre before considering edge-of-centre or out-of-centre locations. Whilst proposals for new retail development in less central locations would be treated on their merits, the Strategy would resist these whilst there remains a prospect of the Longfield Centre being redeveloped. If there is considered to be no reasonable prospect of the Longfield Centre being redeveloped then, in policy terms, development in an edge-of-centre location would be the next best sequentially preferable option, provided that this acted as an anchor to the wider regeneration of the town centre.

**To improve access and provide additional parking** – by supporting schemes to improve access into the Longfield Centre, to create a more permeable street network and to provide additional parking in order to encourage greater use of the town.

**To improve the public realm within Prestwich** – by supporting an integrated programme of environmental works that change the appearance of the town and which give it a 'village' feel.

**To improve community infrastructure** - by consolidating and improving existing community facilities to form a cluster of community infrastructure at the heart of the town.

**To diversify Prestwich** - by promoting opportunities for living and working by encouraging the introduction of higher density residential uses and office space in the more central areas.

**To promote the concept of Prestwich becoming a 'low carbon village'** – by ensuring that the significant levels of redevelopment that are central to the strategy for Prestwich take advantage of opportunities to deliver new energy infrastructure, particularly in conjunction with proposals for the redevelopment of the Longfield Centre.

**Broad Design Principles for Prestwich Key Centre**

- All development opportunities in the town centre should include measures to strengthen the function of Bury New Road as a high street. For example opportunity sites such as the Longfield Centre should include clearly defined active frontages to Bury New Road.
- Development should ensure that the centre is well connected to its surrounding residential neighbourhoods and public transport infrastructure by enhancing, and providing clearly defined frontages, to the network of pedestrian routes through the centre. The routes through the centre from the Metrolink Station and Poppythorn Lane to Bury New Road, from Rectory Lane to Bury New Road, and from Fairfax Road are considered to be particularly important in this respect.
- Development should include sufficient car parking to meet the needs of the town centre but should not take a form that dominates the overall layout and appearance of development.



Illustration of development on Bury New Road in Prestwich Key Centre



Illustration of development in the heart of Prestwich Key Centre



Current examples of restaurants and specialist retail outlets that are indicative of the types and quality of uses that the Council are keen to encourage in Prestwich Key Centre.



Illustrations courtesy of URBED

## Tottington Key Centre

### The Strategy for Tottington Key Centre:

- **To support the role and function of the centre** through the retention of and improvements to the diversity of uses.
- **To support the maintenance and enhancement of the vitality and viability of the centre** by capitalising on opportunities for improved provision of retail, commercial, community and healthcare facilities in the more central areas.
- **New development shall be designed in a way that reflects and preserves the nature and character of Tottington Key Centre**, including the use of stone materials where appropriate.
- **The scale of development shall be appropriate to the role and function of Tottington** as a centre that serves more localised needs. Furthermore, any development should support the character of the centre.



## Whitefield Key Centre

### The Strategy for Whitefield Key Centre:

- **To support the role and function of the centre** through the retention of and improvements to the diversity of uses.
- **To support the maintenance and enhancement of the vitality and viability of the centre** by capitalising on opportunities for improved provision of retail, commercial, community and healthcare facilities in the more central areas and to seek to increase visitor numbers by way of promotion and events programmes.
- **To build upon the recent investment** in the district centre and support initiatives, including proposals for the Uplands, the Former Whitefield Town Hall and Slattery's Chocolate Emporium, of an appropriate scale that improve the vitality and viability and the environmental quality of the district centre.
- **New development shall be designed in a way that reflects and preserves the nature and character of Whitefield**, particularly within the All Saints Conservation Area where development will be required to respect the character and heritage in accordance with the approved conservation area management plan.





## Managing the Location and Scale of Town Centre Uses

### What we are seeking to achieve

- 4.3.122 National planning policy recognises that centres are at the heart of local communities and that local planning authorities should continue to bring forward policies and proposals that support their vitality and viability. Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) can make a significant contribution towards the vitality and viability of centres.
- 4.3.123 In accordance with national policy, the Council is keen to support the vitality and viability of the Borough’s hierarchy of existing centres by ensuring that they remain the focus for town centre uses and, in the case of retail, leisure and office uses, that any such development does not have a significant adverse impact on a centre by virtue of its scale.

### How we are seeking to achieve it

<b>MANAGING THE LOCATION AND SCALE OF TOWN CENTRE USES</b>	<b>DM Policy EC5</b>
<p>The Council will seek to maintain and enhance the vitality and viability of the Borough’s hierarchy of centres by ensuring that proposals for town centre uses are in an appropriate location and that proposals for retail, leisure and office development are not of a scale that would have significant adverse impacts.</p> <p><b><u>Location</u></b></p> <p>In managing the location of town centre uses, the Council will require a sequential assessment in conjunction with planning applications involving sites that are not in an existing centre and are not in accordance with the Local Plan.</p> <p><b><u>Scale</u></b></p> <p>In order to ensure that full consideration is given to the scale of development and whether this would have any significant adverse</p>	

impacts, proposals involving additional retail, leisure or office floorspace in locations that are not in an existing centre, are not in accordance with the Local Plan and are in excess of the following thresholds should be accompanied by an Impact Assessment in accordance with national planning policy:

Out-of-Centre	
Hierarchy	Maximum Gross Floorspace (Sq.m.)
All Centres	200

Edge-of-Centre	
Hierarchy	Maximum Gross Floorspace (Sq.m.)
Bury Town Centre	1,000
Ramsbottom, Radcliffe and Prestwich Town Centres	500
Tottington, Whitefield and Sedgley Park District Centres	300
Local and Neighbourhood Centres	200

The extent of the assessment of impact should be proportionate to the scale of the development.

Proposals for retail, leisure or office development up to and including the above floorspace thresholds will generally be regarded as being of a scale that would not result in significant adverse impacts.

Where an Impact Assessment is required, the applicant will be expected to assess the proposal against the following impacts on a centre:

- a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) the impact of the proposal on town centre vitality and viability, including impacts on local consumer choice, trade in the centre and wider area and other locally important facilities, up to five years from the time the application is made, or for ten years in the case of major proposals.

The Council will refuse applications which fail to satisfy the sequential

test or where it considered likely that the proposal would have a significant adverse impact.

It should be noted that Policy EC5 also applies to retail uses developed in conjunction with petrol filling stations.

## Our approach and the reasons for it

### Sequential Assessments

- 4.3.124 In accordance with national policy, the Borough's centres will be the primary focal points for accommodating main town centre uses. In order to manage the location of such uses, Development Management Policy EC5 requires applications involving main town centre uses that are not within an identified centre<sup>2</sup> and are not in accordance with the Local Plan to be accompanied by a sequential assessment. The sequential assessment will include a thorough appraisal of all in-centre options to justify why the less central site should be considered.

### Assessments of Impact

- 4.3.125 Retail, leisure and office uses have the greatest potential to have the most significant adverse impact on existing centres.
- 4.3.126 Where an applicant can demonstrate compliance with the sequential assessment to justify an edge-of-centre or out-of-centre development, the Council will need to be satisfied that the scale of the proposal would not undermine the vitality and viability of any existing centre.
- 4.3.127 The varying roles and functions of the Borough's hierarchy of centres means that each tier has a different level of resilience to the introduction of new retail, leisure or office development without it necessarily undermining the vitality and viability of the centre. For example, at the top end of the hierarchy Bury, as a sub-regional town centre has the resilience to accommodate larger-scale development whereas centres lower down the hierarchy will be more sensitive to the introduction of additional floorspace.
- 4.3.128 As a result, Development Management Policy EC5 identifies a series of floorspace thresholds that determine the scale at which proposals for retail, leisure and office development will be required to be accompanied by an assessment of impact that will need to demonstrate that there will be no significant adverse impacts arising from the development. In addition, an assessment of impact undertaken in association with proposals for additional retail floorspace in and around Bury town centre should have regard to the potential impact on Bury Market.

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<sup>2</sup> See Appendix 1 for the Borough's hierarchy of centres. In the context of the Borough's town centres, the 'centre' for retail development is defined as the Primary Shopping Area. For all other town centre uses, the 'centre' includes the wider town centre area.

- 4.3.129 It should not be implied that proposals in excess of these thresholds are inherently inappropriate in scale. Rather, the thresholds have been established as a way of ensuring that a proposal for retail, leisure or office development in excess of the thresholds gives more detailed consideration as to the potential impacts associated with it.

#### Out-of-Centre Development

- 4.3.130 The sequential approach clearly indicates that out-of-centre development is the least favoured option both in terms of accessibility and reducing the need to travel as well as supporting the vitality and viability of existing centres.
- 4.3.131 Consequently, Development Management Policy EC5 identifies a more stringent threshold of 200 sq.m. for requiring retail, leisure or office proposals in out-of-centre locations to be accompanied by an assessment of impact that considers whether there are any significant adverse impacts likely to arise from the proposal.

#### Edge-of-Centre Development

- 4.3.132 In comparison to out-of-centre locations, edge-of-centre development can, if well connected to existing centres, generate linked trips between the site and the town centre itself. Although not as beneficial as in-centre development, appropriately-located edge-of-centre development can, to some extent, assist in supporting the vitality and viability of existing centres and reducing the need to travel.
- 4.3.133 As a result, the thresholds for edge-of-centre locations are less stringent than for out-of-centre proposals. The thresholds descend in accordance with the particular robustness of centre depending on its position within the Borough's hierarchy of centres.

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## Accommodating New Retail Development

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### What we are seeking to achieve

- 4.3.134 Retail development represents one of the main areas of potential growth and investment within the Borough and is identified within national planning policy as one of the main uses that is critical to the maintenance and enhancement of vital and viable centres and to the wider success of the local economy.
- 4.3.135 The Core Strategy has an important role in setting the framework for accommodating a sufficient quantity and quality of retail development to meet the Borough's needs as well as in identifying the broad locations that such development will be focused.
- 4.3.136 Furthermore, one of the key Ambitions of the Community Strategy is to make Bury the premier retail town in the north of Greater Manchester. The Core

Strategy can assist in achieving this by continuing to support the role and function of Bury town centre as the sub-regional centre and the principal focal point in the Borough for retail activity.

## How we are seeking to achieve it

### ACCOMMODATING NEW RETAIL DEVELOPMENT

**Spatial Policy**  
**EC6**

The Council will prioritise the Borough’s existing hierarchy of centres as locations for new retail development of a scale that is consistent with identified levels of quantitative and qualitative needs for both convenience (food) and comparison (non-food) retailing.

The majority of the need for new retail development will be met within the Borough’s town centres of Bury, Ramsbottom, Radcliffe and Prestwich.

However, proposals for new retail development within the Borough’s district, local and neighbourhood centres may also be acceptable, provided that it is of a scale that is appropriate to the role and function of the centre, as set out in Development Management Policy EC5, and satisfies the impact considerations set out in national policy on retail development.

#### Quantitative Need

In considering the allocation of sites and in determining retail proposals, the Council will have regard to the following cumulative levels of quantitative need for additional convenience and comparison retail provision:

#### **Convenience:**

	Year			
	2014	2019	2024	2029
Zone	Expenditure Capacity (£m)			
Bury	31.02	34.52	40.82	46.74
Ramsbottom/ Tottington	0.29	0.97	2.34	3.61
Radcliffe	13.10	14.24	16.17	17.95
Prestwich/ Whitefield	0	0	1.33	5.10

**Comparison:**

	Year			
	2014	2019	2024	2029
Zone	Expenditure Capacity (£m)			
Bury	8.01	48.53	101.75	164.81
Ramsbottom/ Tottington	0	0	0	0
Radcliffe	0	0	2.33	6.37
Prestwich/ Whitefield	0	0	0	0

In determining the acceptability of a specific retail proposal, the Council will have regard to the level of identified expenditure capacity set out above and will consider these alongside a number of other factors, including:

- the particular characteristics of the scheme including the likely retail operator, the retail format and anticipated levels of turnover;
- the distance of the proposal from the main shopping areas of town and district centres;
- the anticipated level of impact; and
- the regeneration benefits arising from a proposal.

**Qualitative Needs**

In addition to the quantitative needs set out above, there is also considered to be a particular need for qualitative improvements to retail provision in Bury, Radcliffe and Prestwich Town Centres that justifies the need for additional retail development in excess of that identified from a quantitative perspective.

**Our approach and the reasons for it**

- 4.3.137 One of the key influences dictating future retail growth and development is the capacity for accommodating anticipated levels of consumer expenditure. The Council commissioned Drivers Jonas Deloitte to prepare the Bury Retail Study 2011 in order to inform future planning for retail development.
- 4.3.138 Spatial Policy EC6 draws on evidence provided by this Study to establish a retail capacity position for both convenience (food) and comparison (non-food) retailing within the catchment zones of the Borough's four main town centres of Bury, Ramsbottom, Radcliffe and Prestwich over the period of the Local Plan.

## Quantitative Need

- 4.3.139 The quantitative needs set out Spatial Policy EC6 are derived from an assessment of expenditure capacity within the catchment zones of each of the Borough's town centres and the detail behind these calculations is contained within the Drivers Jonas Deloitte Study identified above. The levels of expenditure capacity presented in Spatial Policy EC6 are based upon each of the centres' current market share and it should be noted that achieving an increased market share in one zone would have 'knock on' effects for the capacity positions in other zones. The needs identified in the Policy relate to the catchment zone as a whole which inevitably includes other centres lower down the hierarchy. However, given their position at the top of the Borough's hierarchy of centres and in accordance with national policy, it is anticipated that the majority of new retail needs will be met within the Borough's town centres of Bury, Ramsbottom, Radcliffe and Prestwich.
- 4.3.140 Notwithstanding this, the Council is also keen to support the retail roles of the Borough's lower-order centres and as a result some of the quantitative need within each zone may also be met within other centres provided that it is of a scale that is appropriate to the role and function of the centre within the overall context of the Borough's hierarchy of centres (see Appendix 1 and Development Management Policy EC5).
- 4.3.141 In order to give an indication as to what the levels of expenditure capacity set out within Spatial Policy EC6 could mean in terms of the scale of development required to accommodate this capacity, Figures 14 and 15 set out potential floorspace requirements for convenience (food) and comparison (non-food) retailing. It should be noted that in converting expenditure capacity into floorspace a number of assumptions are made and the conversions use average levels of turnover per square metre. As such, **the levels of floorspace should only be used as a guide.**
- 4.3.142 For convenience retailing, the capacity for additional floorspace has been broken down into what it would equate to if the expenditure capacity was accommodated by the UK's four largest retailers (i.e. Tesco, ASDA, Sainsburys or Morrisons) or by a 'value' retailer (i.e. Aldi, Netto, LIDL or Iceland) and has been calculated using average levels of turnover per square metre derived from 'Verdict on Groceries 2010' and Mintel Retail Rankings 2010. Similarly, for comparison retailing, the levels of floorspace capacity have been broken down into what it would equate to if the expenditure capacity was accommodated by town centre accommodation or retail warehousing. It should be noted that the indicative floorspace capacities for each zone shown in Figures 14 and 15 should not be combined as they represent an 'either/or' scenario. For example, the capacity for comparison retailing in Bury is the equivalent of x sq.m. of town centre floorspace OR x sq.m. of retail warehousing.

**Figure 14 – Indicative Convenience Gross Floorspace Capacity within Town Centre Catchment Zones**

Zone	Retail Type	Year			
		2014	2019	2024	2029
		Gross Floorspace Capacity (Sq.m.)			
Bury	Largest 4	3,380	3,694	4,325	4,903
	Value	6,887	7,526	8,812	9,989
Ramsbottom/ Tottington	Largest 4	31	104	248	379
	Value	63	212	506	772
Radcliffe	Largest 4	1,428	1,524	1,713	1,883
	Value	2,908	3,106	3,490	3,836
Prestwich/ Whitefield	Largest 4	0	0	141	535
	Value	0	0	287	1,089

Indicative gross floorspace equivalents are converted from net figures using a gross to net ratio of 65% for 'Top Four' foodstore floorspace and 75% for 'Discounter' foodstore floorspace. The exact net floorspace capacity figures can be found in Tables 16 to 19 of Appendix 2 of the DJD Retail Capacity Update.

**Figure 15 – Indicative Comparison Gross Floorspace Capacity within Town Centre Catchment Zones**

Zone	Retail Type	Year			
		2014	2019	2024	2029
		Gross Floorspace Capacity (Sq.m.)			
Bury	TC	2,187	12,175	23,325	34,934
	RW	2,990	16,645	31,891	47,762
Ramsbottom/ Tottington	TC	0	0	0	0
	RW	0	0	0	0
Radcliffe	TC	0	0	1,193	2,977
	RW	0	0	735	1,867
Prestwich/ Whitefield	TC	0	0	0	0
	RW	0	0	0	0

TC = Town Centre. RW = Retail Warehouse.

Indicative gross floorspace equivalents are converted from net figures using a gross to net ratio of 70% for town centre floorspace and 85% for retail warehouse floorspace. The exact net floorspace capacity figures can be found in Tables 21 to 24 of Appendix 3 of the DJD Retail Capacity Update.

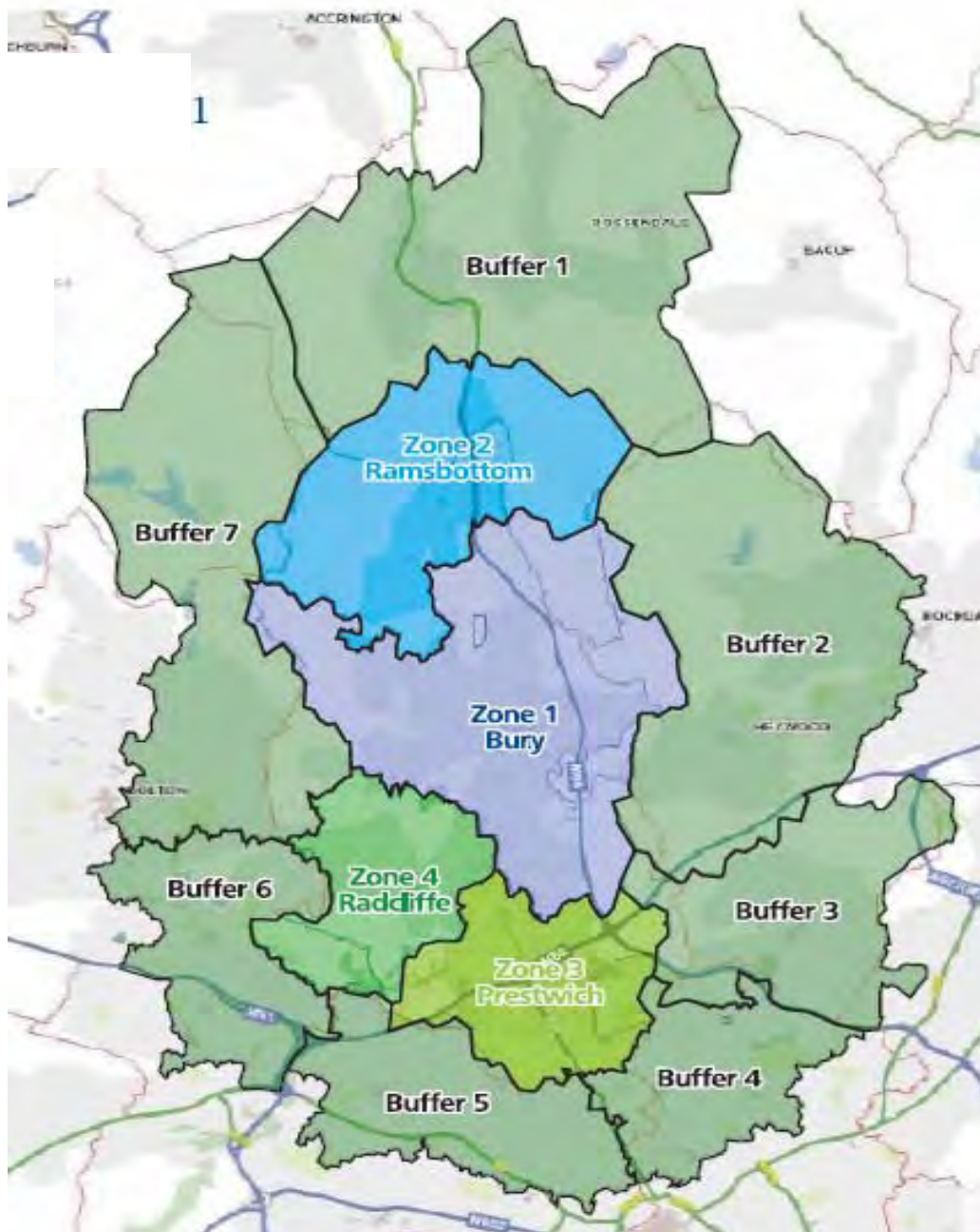
4.3.143 It is possible that some of the needs identified in Spatial Policy EC6 may warrant the specific identification of sites for retail development and these would be brought forward through the Site Allocations Plan. Again, the scale



of any retail development that comes forward on allocated sites will be controlled in accordance with the floorspace thresholds set out under Development Management Policy EC5.

4.3.144 Figure 16 shows the identified catchment zones for each of the Borough’s town centres. Most of the identified quantitative retail needs are relatively moderate, although the identified long-term need for comparison retailing in Bury Town Centre is more significant. However, there are considered to be sufficient opportunities for additional comparison retail provision to meet this level of need.

**Figure 16 – Town Centre Catchment Zones**



## Qualitative Need

- 4.3.145 The Drivers Jonas Deloitte Study has also identified qualitative requirements taking into account the characteristics of a particular centre and consideration of the type and form of facilities required to maintain and enhance the vitality and viability of the centre.
- 4.3.146 Figure 17 sets out the qualitative conclusions from the Drivers Jonas Deloitte Retail Study for each of the Borough’s town centres.

**Figure 17 – Qualitative Retail Needs for the Borough’s Town Centres**

Town Centre	Qualitative Conclusions
<b>Bury</b>	<ul style="list-style-type: none"> <li>▪ There is qualitative need to support additional convenience accommodation within or on the edge of the Primary Shopping Area of the town centre.</li> <li>▪ There is qualitative capacity for new retail development that would act to support and consolidate the integrity of the Mill Gate shopping centre.</li> <li>▪ Following development of The Rock some of the identified capacity should be directed towards reducing vacancies in the Town Centre.</li> </ul>
<b>Ramsbottom</b>	<ul style="list-style-type: none"> <li>▪ The quality of retail provision in Ramsbottom town centre is considered to be adequate.</li> </ul>
<b>Radcliffe</b>	<ul style="list-style-type: none"> <li>▪ Although there is some capacity identified for additional floorspace within Radcliffe, the need for qualitative improvements will necessitate the provision of additional comparison floorspace above and beyond what is identified from a quantitative perspective.</li> </ul>
<b>Prestwich</b>	<ul style="list-style-type: none"> <li>▪ In order to meet policy objectives to maintain and enhance the long term health of Prestwich town centre, the Strategy recognises that there is qualitative need to support a food store in addition to the identified quantitative need in convenience goods terms. In accordance with national policy, priority will be given to the inclusion of retail uses within the wider regeneration of the Longfield Centre. Whilst proposals for</li> </ul>

	<p>new retail development in less central locations would be treated on their merits, the Strategy would resist these whilst there remains a prospect of the Longfield Centre being redeveloped. If there is considered to be no reasonable prospect of the Longfield Centre being redeveloped then, in policy terms, development in an edge-of-centre location would be the next best sequentially preferable option, provided that this acted as an anchor to the wider regeneration of the town centre.</p>
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## Supporting the Retail Function of the Borough's Town and District Centres

### What we are seeking to achieve

- 4.3.147 Retail uses are particularly important in maintaining and enhancing the vitality and viability of the Borough's centres and by seeking to retain retailing as the predominant land use within them, Development Management Policy EC7 seeks to ensure that the vitality and viability of a centre is not undermined by changes of use from retail to other, less-supportive uses.
- 4.3.148 The application of this Policy will not only contribute towards achieving the Community Strategy's Ambition for Bury to be the premier retail town in the north of Greater Manchester, but will also support the Strategic Objective and the wider Strategy in seeking to create a sustainable and competitive local economy.
- 4.3.149 The Site Allocations Plan and the Proposals Map will identify Primary Shopping Areas and Primary and Secondary Shopping Frontages for each of the Borough's town and district centres. The status of the frontages will be determined by their relative importance to the retail function of the centre and will be influenced by the status of the centre within the Borough's hierarchy of retail centres.
- 4.3.150 Development Management Policy EC7 sets out the general criteria against which all proposals for a change of use involving a property within a Primary Shopping Area and/or a Primary or Secondary Shopping Frontage will be determined. It then identifies specific percentage thresholds for non-retail uses that vary according to the characteristics of the centre and the relative importance of the frontage concerned.

## How we are seeking to achieve it

### PRIMARY SHOPPING AREAS AND SHOPPING FRONTAGES

DM Policy

**EC7**

The Council recognises the positive role that retailing plays in maintaining and enhancing the overall vitality and viability of all centres.

Within the identified Primary Shopping Areas, the Council will seek to ensure that retailing (Class A1) is the predominant use and that any opportunities for regeneration or redevelopment in these areas should be retail-led.

Within the identified Primary and Secondary Shopping Frontages of the Borough's town and district centres, the Council will seek to ensure that retailing (Class A1) is the predominant land use at ground floor level. Proposals for a change of use or redevelopment within these areas will be assessed on their merits and by taking into account the following factors:

- a) the design and appearance of the proposed frontage;
- b) the maintenance or provision of an active display window at ground floor level, where appropriate;
- c) access for the mobility impaired; and
- d) whether the proposal will give rise to disturbance or nuisance.

Where a proposal would lead to more than 10% of any identified Primary Shopping Frontage or more than 40% of any Secondary Shopping Frontage being in non-retail (Class A1) use, the Council will also take into account the following factors:

- e) the particular nature and character of the use proposed, including the level of activity associated with it;
- f) the vitality and viability of the centre and whether this would be benefited by the proposal;
- g) the location and prominence of the proposal within the shopping frontage; and
- h) the number, distribution and proximity of other premises in non-retail (Class A1) use or with planning permission for such uses.

Furthermore, where the proposal is for a change of use to a hot food take-away, the Council will seek to limit the extent of such uses to 5% of a Primary Shopping Frontage and 20% of a Secondary Shopping Frontage.

## Our approach and the reasons for it

- 4.3.151 At the heart of the Borough's town and district centres is the area where retail uses are concentrated and generally includes the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage. In recognition of the importance of retailing to maintaining and enhancing the vitality and viability of centres, the general aim is to ensure that retailing remains the predominant use within Primary Shopping Areas.
- 4.3.152 In order to meet the aim of retaining retailing as the predominant use within Primary Shopping Areas, the Council will seek to protect Primary and Secondary Shopping Frontages at the ground floor level by preventing or limiting the loss of prime retail units in the heart of the Borough's town and district centres. If unrestricted, the loss of prime retail units could not only lead to an unacceptable dispersal of shopping facilities and deter new investment, but could also serve to bring about the long term decline of a particular town centre as a whole by constraining its ability to meet the needs of shoppers.
- 4.3.153 In many of the Primary Shopping Frontages, opportunities still exist for non-retail uses and the Council recognises the contribution that these uses can make to the retail character and vitality of shopping centres. However, the Policy seeks to impose a relatively low percentage threshold in terms of the amounts of non-retail uses to be allowed within Primary Shopping Frontages in order to safeguard the need to retain A1 retailing as the predominant use.
- 4.3.154 Given their more secondary role, the Policy adopts a similar, although more flexible approach to non-retail uses within Secondary Shopping Frontages compared to that for Primary Shopping Frontages. The Policy for Secondary Shopping Frontages is to maintain retailing as the predominant use although to impose a less restrictive percentage threshold.
- 4.3.155 Where proposals would take the percentage of non-A1 uses beyond the identified threshold, the Council will take into account a number of other considerations including the nature and character of the use proposed, the vitality and viability of the centre and the prominence of its location within the street scene. In this respect, the Council is keen to encourage attractive uses which maintain active frontages and encourage footfall throughout the day. This is seen as particularly relevant to centres that have experienced a prolonged period of decline where there may be scope for consolidating and strengthening the centre by allowing for a wider range of services and promoting a greater diversification of uses.
- 4.3.156 Furthermore, the Council will also have regard to other uses within the vicinity of the proposal in order to control the potential for the over-concentration or grouping of non-retail uses which would be to the detriment of retailing.
- 4.3.157 The thresholds that have been set should be regarded as targets. As such, the fact that a Primary or a Secondary Shopping Frontage may already have in

excess of this threshold, is not reason in itself to allow further non-retail uses into the frontage.

- 4.3.158 Recent years have seen particular pressures for the release of retail units for hot food take-aways. Such uses generally operate during the evening and add little, if anything, to the vitality and viability of a centre during the day. In response to this, and in order to prevent an over-concentration of inactive uses during the day, Development Management Policy EC7 seeks to apply more rigorous thresholds in instances where a proposal involves a change of use to a hot food take-away.

## Controlling Non-Retail Uses in All Other Areas

### What we are seeking to achieve

- 4.3.159 In addition to town and district centres, the Borough contains smaller local or neighbourhood centres and other local shops that provide for the day-to-day needs of their surrounding communities.
- 4.3.160 Development Management Policy EC8 recognises the valuable contribution made by these facilities and seeks to manage proposals to change the use of these existing retail uses in order to maintain a convenient and accessible community resource.

### How we are seeking to achieve it

#### MANAGING THE LOSS OF RETAIL USES IN ALL OTHER AREAS

**DM Policy  
EC8**

The Council recognises the importance of local retail facilities within the Borough's Local and Neighbourhood Centres and other local shopping provision.

In determining proposals for the change of use of retail (Class A1) to another non-retail use, the Council will have regard to the following factors:

- a) that the proposal is appropriate in scale and character to the requirements of the area and necessary to serve local needs which would not otherwise be met;
- b) that the new non-retail use would not result in an over concentration or grouping of uses which could result in a long term loss of trade from a centre compared with a continued Class A1 use;
- c) the length of time the unit has remained vacant and the viability of a continued Class A1 use;
- d) whether or not the locality is adequately served by alternative local shopping facilities within reasonable walking distance;

- e) the particular nature and character of the use proposed, including the level of activity associated with it; and
- f) the vitality and viability of the centre and whether this would be benefited by the proposal.

## Our approach and the reasons for it

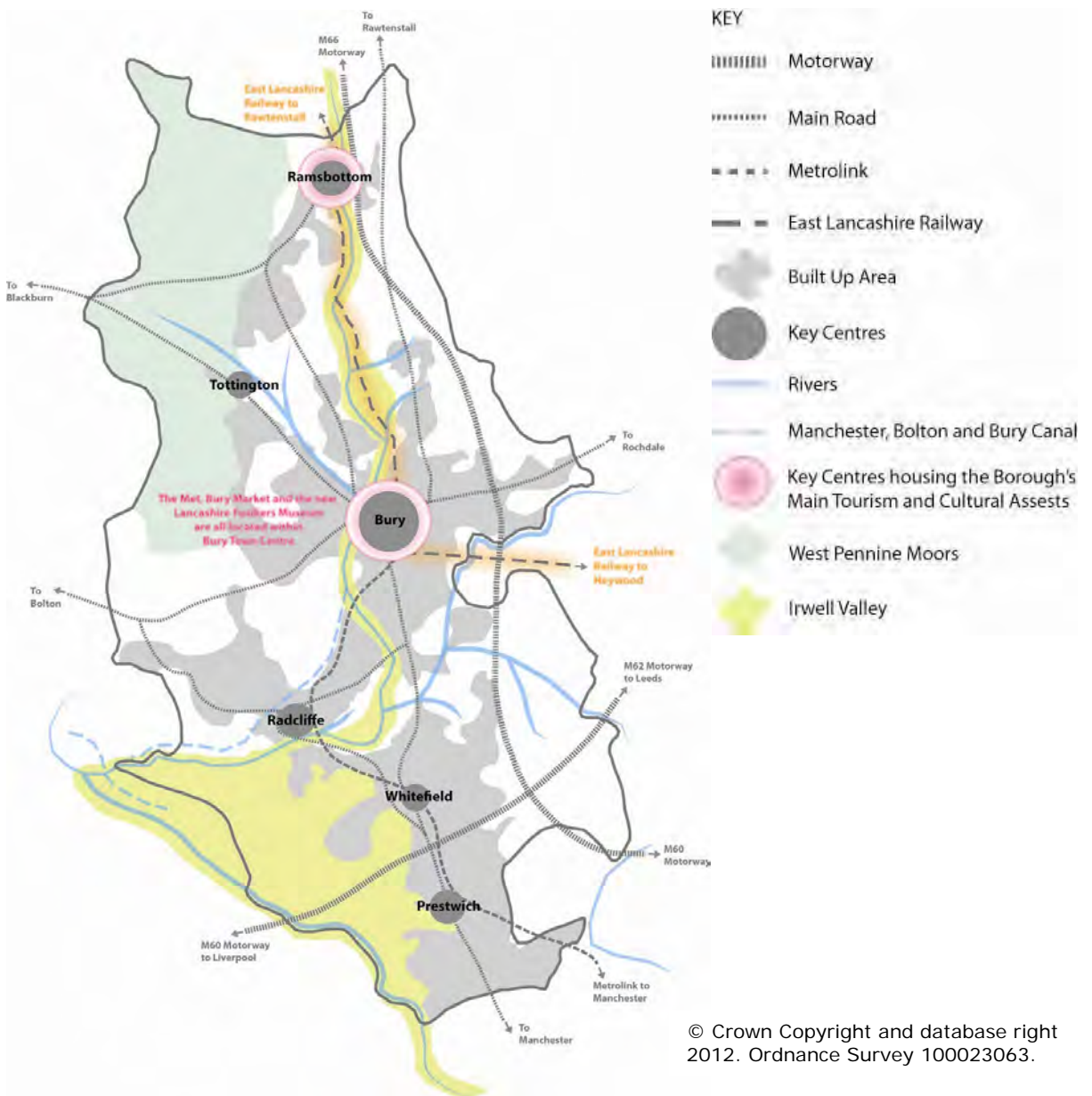
- 4.3.161 Within the Borough's smaller Local and Neighbourhood Centres and other local shops, the Council will endeavour to retain Class A1 retailing as the predominant use in recognition of the role that such facilities can play in providing for the local community and reducing the need to travel which can be of particular benefit to those that are less mobile. The Council recognises, however, that such shopping areas can also benefit from a balanced mix of retail and non-retail services.
- 4.3.162 By managing the number of non-retail uses the Council hopes to protect existing shopping facilities, particularly those which meet the essential shopping requirements of local communities. Inappropriate non-retail uses can weaken the attractiveness of a centre and threaten the viability of existing retail uses and will, therefore, be resisted.

## Developing Attractive Tourism and Cultural Assets

### What we are seeking to achieve

- 4.3.163 The Borough’s tourism and cultural assets play an important role in the wider local economy both in terms of visitor spend and in creating a vibrant living environment that will be attractive to a highly skilled workforce.
- 4.3.164 Supporting and building on the Borough’s tourism and cultural assets will help to make the Borough more popular as a visitor destination which is one of the main Ambitions of the Community Strategy.

**Figure 18 - Bury’s Main Tourism and Cultural Assets**





## How we are seeking to achieve it

### DEVELOPING ATTRACTIVE TOURISM AND CULTURAL ASSETS

**Spatial  
Policy  
EC9**

The Council recognises the significant contribution that tourism and culture makes towards the competitiveness and diversity of the local economy and in improving the attractiveness and quality of life within the Borough.

Accordingly, the Council will endeavour to support and develop the Borough's tourism and cultural offer by:

- a) Safeguarding the Borough's existing tourism and visitor assets associated with the East Lancashire Railway, the West Pennine Moors, town centre assets, the Irwell Valley and key biodiversity assets;
- b) Protecting and safeguarding the Manchester, Bolton and Bury Canal and supporting proposals for its restoration;
- c) Safeguarding key landscape and heritage assets;
- d) Encouraging improvements to the range and quality of tourism assets;
- e) Encouraging and supporting the development of further appropriate visitor-related attractions and facilities where opportunities arise;
- f) Encouraging and supporting an extension to the range of visitor accommodation, in appropriate locations; and
- g) Developing and supporting the evening economy and 'lifestyle amenities' in the Borough's town centres and protecting and enhancing tourism and cultural assets that make a valuable contribution to the evening economy of town centres.

## Our approach and the reasons for it

- 4.3.165 Spatial Policy EC9 sets out the broad framework for the development of tourism, cultural and supporting facilities in the Borough. Specific proposals for new tourism and culture-related facilities will be identified through the Site Allocations Development Plan Document. Figure 18 shows the Borough's main tourism and cultural assets.
- 4.3.166 Tourism and culture are increasingly seen as important and inter-related components of economic development that provide both direct and indirect support to a wide array of service industries from restaurants to music venues.
- 4.3.167 Not only does the tourism and culture sector make a direct contribution towards the Borough's economy in its own right but it also has indirect benefits in terms of making the Borough a more attractive place to live for a high-skilled and knowledge-intensive workforce.

- 4.3.168 Covering a broad range of assets and attractions such as Bury Market, the Irwell Valley, Burrs Country Park, The Met, Bury Transport Museum, the Fusilier Museum, the East Lancashire Railway and picturesque towns such as Ramsbottom, the Bury cultural and tourism sector contributes to a sub-regional market of 97.9 million visitors and £5.4 billion of visitor spend in 2009.
- 4.3.169 Existing tourism assets will be safeguarded and, where opportunities arise, support will also be given to improving the quality and range of tourism-based facilities in the Borough. For example, this includes safeguarding the route of the Manchester, Bolton and Bury Canal in support of proposals to re-open it, supporting enhancements to the range of facilities at Burrs Country Park. Safeguarding and improving existing and potential assets is of benefit to the Borough's local economy but also, where these assets extend across boundaries (e.g. the East Lancashire Railway) can also contribute towards the economic strength of neighbouring areas.
- 4.3.170 The Strategy is for Bury to be a high quality day visit destination, focusing on the outdoor environment, the arts, culture and heritage. Bury also has the opportunity to capitalise on the short breaks market. Realising this vision entails both promoting this offer to target markets and working in partnership with all sectors of the industry to improve its quality and appeal in a highly competitive national leisure market.
- 4.3.171 Bury's evening economy in its town and district centres is also a central aspect of the leisure economy. Currently there is a gap in the provision of a family leisure and quality restaurant offer which could bridge the space between the daytime retail and cultural offer and the night-time economy. In addition, encouraging an increase in quality 'lifestyle amenities' will help to achieve wider economic objectives particularly in terms of attracting and retaining a talented workforce within the Borough.
- 4.3.172 By seeking to safeguard existing tourism and cultural assets, the Council can ensure that this sector continues to make a significant contribution to the Borough's wider local economy.
- 4.3.173 Furthermore, by seeking to capitalise on opportunities for additional tourism and cultural assets as well as facilities that support the tourism and cultural sector, such as restaurants and visitor accommodation, the Council will seek to ensure that the role of this sector is strengthened and can continue to grow.

## 4.4 Promoting Strong, Vibrant and Healthy Communities

4.4.1 The Core Strategy can make a significant contribution towards the promotion of strong, vibrant and healthy communities within the Borough and the main areas of influence are:

- Securing high quality development with good and inclusive design and layout that makes a positive contribution to the appearance, function, safety and amenity of the Borough’s built environment;
- Ensuring the provision of a sufficient supply of housing land to meet local housing targets;
- Supporting the development of healthy and inclusive communities; and
- Addressing the needs of our Regeneration Areas by contributing to the alleviation of issues of deprivation.

4.4.2 The policies set out below describe how this will be achieved in more detail.

### Delivering a Choice of Quality Housing for Everyone

#### What we are seeking to achieve

4.4.3 One of the main ambitions of Bury’s Community Strategy is to make Bury the place to live in Greater Manchester. The Local Plan can contribute towards achieving this Ambition by ensuring the delivery of a sufficient quantity of housing that is of the right size, type and tenure to meet needs. Furthermore, the Local Plan can help to ensure that new housing is delivered in accessible locations and built to a high standard of design and energy efficiency. A series of Development Management policies will assist in achieving this.

#### How we are seeking to achieve it

<b>DELIVERING A CHOICE OF QUALITY HOUSING FOR EVERYONE</b>	<b>Spatial Policy CO1</b>
<p>The Council will seek to ensure that:</p> <ul style="list-style-type: none"> <li>▪ sufficient land is released to deliver a minimum of 6,800 dwellings (net) between 2012/13 to 2028/29 (an average of 400 dwellings per annum);</li> <li>▪ the plan, monitor and manage approach is used to ensure that the Borough’s housing target is delivered;</li> </ul>	

- priority is given to the re-use of previously developed land and existing buildings before the release of previously undeveloped land whilst there is at least a five-year supply of deliverable housing land;
- the targets for affordable housing on large sites are met, taking account of viability issues and site characteristics;
- the specific housing needs of particular groups are met, including older persons and those in need of specialist housing;
- the accommodation requirements of travelling communities<sup>3</sup> are met in appropriate locations;
- housing sites deliver an appropriate mix of house types, sizes and tenures that reflect the specific housing needs in a particular area; and
- best use is made of the existing housing stock and vacancy rates are reduced.

Spatially<sup>4</sup>, residential growth will be concentrated within the existing urban area in the following Townships:

- **Ramsbottom, Tottington and North Manor –** There are some opportunities for large scale residential development in this area but most housing sites are likely to be smaller, infill previously developed sites. Around 10% of the Borough's housing target is expected to be delivered in this part of the Borough.
- **Bury West –** The main opportunity for housing growth in Bury West is focused on the land on the edge of the Town Centre, which is earmarked for mixed use development. A mix of other larger and smaller opportunities exist elsewhere, some of which benefit from extant planning permissions. Around 10% of the Borough's residual housing target is expected to be delivered in this part of the Borough.
- **Bury East -** The areas in and around Bury town centre provide some of the Borough's key strategic opportunities for housing and mixed-use developments, which will help to attract investment and promote regeneration over the plan period. Around 35% of the Borough's residual housing target is expected to be delivered in this part of the Borough.
- **Radcliffe –** A number of large sites have the potential to deliver residential units in the short to medium term in and around Radcliffe Town Centre. Around 35% of the Borough's residual housing target is expected to be delivered in this part of the Borough.
- **Whitefield and Unsworth –** Opportunities in this area are limited

<sup>3</sup> For the purposes of this Policy, travelling communities refers to the range of groups that exist under the collective names of Gypsies, Travellers and Travelling Showpeople, although it is recognised that some members of these groups do not necessarily travel.

<sup>4</sup> The broad spatial distribution of anticipated residential development is based on sites that have specifically been identified in the SHLAA and anticipated windfalls.

given the fact that much of the urban area is already developed. Future residential development in this area is likely to consist of small scale infill developments. Only around 3% of the Borough's residual housing target is expected to be delivered in this part of the Borough.

- **Prestwich** – The main opportunities for future residential development in this area are focused in and around Prestwich Town Centre, including the proposed mixed use redevelopment of the Longfield Centre. Around 7% of the Borough's residual housing target is expected to be delivered in this part of the Borough.

#### **Windfall Development**

It is likely that further opportunities for residential development will arise over the plan period on sites that have not been specifically identified in the SHLAA or allocated in the Site Allocations Plan. Planning applications on such 'windfall' sites will be considered against the criteria set out in Development Management Policy CO2.

## **Our approach and the reasons for it**

### **Housing Targets**

- 4.4.4 The housing target will help to deliver a significant number of new dwellings over the plan period to help meet the housing needs of local residents. Whilst the target will result in significant residential growth in the Borough, it is envisaged that this growth can be delivered without changes to Green Belt boundaries.
- 4.4.5 It should be noted that the target is a minimum target to be achieved over the plan period. However, this target is not intended to limit residential growth if suitable sites come forward over the plan period that would lead to the target being exceeded.

### **Housing Supply**

- 4.4.6 The SHLAA (2012) sets out the current housing land supply situation as at 1<sup>st</sup> April 2012. It shows that there is the potential to deliver around 7,230 units on identified sites across the Borough (both committed and potential sites) and that an allowance has been made for a further 1,125 units coming forward on unidentified 'windfall' sites. Together, the current supply is around 8,350 units, which is sufficient to deliver the housing target of 6,800 and provides a flexibility of around 20% should some sites not come forward as envisaged.

## Affordable Housing

- 4.4.7 The Housing Need and Demand Assessment (HNDA) identified a considerable need for affordable housing across the Borough, with a particular need for both small and large affordable housing properties. Spatial Policy CO1 is supported by Development Management Policy CO5 which sets out the detailed framework for providing affordable housing in large residential schemes, including thresholds and targets. The Site Allocations Plan will also consider whether sites will need to be specifically allocated for affordable housing.

## Older Persons and Supported Housing

- 4.4.8 The Borough's population is getting older and this trend will have implications for the types of residential accommodation that will need to be provided over the plan period. The delivery of housing up to 2029 will, therefore, need to reflect the housing needs of older persons, many of whom are likely to have different housing requirements than other sections of the community. Spatial Policy CO1 is supported by Development Management Policy CO4 which sets out how the housing needs of older persons can be met over the plan period. The Site Allocations Plan will also consider whether sites need to be specifically allocated for older person accommodation (e.g. Care Village) and other Supported Housing schemes.

## Travelling Communities

- 4.4.9 Research has been undertaken at the Greater Manchester level into the accommodation requirements of both 'Gypsies and Travellers' and Travelling Showpeople in each district. This work identified a need for additional provision across the sub-region, which the Local Plan will seek to address. Spatial Policy CO1 is supported by Development Management Policy CO6 which sets out a framework that will be used to help identify suitable sites for travelling communities.

## Dwelling Mix

- 4.4.10 The Council will seek to ensure that large housing developments incorporate a mix of house types and sizes that reflect the housing needs of the Borough (as identified in the HNDA). Spatial Policy CO1 is supported by Development Management Policy CO4 which sets out the general criteria that the Council will consider in meeting the types and sizes of accommodation required over the plan period.

## Previously Developed Land

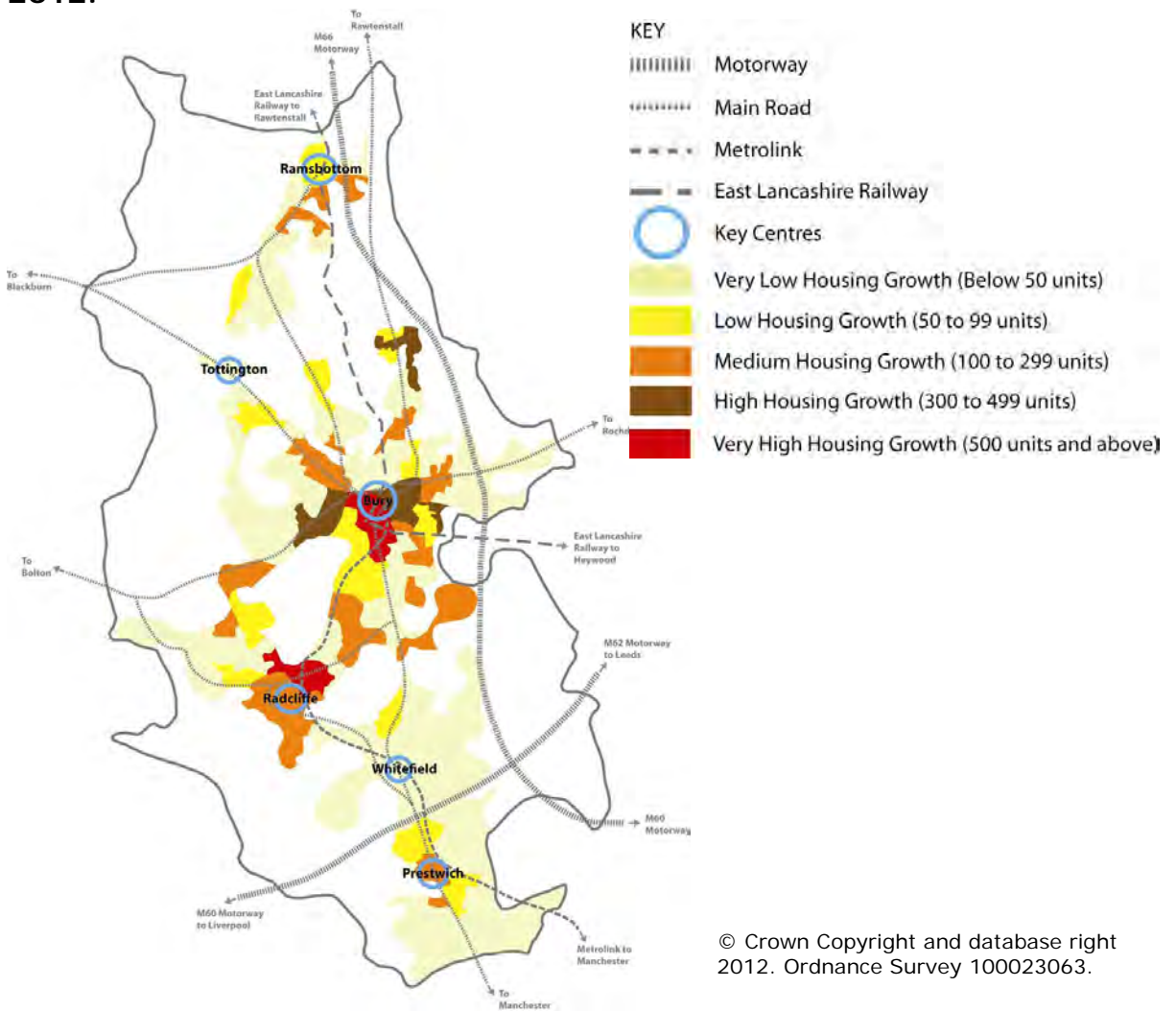
- 4.4.11 The Council will seek to deliver at least 80% of new housing over the plan period on previously developed land to help bring such land back into a beneficial use. The findings of the SHLAA indicate that this target could be

exceeded, with around 91% of the identified supply being on previously developed land.

### Broad Locations for Housing Growth

- 4.4.12 Whilst the Spatial Strategy allows for housing growth across the Borough’s urban areas, the availability of housing land and the Borough’s regeneration priorities means that it is likely that a significant amount of this growth will occur in Radcliffe and Bury.
- 4.4.13 The anticipated distribution of housing development is represented in Figure 19. It is apparent that the main concentrations of ‘very high’ housing growth are located within Bury and Radcliffe. Areas of ‘medium to high’ housing growth are prominent in the immediate areas around the two centres. The lowest areas of growth are focused in Ramsbottom in the north and Whitefield in the south of the Borough.

**Figure 19 – Anticipated Distribution of Housing Growth as at April 2012.**



## Managing 'Windfall' Housing Development

### What we are seeking to achieve

- 4.4.14 Spatial Policy CO1 sets out the anticipated key areas where housing will be concentrated and the Site Allocations Plan will then allocate specific sites for residential use in line with this Strategy.
- 4.4.15 In addition, it is likely that planning applications will be submitted for residential use (or mixed use schemes incorporating an element of residential use) on other sites that are unallocated. Sites coming forward on unallocated sites are known as 'windfalls' and these are expected to make an important contribution to meeting the Borough's housing needs over the plan period.
- 4.4.16 Planning applications for housing on sites that have not been specifically allocated for residential use will be assessed against Development Management Policy CO2.

### How we are seeking to achieve it

#### MANAGING 'WINDFALL' HOUSING DEVELOPMENT

**DM Policy  
CO2**

Any planning application for housing development on a site that is not allocated for residential use will generally be allowed to come forward if the site is:

- a) within the urban area;
- b) on previously developed land (previously undeveloped sites will only be allowed to come forward on appropriate sites where it can be demonstrated that there is not a deliverable five-year supply of housing land);
- c) adequately serviced by appropriate infrastructure requirements;
- d) not in an area of flood risk (or it can be demonstrated that any flood risk can be managed in accordance with Development Management Policy EN8);
- e) suitable in land use terms, with particular regard to amenity, local environment and surrounding land uses; and
- f) not in conflict with the overall Spatial Framework and other policies in the Local Plan.

Applications for residential development on sites that do not meet all of the above criteria will generally be deemed unacceptable unless it can be demonstrated that particular circumstances exist to justify approval.



## Our approach and the reasons for it

- 4.4.17 The broad spatial distribution of anticipated residential development is based around sites that have been identified in the SHLAA. However, it is likely that opportunities for residential development will arise over the plan period on sites that have not been specifically identified as being suitable in the SHLAA or allocated in the Site Allocations Plan.
- 4.4.18 In the past decade, windfall sites have made an important contribution to housing growth in the Borough. It is expected that there will continue to be a steady number of planning applications on small windfall sites (i.e. below ten units) over the plan period, including those relating to the conversion of existing buildings and infill development plots in large garden areas. These small sites are extremely difficult to identify and allocate through the Local Plan process as they are often reliant on an owner making a decision about releasing the potential of their properties (e.g. whether to sub-divide a large dwelling).
- 4.4.19 Planning applications on larger windfall sites are unlikely to be as numerous but are still likely to make a contribution towards housing growth over the plan period. The SHLAA has sought to identify opportunities from larger sites but it is inevitable that further opportunities on large sites will present themselves over the plan period.
- 4.4.20 Windfalls will help to provide greater housing choice for existing and future residents and this Policy is designed to ensure that the release of further housing land is managed in such a way that accords with the key objectives of the Core Strategy.

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## Managing the Density of New Housing

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### What we are seeking to achieve

- 4.4.21 The urban area of Bury is tightly constrained by Green Belt boundaries and this has influenced the context of the Spatial Strategy's aim to concentrate growth within the existing urban area. Therefore, in accordance with national planning policy, it is essential that new housing development makes efficient use of the land that is available.
- 4.4.22 Twice as much land is required to deliver the same number of housing units at 15 dwellings per hectare than at 30, so applying minimum densities on available land will help ensure that development is delivered in a manner that will comply with the overall Strategy. Therefore, planning applications incorporating residential use should seek to adhere to the density targets outlined in Development Management Policy CO3.

## How we are seeking to achieve it

MANAGING THE DENSITY OF NEW HOUSING	DM Policy <b>CO3</b>
<p>In order to achieve a sufficient supply of housing land that meets the overall strategy of concentrating housing growth within the existing urban area, it is important to ensure that available land is used efficiently.</p> <p>As such, the Council will seek to impose minimum densities of:</p> <ul style="list-style-type: none"> <li>▪ 50 dwellings per hectare in the Key Centres and on sites within 400 metres of the Borough's transport nodes; and</li> <li>▪ 30 dwellings per hectare elsewhere in the Borough.</li> </ul> <p>The Council will consider lower densities where it can be justified on the basis of:</p> <ol style="list-style-type: none"> <li>a) particular constraints/requirements associated with the site (e.g. impact on listed building, levels, access, need for buffer strips); and</li> <li>b) particular constraints/requirements associated with the surrounding area (e.g. impact on conservation area, capacity of surrounding infrastructure, amenity of surrounding residents, protection of ecological features).</li> </ol>	

## Our approach and the reasons for it

- 4.4.23 The emphasis for sustainable housing growth in the Spatial Strategy is to concentrate new housing in the key centres, regeneration areas and along sustainable transport corridors, particularly the major public transport nodes. These areas offer the greatest opportunities for higher density developments, as they are much less reliant on private car use as they tend to have good access to public transport and/or services. Higher density developments can include apartments to help cater for the growth in smaller households, although higher densities can be achieved on sites without the inclusion of apartments.
- 4.4.24 The characteristics of the urban area elsewhere within the Borough are slightly different than those areas that have built up around town centres and major public transport nodes. These areas tend to be less dense and have traditionally catered for more family type housing, similar to other towns in the country. The strategic approach is to impose a lower minimum density in these areas to help meet the housing needs of larger, family orientated households. Proposals for higher density developments in these areas will be considered on their own merits, with regard to the impact on local character and the amenity of local residents.

- 4.4.25 There may be circumstances that would allow proposals with reduced densities to come forward. A range of factors will be taken into account when determining whether a scheme proposes an appropriate density including the site's location, access to services, public transport network, infrastructure capacity and general characteristics of a site/area.

## Meeting Housing Needs

### What we are seeking to achieve

- 4.4.26 Local Plans should set out the likely profile of household types that will require new housing over the plan period, as evidenced in local and strategic studies. This should include the types and sizes of housing that will be required to reflect local demographics and trends.
- 4.4.27 As housing needs are dynamic, those looking to submit a planning application for large residential developments should take account of the most-up-date evidence of housing needs. Development Management Policy CO4 sets out the Council's approach towards meeting housing needs through new development.

### How we are seeking to achieve it

#### MEETING HOUSING NEEDS

#### DM Policy CO4

The Council will seek to ensure that an appropriate mix of dwellings will be delivered over the plan period to address the general housing needs of the local community.

Applicants should set out in their supporting documents how their proposed development will help to address local housing needs. When determining an appropriate mix of dwelling types and sizes, account should be taken of:

- a) the findings of the HNDA and other sources of evidence identifying particular housing needs in an area;
- b) the characteristics of the site and surrounding area;
- c) the general nature of the proposal;
- d) Lifetime Homes and Lifetime Neighbourhood standards;
- e) the density requirements set out in Development Management Policy CO3; and
- f) the affordable housing targets set out in Development Management Policy CO5.

## Our approach and the reasons for it

### Housing Mix

- 4.4.28 One of the main objectives of national policy on housing is to ensure that local authorities deliver an appropriate mix of housing to support the wide range of housing needs from households with different size, age and income characteristics. Therefore, as well as providing a sufficient quantity of housing, the Core Strategy will play a major role in helping to provide an appropriate mix of house types and sizes to serve the diverse needs of the local community.
- 4.4.29 Current local housing needs are identified in the HNDA but housing needs are dynamic and can change considerably over relatively short periods of time. Therefore, applicants are encouraged to work with the Council at the earliest possible stage to help identify the general housing needs in a particular area using the most up-to-date information. Large residential developments should generally deliver a range of house types, sizes and tenures to meet the various housing needs of different household types. Current housing needs as identified by the HNDA includes:
- a need for small market housing to address the continued trend for smaller households (around 60% of future market housing provision);
  - a need for larger market housing to address the needs of larger families (around 40% of future market housing provision);
  - intermediate affordable housing (e.g. discounted market housing, shared ownership and shared equity) should be made up of two and three bedroom properties; and
  - a need for all sizes of social and affordable rented properties.

### Special Needs Housing

- 4.4.30 The HNDA identifies that there is a growing demand for Special Needs Housing<sup>7</sup> across the Borough. Primarily this is a result of an ageing population that is increasingly requiring specialised housing or assistance within their homes as they get older. The HNDA identified that around 30% of the Borough's households contain somebody with a disability and it is important that the right type of accommodation is provided to cater for their specific needs. The Council will therefore seek to support new residential developments that provide special needs housing for older persons and other households that require specialised housing.
- 4.4.31 The Council will actively encourage developers to meet Lifetime Homes standards in all new residential properties. Building new residential properties to Lifetime Home Standards will help to allow households to remain within their properties should they need to be adapted if their circumstances change. This will also help to provide greater housing choice to those households who currently find it difficult to access housing to meet their particular housing needs and where their current homes are difficult to

adapt. Account should also be taken of the surrounding area to ensure that residents of special needs accommodation can readily access local services, including public transport (e.g. consideration of gradients within and between the site and nearby services).

- 4.4.32 Whilst the Core Strategy supports the provision of special needs housing, it is acknowledged that provision of such accommodation is often dependant on the level of funding available. The control of this funding sits outside the Planning system but the Local Plan will seek to support the provision of such accommodation in appropriate locations where funding opportunities are presented.

## Providing for Affordable Housing

- 4.4.33 The Borough, like most other parts of the country, has experienced considerable increases in house prices in recent years, which now means that many households are unable to access quality affordable housing that meets their housing requirements. Many households are, therefore, living in overcrowded conditions or in sub-standard accommodation.
- 4.4.34 The delivery of affordable homes has been enshrined in the planning system for some years now and national policy states that local authorities should set a target for the amount of affordable housing to be provided on large housing developments. Accordingly, Development Management Policy CO5 sets out the local targets for the types of affordable housing that is needed across the Borough and the circumstances when it will be required.

<b>PROVIDING FOR AFFORDABLE HOUSING</b>	<b>DM Policy CO5</b>
<p>Residential developments on sites of 0.5 ha's and above or developments incorporating 15 or more residential units should deliver affordable housing in line with the following targets:</p> <ul style="list-style-type: none"> <li>▪ 10% of all units within the Radcliffe Regeneration Area should be affordable;</li> <li>▪ 15% of all units within the Bury Regeneration Area should be affordable; and</li> <li>▪ 25% of all units elsewhere should be affordable.</li> </ul> <p>The eventual amount and mix of affordable housing to be delivered, including dwelling type, tenure and size, will be determined by specific site conditions, nature of proposed development and other material considerations, such as viability issues and evidence of need in a particular location.</p> <p>Affordable housing provision will be sought on site unless exceptional circumstances can be demonstrated that would warrant off site contributions. Off site contributions should provide the number of units</p>	

that would have been delivered on site. Contributions should be in the form of units erected off site, the provision of land to build units or as a last resort, be in the form of a financial contribution (commuted sum).

Affordable housing should be dispersed throughout the site unless there are specific circumstances that warrant otherwise. In either event, the affordable housing provision should be indistinguishable from the market housing and built to the same specifications, unless there are particular reasons not to do so (e.g. if there is a specific requirement from a Registered Provider).

Affordable housing provision should be secured through a legal agreement and be provided in perpetuity.

### Our approach and the reasons for it

- 4.4.35 The shortage of quality, fit-for-purpose, affordable housing is a key issue for the Local Plan to tackle as the planning process is considered to be one of the main routes to securing additional affordable housing in Bury over the plan period. The need for additional affordable housing in the Borough is evident in the findings of the Housing Need and Demand Assessment (HNDA) and other evidence sources<sup>8</sup>, which indicate that there is a need for all types, sizes and tenures of affordable housing across the Borough.
- 4.4.36 The HNDA-recommends that 25% of new housing should be affordable on suitable housing sites to help meet identified needs. The Affordable Housing Viability Study (AHVS) supports this target across the Borough but suggested that the target should be lowered in the Bury and Radcliffe regeneration areas to 15% and 10% respectively. These lower targets are based on the average viability results from the different development scenarios in the AHVS. Also, the lower targets in these areas may help to attract investment in these areas in line with the Council's regeneration priorities, which arguably could deliver more affordable housing units than would otherwise be provided if higher targets were applied. The boundaries for the two regeneration areas are contained in Appendix 2.
- 4.4.37 The affordable housing tenure to be delivered should reflect the latest evidence on need and the economic realities of bringing development sites forward. The HNDA recommends that there should be a 50/50 split between rented (social and affordable rent) and intermediate affordable housing. However, the Council may accept a different tenure split where there is reason to do so (e.g. if there is already a high level of rented accommodation in a particular area the Council may accept all intermediate units).
- 4.4.38 Negotiations on the affordable housing targets will be on the basis that an applicant has bought a site (or purchasing a site) at a price that has taken account of all known development constraints and planning policy requirements (including affordable housing). Applicants looking to negotiate

the targets will need to demonstrate this, together with the particular site circumstances that would warrant a reduced provision. Such information may need to be independently assessed and where this is the case, the reasonable costs for doing so will be borne by the applicant.

- 4.4.39 The Council will seek to ensure that the affordable housing provision is generally reflective of the types and sizes of the market housing that is being provided as part of a development – which should be reflective of the HNDA findings and other evidence of housing need in a particular location. In this respect, it should be noted that the HNDA identifies a need for all types and sizes of affordable housing across the Borough.
- 4.4.40 The policy is designed to be flexible enough to respond to changing needs for affordable housing, as the HNDA and other evidence sources are updated. It is also considered to be flexible enough to reflect site-specific circumstances of sites coming forward, and how the nature of the site and the proposals would affect affordable housing requirements (e.g. it would be inappropriate to request three and four bedroom detached affordable properties on a small town centre site coming forward for a development of apartments).
- 4.4.41 It should be noted that this Policy is applicable to all forms of residential development, including Category II sheltered housing schemes.

## Meeting the Needs of Gypsies, Travellers and Travelling Showpeople

### What we are seeking to achieve

- 4.4.42 The housing needs of all sections of the community need to be addressed through the Local Plan, including the accommodation requirements of Gypsies, Travellers and Travelling Showpeople. Development Management Policy CO6 sets out the criteria for the location of suitable sites for such accommodation, which will be used to guide sites to be allocated in the Site Allocations Plan.

### How we are seeking to achieve it

<b>MEETING THE NEEDS OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE</b>	<b>DM Policy CO6</b>
<p>The Council will seek to meet the needs of Gypsies, Travellers and Travelling Showpeople, on appropriate sites. Sites should:</p> <ul style="list-style-type: none"> <li>a) be in a sustainable location, with good access to public transport</li> </ul>	

- routes, shops, schools and other community facilities;
- b) have no major vehicular access/egress constraints;
- c) be served (or can be served) by adequate facilities and services that are required to meet the needs of the occupiers, including facilities for sewage and waste disposal, water and power supplies, and drainage;
- d) not be in an area of flood risk (or it can be demonstrated that any flood risk can be managed in accordance with Development Management Policy EN8);
- e) have no significant adverse effect on the amenity of nearby residents or operations of adjoining land uses; and
- f) have adequate space for operational needs including the parking, turning and servicing of vehicles.

In assessing planning applications for the provision of sites for Gypsies, Travellers and Travelling Showpeople, the Council will only consider proposals favourably if:

- g) the site is specifically allocated for that purpose; or
- h) the site meets the above criteria and is required to meet a shortfall in provision, taking account of identified needs against existing sites and sites allocated for that particular purpose.

## Our approach and the reasons for it

- 4.4.43 Research has been undertaken across Greater Manchester to identify the level and type of need for Gypsies, Travellers and Travelling Showpeople. This evidence will be used to determine the pitch requirements for each district, which will then need to be delivered at the local level through the Local Plan.
- 4.4.44 The Core Strategy policy above sets out the key locational criteria that will be used to help identify appropriate sites across the Borough. Primarily, this criteria will be used to help identify sites that will be allocated specifically for accommodation for travelling communities but they will also be used to assess planning applications on sites that are not specifically allocated for that purpose.
- 4.4.45 The criteria reflect the need to ensure that the sites are in sustainable locations where the occupants are able to access the range of facilities and services that would normally be enjoyed by other members of the community. The health and safety of the occupants is also an important consideration and sites will need to be located in areas where the quality of the environment is at the same acceptable standard as other residential sites.

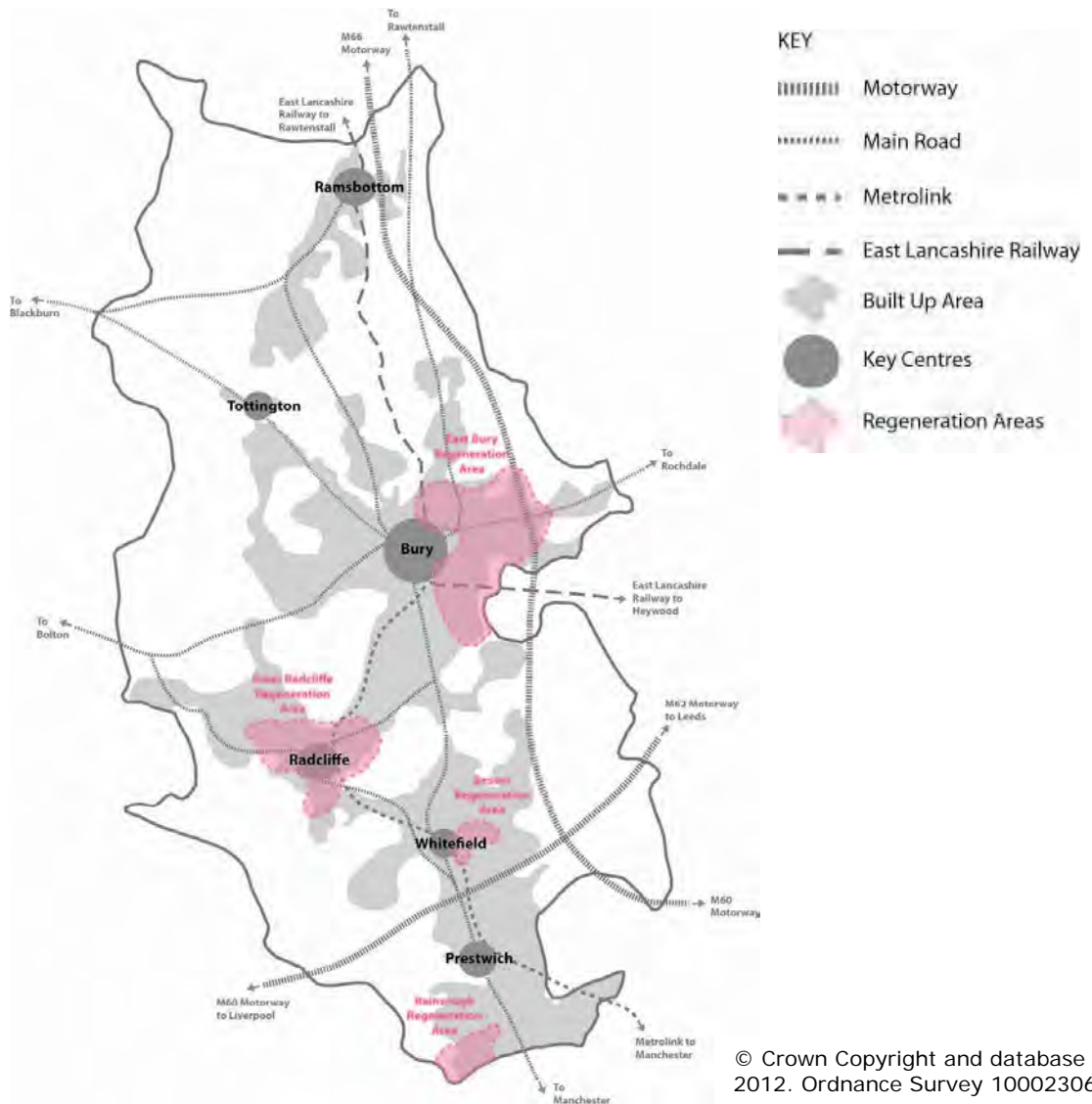


## Addressing the Needs of our Regeneration Areas

### What we are seeking to achieve

4.4.46 One of the Strategic Objectives for the Core Strategy is to develop socially cohesive, diverse and healthy communities. Although often perceived as generally affluent, the 2010 Index of Multiple Deprivation (IMD) shows that the Borough contains significant pockets of deprivation that are in need of physical, economic and social regeneration. These issues are particularly prevalent in parts of East Bury, Inner Radcliffe, Besses and Rainsough and for the purposes of the Core Strategy, these are specifically identified as Regeneration Areas and are broadly identified in Figure 20.

Figure 20 – The Borough’s Regeneration Areas



## How we are seeking to achieve it

### ADDRESSING THE NEEDS OF OUR REGENERATION AREAS

Spatial Policy

CO7

The Council will seek to ensure that new development and investment contributes towards addressing the physical, economic and social needs of the Borough's identified Regeneration Areas, namely:

- East Bury;
- Inner Radcliffe;
- Besses; and
- Rainsough.

In doing so, the Council will encourage investment within and around the identified Regeneration Areas in order to improve their image and environment and to improve access to good quality housing, employment, community, education and healthcare facilities and open space.

## Our approach and the reasons for it

- 4.4.47 Opportunities for addressing deprivation issues through development-led regeneration vary and this will obviously influence the approach taken to each area. For example, the East Bury, Besses and Rainsough areas do not have significant opportunities for large-scale development as is the case for Inner Radcliffe which has the greatest opportunities for development-led regeneration due to the existence of large-scale vacant and derelict sites.
- 4.4.48 In terms of seeking to alleviate issues of deprivation, the Core Strategy will support the objectives of Bury's Neighbourhood Renewal Strategy aimed at tackling issues of deprivation within the Borough. Furthermore, it will also work alongside Bury's Economic Strategy, particularly in terms of empowering Bury's social economy and neighbourhoods through tackling worklessness, inequality and poverty and improving neighbourhood-level quality of life.

## Addressing Income and Employment Issues

- 4.4.49 The 2010 IMD shows that there are significant concentrations of income and employment deprivation in East Bury, Inner Radcliffe, Besses and Rainsough.
- 4.4.50 The Core Strategy can influence income and employment issues by assisting in the development of a competitive and diverse local economy by protecting and improving existing and suitable sources of employment as well as through the provision of higher quality and accessible job opportunities. The Strategy for delivering a stronger and sustainable local economy is set out in Section 4.3 of this Chapter.

## Addressing Health Issues

- 4.4.51 Major health problems have a direct correlation with high levels of socio-economic deprivation and the 2010 IMD shows that there are concentrations of health deprivation in East Bury, Inner Radcliffe, Besses and Rainsough.
- 4.4.52 In order to contribute towards addressing these health issues, the Strategy seeks to provide the framework that allows for enhanced access to primary care facilities, together with recognising the need to continue to promote and improve links to leisure, recreation, education and social services and day care facilities.

## Addressing Educational Issues

- 4.4.53 The 2010 IMD also highlights particular concentrations of low educational attainment in East Bury, Inner Radcliffe and Besses and these statistics are closely linked to wider deprivation issues. The Strategy, therefore, seeks to reduce disparities in educational attainment within these areas by supporting educational strategies and programmes and by seeking to tackle deprivation issues generally. Spatial Policy CO8 sets out how the Core Strategy will assist in the delivery of higher standards of educational attainment.

## Addressing Problems with the Living Environment

- 4.4.54 Deprivation in relation to the living environment is assessed against both indoor living conditions and the external environment. In particular, it focuses on house conditions, houses without central heating, air quality and road traffic issues. The 2010 IMD shows that there are particular issues with the living environment in parts of East Bury.
- 4.4.55 The Strategy is to provide the framework to support continued investment in the physical environment of these areas, together with seeking to improve matters relating to other environmental issues such as air quality and transport safety.

## Addressing Crime Issues

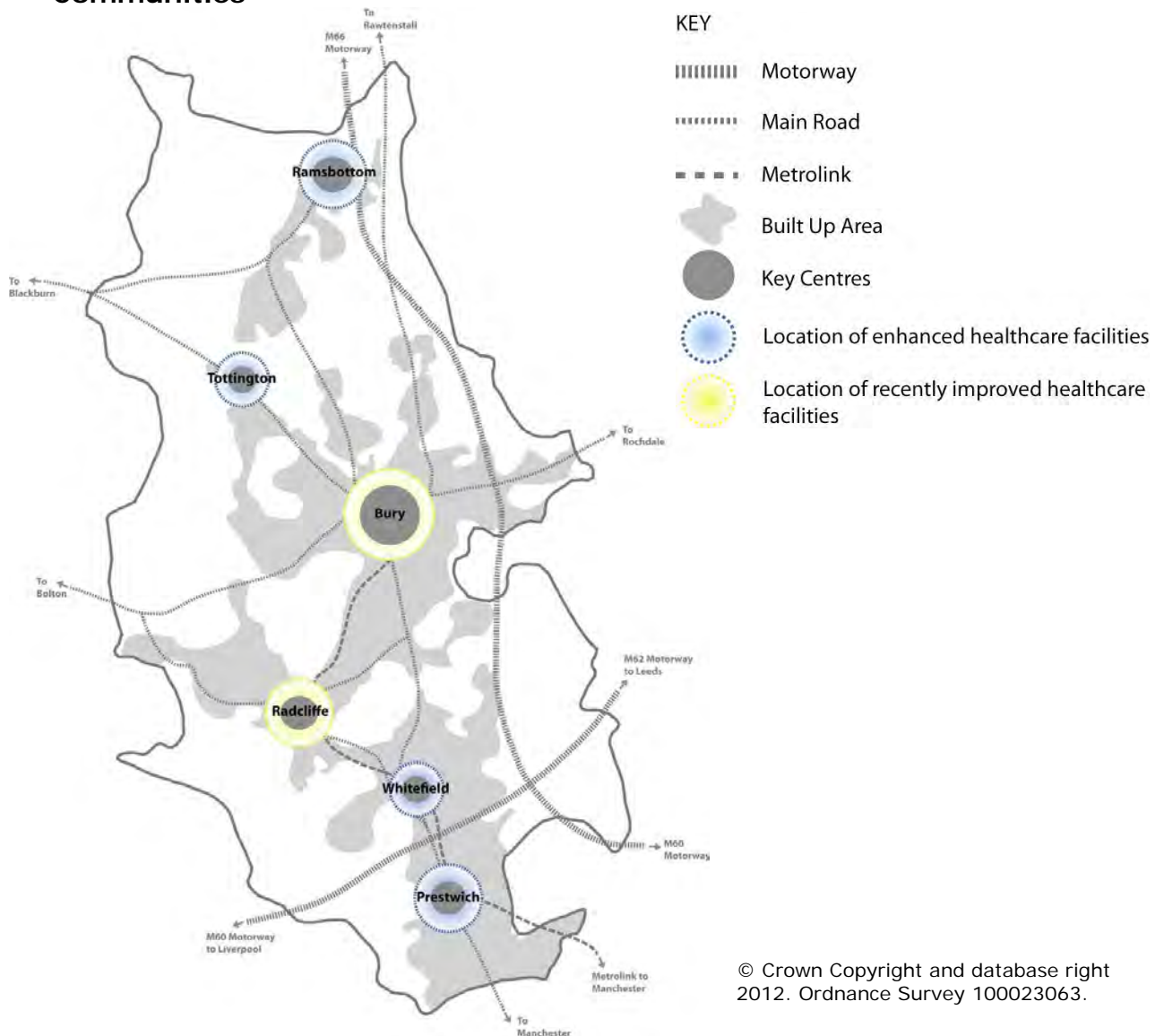
- 4.4.56 Criminal activity is linked to other aspects of deprivation and in addition to seeking to alleviate this issue through combating other aspects of deprivation, the Strategy is to seek to assist this process by ensuring that all new developments display high standards of design that reduce actual and perceived opportunities for criminal activity.

## Supporting Healthy and Inclusive Communities

### What we are seeking to achieve

- 4.4.57 Spatial Policy CO8 seeks to ensure that the Borough's communities have good access to a range of facilities and services that strengthen community function and well-being. The Policy aims to contribute towards achieving the Community Strategy's Ambitions to make Bury 'the healthiest Borough in the North West', 'a centre of excellence for education in the North West' and 'an area with first class services'.
- 4.4.58 In doing so, the Policy seeks to encourage stronger focal points for community activity that contain a range of services and facilities that allows for linked trips and which are accessible by walking and cycling.

**Figure 21 - Opportunities to Develop Healthy and Inclusive Communities**



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## How we are seeking to achieve it

### SUPPORTING THE DEVELOPMENT OF SUSTAINABLE COMMUNITIES

**Spatial  
Policy**

**CO8**

The Council will continue to support strategies and programmes to provide new and improved community facilities that are accessible to the communities they are intended to serve.

Support will also be given to initiatives that introduce the co-location of community facilities to enable linked trips to a range of services and facilities provided within a single site or concentrated area. In doing so, the Council will encourage the use of low and zero carbon energy infrastructure.

Furthermore, in order to promote healthier and more active communities, the Council will support strategies and programmes aimed at delivering adequate provision of open space, sport and recreational facilities.

#### **Education**

The Council will support new and improved education provision across the Borough including the modernisation, rebuilding and refurbishment of primary, secondary and special educational needs schools and the expansion and enhancement of further education.

#### **Health**

The Council will support the delivery of improved health care facilities within each of the Borough's Key Centres as introduced under the Local Improvement Finance Trust (LIFT) project. In addition to the improved primary care facilities already undertaken in Bury and Radcliffe, the Council will support proposals for enhanced health care facilities in Ramsbottom, Tottington, Prestwich and Whitefield Key Centres.

#### **Open Space, Sport and Recreation**

The Council will encourage people to make healthier and more active lifestyle choices by ensuring that the Borough's communities have good access to an adequate quantity and quality of open space, sport and recreation.

In developing its own action plans and programmes aimed at addressing issues associated with the quantity, quality and accessibility of open space, sport and recreation, the Council will have regard to the standards set out in its Greenspace Strategy and will prioritise areas which are shown to have sub-standard provision as well as suffering from the most acute problems of health deprivation.

## Our approach and the reasons for it

- 4.4.59 Enabling the development of healthy and inclusive communities is essential to the quality of life of the Borough's residents and Spatial Policy CO8 reaffirms our commitment to work with partners and service providers to develop plans for the upgrading of community facilities across the Borough as well as ensuring good access to other facilities that support the health and well-being of local communities.
- 4.4.60 In the interests of sustainable development and, in particular, reducing the need to travel, it is vital that community facilities are provided in locations that are accessible to the people that they are intended to serve by means other than the private car. This aim will be further assisted by promoting the co-location of community facilities either within a single site that combines a number of community facilities or within a concentrated area, such as within a Key Centre. The concentration of a range of facilities will enable communities to undertake linked trips whereby they can access different facilities without having to travel large distances between them.
- 4.4.61 The co-location of community facilities may enable opportunities for various facilities to make use of low and/or zero carbon energy infrastructure such as a sharing an energy efficient combined heat and power (CHP) facility.

## Education

- 4.4.62 The Core Strategy will support improvements to educational facilities at all levels. In particular, it will support initiatives that are to be delivered as part of Government-funded programmes to expand and improve school estates.
- 4.4.63 By supporting improved educational facilities, the Core Strategy can assist in delivering higher levels of educational attainment generally as well as reducing identified disparities, particularly within the Borough's most deprived communities. In particular, such improvements will bring benefits in terms of:
- Reducing inequalities and narrowing gaps in educational achievements;
  - Providing the specialist skills and talents that are needed for the 21<sup>st</sup> Century;
  - Maximising engagement in learning at all ages;
  - Enhancing the well-being of all children and young people.

## Health

- 4.4.64 NHS Bury have expanded their primary care estate with funding from the Local Improvement Finance Trust (LIFT) project, which supports the local and national drive to deliver services for patients either within or as close to their own home as possible.
- 4.4.65 The Strategy supports the approach of NHS Bury and their intention to enhance existing provision through capital funding in the remaining four key centres. These projects follow the Radcliffe and Moorgate Primary Care

Centres, opened in 2009, and the new Primary Care Centre at Knowsley Place, opened in Summer 2010.

## Open Space, Sport and Recreation

- 4.4.66 In addition to improving health care provision, there is also considered to be an urgent need to address health issues before they get to a stage whereby health care is required. A major factor in this is to encourage people to make healthier lifestyle choices including reducing levels of drug and alcohol misuse, improving eating habits and encouraging greater levels of physical activity. It is these aims that are central to the Government and NHS-led 'Change 4 Life' movement which seeks to encourage everyone to adopt healthier lifestyles in order to reverse the growing trend of obesity and obesity related illnesses.
- 4.4.67 Spatial Policy CO7 identifies a number of Regeneration Areas where health disparities are particularly evident and encouraging healthier lifestyles within these communities is considered to be particularly important.
- 4.4.68 In January 2009 the Council completed an Assessment of Needs and Opportunities for Open Space, Sport and Recreation in the Borough which was subsequently embraced within a wider Greenspace Strategy. The Needs Assessment involved:
- identifying local needs;
  - undertaking a thorough appraisal of all sites in the Borough;
  - setting new provision standards for quantity, quality and accessibility; and
  - applying these standards against current levels of provision in order to identify surpluses or deficiencies in the quantity, quality and accessibility of sites.
- 4.4.69 The Needs Assessment analyses levels of provision at the Township level and in applying standards against current levels of provision, has been able to identify a number of areas within the Borough where provision falls significantly below the identified minimum standards set out in the Greenspace Strategy.
- 4.4.70 As a priority, improved provision will be targeted on those areas that are identified as having provision below recommended standards as well as suffering from health deprivation.
- 4.4.71 In addition to the Council's own programmes for improving open space, sport and recreation, the implementation of this Policy will also be assisted through Development Management Policies CO10 and CO11.

## Safeguarding and Improving Community Facilities

- 4.4.72 Community facilities make an important contribution to the quality of life offered by the Borough. Therefore, safeguarding and improving community facilities will help to maintain and improve the quality of life enjoyed by the Borough's residents.
- 4.4.73 Development Management Policy CO9 complements Spatial Policy CO8 of the Spatial Development Strategy and sets out the Council's approach to development proposals that are likely to impact on the provision of community facilities as well as the criteria that will be used when considering proposals for new and improved community facilities.

SAFEGUARDING AND IMPROVING COMMUNITY FACILITIES	DM Policy CO9
<p>Proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services will be resisted. Their loss will only be accepted if:</p> <ul style="list-style-type: none"> <li>a) It can be clearly demonstrated that the community use is no longer needed or economically viable; or</li> <li>b) Alternative provision of equivalent or greater community benefit is made available in a location that continues to serve the community from which the facility is to be lost.</li> </ul> <p>Proposals for new and improved community facilities will be supported where:</p> <ul style="list-style-type: none"> <li>c) there will be no unacceptable impact on residential amenity and the local environment;</li> <li>d) they would not lead to unacceptable levels of traffic generation and have adequate car parking provision;</li> <li>e) they are accessible by public transport, walking and cycling; and</li> <li>f) they incorporate the needs and requirements of the disabled.</li> </ul>	

### Our approach and the reasons for it

- 4.4.74 For the purposes of the Local Plan, community facilities are considered to include facilities and services required to support development for the health and wellbeing, social, educational, spiritual and cultural needs of the community, such as:
- Public halls (including community/youth centres)
  - Non-residential education and training facilities
  - Day nurseries/crèches
  - Child care centres



- Doctors' surgeries, dentists, health centres and clinics, chemists, hospitals
- Residential care homes and nursing homes
- Post offices
- Village shops
- Places of worship
- Church halls
- Museums, libraries, art galleries
- Local community public houses
- Performance spaces

## Loss of Community Facilities

- 4.4.75 Community facilities are an essential and indispensable feature of any area and all help to support a community's quality of life. Everyone benefits from community facilities at one time or another, whether that is through going to school, receiving medical treatment at a health centre or hospital, or just visiting the local library.
- 4.4.76 It is important, therefore, to retain these sorts of facilities and services to maintain the attractiveness, sustainability and function of Bury's neighbourhoods and communities.
- 4.4.77 The loss of community facilities has been a particularly noticeable trend within rural areas and the Borough's village settlements have themselves seen a gradual erosion of their supporting facilities to a point whereby some currently have little or no services to offer.
- 4.4.78 Local shops, services and community facilities can play an important role within village settlements by helping to maintain the vitality of the settlement and subsequently minimising the need to travel. The Strategy is to seek to retain such facilities within village settlements, where possible. Proposals for additional local shops, services and community facilities will be supported where they are of a scale and type appropriate to the settlement and will help to maintain the settlement's character and viability. Larger scale retail provision will not be acceptable in these settlements.
- 4.4.79 It is accepted that it may not always be viable to retain a nucleus of shops and facilities within village settlements that are sufficient to fully support the needs of their local communities. In order to ensure that village communities have access to an appropriate range of facilities, the Strategy will also support improved public transport links to larger centres where such facilities are available.
- 4.4.80 During the lifetime of the plan, existing facilities may become no longer fit for purpose, or circumstances may change which result in the facility not being required. Re-use of the facility for non-community uses may be appropriate in such circumstances. However, an applicant will be required to provide evidence that clearly demonstrates that these circumstances exist.

- 4.4.81 Where a facility is vacant, the Council will consider the length of vacancy as an indication of viability and will require applications to be accompanied by evidence that the facility has been comprehensively marketed as a community use over a reasonable length of time and that no demand has been expressed as a result.
- 4.4.82 The redevelopment or change of use of a community facility may also be acceptable if the applicant makes provision for alternative community facilities that are of equivalent or greater benefit to the local community.

### **New and Improved Community Facilities**

- 4.4.83 Spatial Policy CO8 identifies broad principles for considering the location of new and improved community facilities. It stresses the importance of locating such facilities in accessible locations in the heart of the communities that they are intended to serve as well as the benefits that co-locating a range of community facilities can bring, particularly from the perspective of reducing the need to travel.
- 4.4.84 It is acknowledged that community facilities are, on the whole, to the benefit of everyone. However, whilst the community benefits from such facilities, those in closest proximity to them could be subject to inconvenience, disturbance and disadvantages such as noise, litter, extra traffic movement and on-street car parking.
- 4.4.85 To ensure that potential neighbours are not overly disadvantaged, any proposals for new or improved community facilities will need to be assessed as to their affect on the environment and amenity, particularly in residential areas.
- 4.4.86 Proposals where the potential benefits occurring from the community facility are out-weighed by the negative effects on the environment and amenity, will normally be unacceptable.
- 4.4.87 In addition, in examining proposals for new community facilities it will often be necessary to consider the needs of those using the facilities, such as whether the facilities are accessible by both public and private transport and suit the needs of the disabled.
- 4.4.88 The specific design and layout of proposals for new community facilities will be considered against Development Management Policy CP1.

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## **Open Space, Sport and Recreation Provision in New Housing Development**

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### **What we are seeking to achieve**

- 4.4.89 New housing development within the Borough brings with it an increase in

population and a subsequent increase in demands for open space, sport and recreational facilities.

- 4.4.90 If the increase in demand for recreation is not met through the new development, then this is likely to place excessive demands on existing facilities which, in turn, may have an adverse impact on quality. As such, Development Management Policy CO10 sets out what will be expected of developers of all new housing in respect of meeting the demands of the prospective residents through the provision of open space, sport and recreation.
- 4.4.91 The specific requirements for the provision of open space, sport and recreation in new housing development will be set out in detail in a Supplementary Planning Document.

## How we are seeking to achieve it

### OPEN SPACE, SPORT AND RECREATION PROVISION IN NEW HOUSING DEVELOPMENT

DM Policy  
**CO10**

Developers of all new housing will be expected to make provision for additional or enhanced open space, sport and recreation to meet the needs of the prospective residents.

Additional provision will normally be required in the following circumstances:

- where, following the development, the total amount of provision within the appropriate distance threshold of the site is, or will be, below the minimum quantitative standard; and
- where the size of the development is such that the additional provision would satisfy the minimum acceptable size for the type of open space, sport or recreation needed.

The amount of additional provision required will be determined by the minimum quantitative standards set out in Bury's Greenspace Strategy and other local standards set by supporting strategies.

Where the minimum acceptable size cannot be achieved, the developer will normally be required to make a one-off payment to the Council in-lieu of additional provision in order to contribute towards the provision of new or enhancement of existing open space, sport and recreational facilities in the nearby area.

In addition, enhancement of existing provision will normally be required when there will be a sufficient quantity of provision within the distance threshold of the development site after the development, but where some elements of this provision fail to meet the minimum quality standards. In

such circumstances, the developer may provide a one-off payment to the Council which will be used to address identified deficiencies in provision within the appropriate distance thresholds of the site.

## Our approach and the reasons for it

- 4.4.92 In January 2009, the Council published an 'Assessment of Needs and Opportunities for Open Space, Sport and Recreation' which was subsequently embedded within a wider Greenspace Strategy in June 2010. The Greenspace Strategy sets out a series of locally derived, minimum standards for the quantity, quality and accessibility of:
- Parks and gardens;
  - Natural and semi-natural greenspace;
  - Outdoor sports;
  - Amenity greenspace;
  - Provision for children and young people; and
  - Allotments.
- 4.4.93 Standards for indoor sports facilities do not currently form part of the Greenspace Strategy. However, it should be noted that the Council is preparing a Facilities Strategy covering indoor sports. The Council has also produced a Sports Pitch Strategy which provides an analysis of supply and demand in order to establish up-to-date standards specific to sports pitches. These will ultimately replace the standards for outdoor sports set out in the Greenspace Strategy. Together, the standards in the Greenspace Strategy, Facilities Strategy and the Sports Pitch Strategy will form the basis for determining needs for open space, sport and recreation in the Borough.
- 4.4.94 The Greenspace Strategy, and in particular the standards set out within it, will be used as the basis for determining priorities for new or upgraded provision within an area and whether provision as part of a new housing development should be made through additional space or through a one-off payment. The provision of additional space will normally be required where, following the development, there is an identified quantitative shortfall in provision of any typology within the distance thresholds defined in the Greenspace Strategy.
- 4.4.95 The type of additional provision required will be influenced by:
- the severity of the identified quantitative shortfall;
  - whether (using the defined quantitative standards and the Borough's average household size) the size of the development and the prospective population is sufficient to generate provision that is of a size that satisfies the minimum acceptable site size for that typology; and
  - whether the provision of that typology is considered to be appropriate in that location.
- 4.4.96 Where the scale of the development and the prospective population is too small to generate provision that satisfies any of the minimum acceptable site sizes, the Council will alternatively require the provision of a one-off payment where there are considered to be opportunities to make quantitative improvements in an accessible location elsewhere. There is little purpose in

the planning system requiring developers to make provision which is then too small to be of much use or unnecessarily expensive to manage and maintain.

- 4.4.97 Enhancement of existing provision will also normally be required when, following the development, there will be a sufficient quantity of provision accessible to the prospective residents, but where some elements of this provision fail to meet the minimum quality standards set out in the Greenspace Strategy. In such circumstances, the developer may provide a one-off payment to the Council that will be used to address identified qualitative deficiencies on a site accessible to the development.

## **Protecting and Enhancing Open Space, Sport and Recreation Provision**

### **What we are seeking to achieve**

- 4.4.98 Easy access to good quality open space, sport and recreational facilities can make an important contribution towards the health and well-being of the Borough's communities and can provide opportunities for people to pursue a more active lifestyle.
- 4.4.99 Development Management Policy CO11 therefore sets out the Council's approach towards proposals that are likely to affect existing open space, sport and recreational assets as well as the ways in which enhancements will be achieved through the planning process.

### **How we are seeking to achieve it**

<b>PROTECTING AND ENHANCING OPEN SPACE, SPORT AND RECREATION PROVISION</b>	<b>DM Policy CO11</b>
<p>The Council will seek to retain an adequate supply of good quality and accessible open space, sport and recreational assets that satisfies the minimum standards defined in the Greenspace Strategy and other supporting strategies.</p> <p>In seeking to retain other forms of open space, sport and recreation provision, including playing fields, development will not be allowed where it would result in the loss of open space, sport and recreational assets except where:</p> <ul style="list-style-type: none"> <li>a) It can be clearly demonstrated that a site is surplus to current and future community requirements taking into account the value of the site and its potential for addressing any identified deficiencies in other types of open space, sport and recreation;</li> <li>b) replacement open space, sport and recreation land and facilities which are at least equivalent in terms of quality, quantity and accessibility are made available; or</li> </ul>	

- c) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

In seeking to enhance provision, the Council will:

- d) give favourable consideration to proposals for additional open space, sport and recreational facilities;
- e) give favourable consideration to proposals for the appropriate improvement to the quality and accessibility of existing open space, sport and recreational assets, including improvements arising from the selective disposal of land that is clearly surplus to requirements and needs;
- f) require new housing developments to contribute towards the open space, sport and recreational needs of the prospective residents in accordance with Policy CO10); and
- g) encourage the dual-use of education recreation facilities by the wider community.
- h) Subject to other policies, give favourable consideration to proposals to redevelop a small part of an open, space, sport or recreation site where it can be clearly demonstrated that this is surplus to current and future needs; would represent the best opportunity to retain and enhance the facility; and would contribute towards meeting identified local needs.

The designation of Local Green Spaces will be considered through the Site Allocations Plan if appropriate.

## Our approach and the reasons for it

- 4.4.100 Spatial Policy CO8 recognises the importance of an adequate supply of open space, sport and recreational facilities in ensuring that people make healthier and more active lifestyle choices.
- 4.4.101 From the Core Strategy's perspective, one of the greatest influences it can have on encouraging people to adopt healthier lifestyles is to maintain and improve access to an adequate amount of good quality open space, sport and recreation sites in the heart of the Borough's communities in order to allow opportunities for physical activity.
- 4.4.102 The Council has produced a Greenspace Strategy which incorporates an audit of all open space, sport and recreational assets within the Borough in accordance with national policy. This audit provides an up-to-date assessment of the quantity, quality and accessibility of the various types of open space, sport and recreation and provides the basis for the determination of locally derived minimum standards. The Council has also produced a Sports Pitch Strategy which includes local standards for sports pitches and a Facilities Strategy is currently being prepared which will cover indoor sports. The standards set out in these documents will be used as the basis for directing future planning and resources.
- 4.4.103 In order to ensure an adequate supply of open space, sport and recreational facilities is maintained, it is important to ensure that such sites are protected

from development where they currently fulfil, or have the potential to fulfil, the needs and aspirations of the local community. This includes recognising the contribution that education recreation facilities and playing fields can make towards the provision of facilities for the wider community.

- 4.4.104 In addition to quantity, it is important that the quality of open space, sport and recreational facilities is of a high standard in order to enable effective and regular use. Similarly, it is also vital that sites are accessible to the community which it is intended to serve.
- 4.4.105 In some cases, the only opportunity to enable necessary enhancements to an open space, sport and recreational asset will arise through the redevelopment of a small part of a site. However, in considering such proposals, the Council will require an applicant to clearly demonstrate that the land is surplus to current and future needs and that the development will secure the continued use of the remainder of the site/facility and result in an overall qualitative improvement. This is in line with national planning policy, as it ensures that recreational facilities are able to develop and modernise in a way that is sustainable whilst being retained in some form for the benefit of the community. The Council will have regard to the provisions of the Greenspace Strategy in seeking to ensure that minimum standards in quantity, quality and accessibility are not compromised and that the resultant enhancement is in line with established priorities. Local standards within the Sports Pitch Strategy and Facilities Strategy will also be taken into account.
- 4.4.106 New housing development brings with it additional demands for open space, sport and recreation and developers of all new housing will be required to contribute towards the needs of the prospective residents in accordance with Development Management Policy CO10.
- 4.4.107 National planning policy encourages local communities to identify Local Green Spaces for those areas considered to be worthy of special protection where new development would be ruled out except in very special circumstances. This designation is only considered to apply to a small number of open spaces for which there are criteria set at the national level. Therefore, should any sites be considered, these will be assessed against national policy as part of the Site Allocations process. Any designated Local Green Space sites will be judged against policies on Green Belt located elsewhere in the Core Strategy.

## 4.5 Improving and Managing the Borough's Environment

4.5.1 Planning has a significant role to play in improving the Borough's environmental quality and making Bury the place to live. In terms of spatial influences over future growth and development, it is considered that the Local Plan can make the most significant impact by:

- Retaining Green Belt;
- Creating and enhancing a network of multi-functional green infrastructure;
- Conserving an Ecological Network and promoting ecological enhancement;
- Managing flood risk;
- Reducing carbon emissions from new and existing buildings and transport and by promoting opportunities for low and zero carbon energy infrastructure;
- Conserving and Enhancing the Borough's Built Heritage and Landscape Character
- Preventing and remediating contaminated land and land stability issues;
- Effectively managing minerals resources; and
- Managing waste in a sustainable way.

4.5.2 The policies set out below describe how this will be achieved in more detail.

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### Green Belt

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#### What we are seeking to achieve

4.5.3 Being part of the Greater Manchester conurbation, Bury is a relatively densely developed area although approximately 60% of the Borough can be classed as open land. This combination of urban and open land uses is considered to be central to the general character and attractiveness of the Borough as a place to live, work and visit.

4.5.4 The Borough's urban areas are tightly enveloped by significant areas of open land, most of which is currently designated as Green Belt.

4.5.5 The concept of Green Belt has been an essential element of planning policy for over 50 years and its fundamental aim is to prevent urban sprawl by keeping land permanently open. National planning policy on Green Belts identifies that it fulfils five main purposes in that it:

- checks the unrestricted sprawl of large built-up areas;
- prevents neighbouring towns from merging into one another;
- assists in safeguarding the countryside from encroachment;
- preserves the setting and special character of historic towns; and
- assists in urban regeneration, by encouraging the recycling of derelict and other urban land.



## How we are seeking to achieve it

### GREEN BELT

### Spatial Policy

### EN1

The Council will generally maintain a Green Belt within the Borough that, in broad terms, covers the following areas:

- In the north and west of the Borough between Bury and Bolton incorporating open land areas to the west of Ramsbottom and southwards through the Hawkshaw, Affetside and Ainsworth areas to the Bradley Fold area of Radcliffe;
- the Irwell Valley between Bury and Ramsbottom;
- in the north and east of the Borough between Bury and Rochdale incorporating open land areas to the east of Ramsbottom and southwards through Shuttleworth and Nangreaves and to the east of Walmersley;
- in the south and west of the Borough between Bury and Salford incorporating open land to the west of Radcliffe and southwards through Outwood, Philips Park to the west of Prestwich; and
- in the south and east of the Borough between Bury and Heywood/ Middleton incorporating open land to the east of the M66 at Pilsworth and southwards through Unsworth to the Simister area of Prestwich.

The Green Belt incorporates the following village settlements:

- Shuttleworth;
- Holcombe;
- Hawkshaw;
- Summerseat;
- Affetside;
- Nangreaves;
- Ainsworth; and
- Simister.

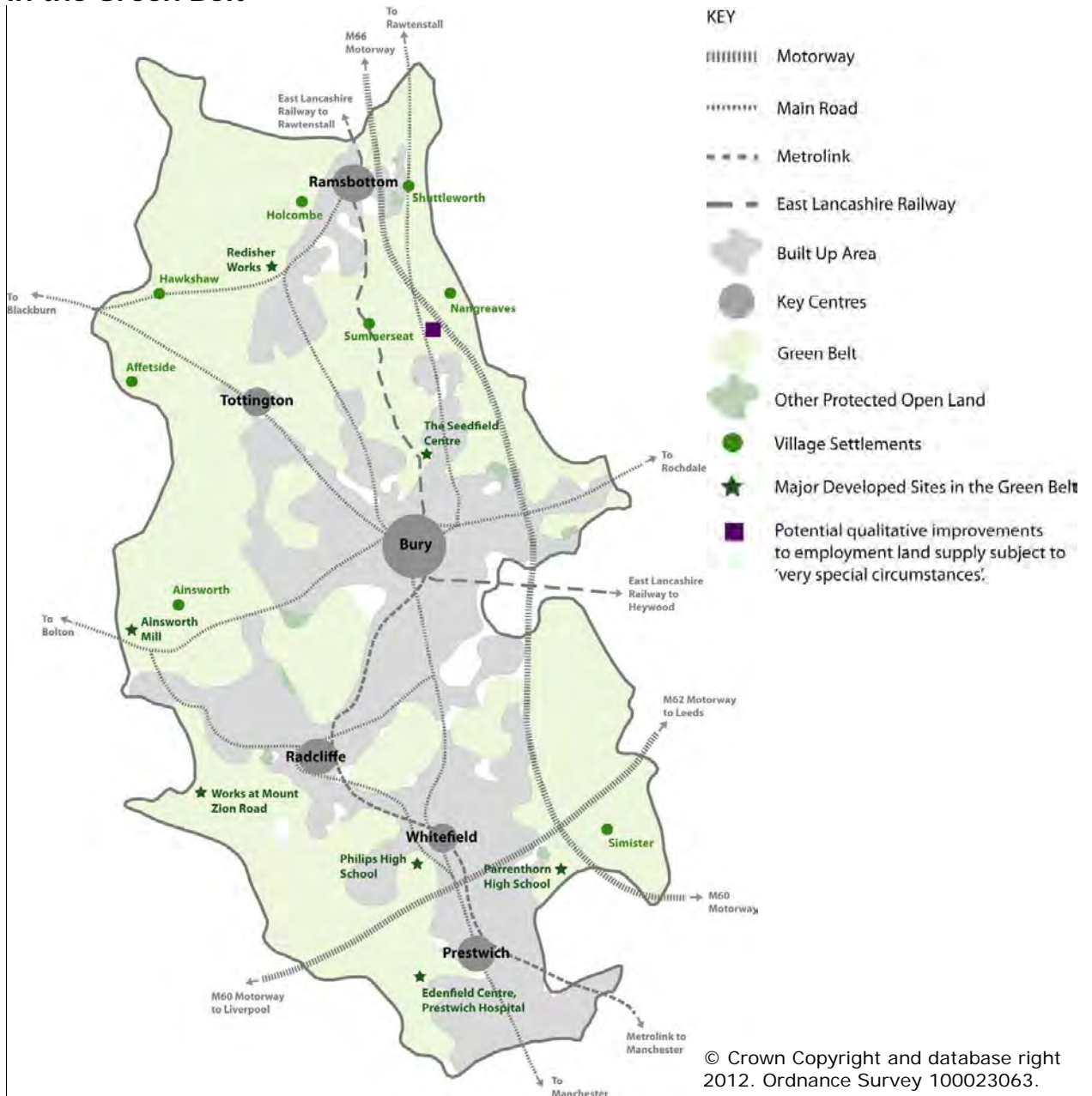
Furthermore, the Green Belt also contains a number of large developed sites in the Green Belt , namely:

- Redisher Works, Holcombe Brook, Ramsbottom;
- The Seedfield Centre, Bury;
- Ainsworth Mill, Brightmet;
- Works at Mount Zion Road, Radcliffe;
- Phillips High School, Whitefield;
- Parrenthorn High School, Prestwich; and
- The Edenfield Centre, Prestwich Hospital.

Development proposals affecting land designated as Green Belt, village settlements and large developed sites within the Green Belt will be considered against Development Management Policy EN2.

4.5.6 The detailed extent of the Green Belt will be identified on the Proposals Map but is shown illustratively in Figure 22 along with village settlements and large developed sites in the Green Belt.

**Figure 22 – Green Belt, Village Settlements and Large Developed Sites in the Green Belt**



### Our approach and the reasons for it

4.5.7 Green Belt policy has been very successful in controlling development of the urban perimeter, limiting sporadic development on open land in the Borough and for promoting sustainable patterns of development. The presence of a Green Belt directs development to the main urban areas and key centres of

the Borough and therefore supports the overall approach of the Core Strategy as set out in Policy SF1.

- 4.5.8 The Council remains committed to retaining the Green Belt in its current extent and, within it, will seek to resist inappropriate forms of development. Policy EN2 sets out how the Council will respond to proposals for development in the Green Belt and identifies those forms of development which will be considered appropriate as well as establishing the approach towards proposals within village settlements and large developed sites within the Green Belt.
- 4.5.9 In accordance with the NPPF, The Strategy for the Borough's local economy (Policy EC1) seeks to maximise the prospects of securing economic growth in order to create jobs and prosperity and to align with the Government's commitment to ensuring that the planning system does all it can to support sustainable economic growth. In order to achieve this, the Strategy seeks to ensure the provision of a supply of employment land which is sufficient to meet the Borough's quantitative, qualitative and spatial needs over the Plan period.
- 4.5.10 In doing so, the Strategy has identified the potential of land at Gin Hall for future employment development. However, given the Green Belt status of this site, the Strategy stipulates that for development to be considered acceptable, an applicant would need to successfully demonstrate 'very special circumstances' in accordance with national policy on Green Belt.

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## Development in the Green Belt

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### What we are seeking to achieve

- 4.5.11 National policy attaches considerable importance to Green Belts, as their characteristics of openness and permanence are particularly highly valued.
- 4.5.12 The positive opportunities provided by Green Belts such as for countryside access, outdoor sport, outdoor recreation and Green Infrastructure will be encouraged by the Council, although it is also critical to set out the types of development which will not be suitable and may cause harm to the objectives of Green Belt policy.
- 4.5.13 Spatial policy EN1 sets out the broad extent of the Green Belt coverage in the Borough and identifies the locations where large developed sites may be considered for redevelopment and lists the villages where infill development will be acceptable in principle.
- 4.5.14 Development Management Policy EN2 sets the parameters against which all planning applications for development in the Green Belt will be considered.

## How we are seeking to achieve it

DEVELOPMENT IN THE GREEN BELT	DM Policy <b>EN2</b>
<p><u>General Approach</u></p> <p>The development of new buildings within the Green Belt will be regarded as inappropriate unless very special circumstances can be clearly demonstrated.</p> <p>However, subject to other Core Strategy policies, the following forms of development will be treated as an exception:</p> <ul style="list-style-type: none"> <li>▪ buildings for agriculture and forestry;</li> <li>▪ provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;</li> <li>▪ the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;</li> <li>▪ the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;</li> <li>▪ limited infilling in villages (as identified under Policy EN1) that is in scale with the village and would not adversely affect its character and surroundings; or</li> <li>▪ limited infilling or the partial or complete redevelopment of previously-developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.</li> </ul> <p>Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:</p> <ul style="list-style-type: none"> <li>▪ mineral extraction;</li> <li>▪ engineering operations;</li> <li>▪ local transport infrastructure which can demonstrate a requirement for a Green Belt location;</li> <li>▪ the re-use of buildings provided that the buildings are of permanent and substantial construction; and</li> <li>▪ development brought forward under a Community Right to Build Order.</li> </ul> <p>Opportunities for the positive use of land in Green Belts should be sought, wherever possible, to ensure the objectives of other environmental policies elsewhere in the Core Strategy are met.</p> <p><u>Agricultural Workers' Dwellings</u></p> <p>Proposals for new dwellings to support agricultural activities acceptable in</p>	

the Green Belt will only be permitted in very special circumstances, such as where they can demonstrate an essential need for rural workers to be housed at or in the immediate vicinity of their place of work. This need will only exist where:

- There is a clearly established existing functional need for the dwelling;
- The functional need could not be fulfilled by another existing dwelling on the agricultural unit, or any other existing suitable accommodation in the area;
- The dwelling is of a size commensurate with the established functional requirement and in relation to the needs of the agricultural unit.

Where a functional need has been established to the satisfaction of the Council, a planning condition will be used to control its occupancy for that purpose.

#### Equestrian Development

Equestrian uses are appropriate in the Green Belt providing the size, scale and materials used do not give rise to unacceptable visual impacts on the openness of the Green Belt.

#### Visual Amenity

Developments within the Green Belt should ensure the visual amenities of the Green Belt are retained, enhanced and are not adversely affected by the elements of proposals by virtue of their design and layout.

## Our approach and the reasons for it

- 4.5.15 The Council will seek to maintain the Borough's Green Belt and, in accordance with national planning policy, there will be a presumption against inappropriate development within it. Inappropriate development should not be approved, except in very special circumstances and these will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 4.5.16 The decline in traditional agricultural practices has led to some areas of the Borough's Green Belt becoming less well used and poorly managed. In order to address this issue, the Strategy is to promote more active and positive use of the Green Belt including, for example:
- capitalising on opportunities to improve access or provide outdoor sport and outdoor recreational provision;
  - making a better contribution to the Borough's green infrastructure network;
  - retaining and enhancing landscape character, visual amenity and natural assets; improving damaged or derelict land; or
  - encouraging local food production.

## Village Settlements

- 4.5.17 The Borough contains a number of village settlements that, because of their location outside the main urban area, are relatively isolated and self-contained settlements set within wider areas of open land and 'washed over' by Green Belt. These are identified under Policy EN1 and shown on Figure 22.
- 4.5.18 The Strategy is to maintain the Green Belt designations for these areas and any development will be restricted to limited infilling that is in scale with the village and would not adversely affect its character and surroundings.
- 4.5.19 In developing proposals within Ainsworth Village, regard should be had to the Ainsworth Village Design Statement.

## Previously-Developed Sites in the Green Belt

- 4.5.20 Green Belts contain some-significant previously-developed sites such as factories, collieries, power stations, water and sewage treatment works, military establishments, civil airfields, hospitals, and research and education establishments. Bury is no exception to this, having a number of previously-developed sites within its Green Belt including older industrial premises and other sites connected with healthcare and educational use.
- 4.5.21 The Borough's most significant previously-developed sites in the Green Belt are set out in Policy EN1 and identified spatially on Figure 22.
- 4.5.22 The Strategy for previously-developed sites within the Green Belt reflects national policy which recognises that not all development within the Green Belt should be regarded as inappropriate and identifies the limited infilling or the partial or complete redevelopment of previously-developed sites as a potential exception.

## Agricultural Workers' Dwellings

- 4.5.23 Agricultural Worker's Dwellings will not be permitted in the Green Belt except in very special circumstances. This supports the Core Strategy approach of concentrating growth in the Borough's existing urban area and outside of the Green Belt.
- 4.5.24 One such exception may be where the Council can be satisfied there is an essential need for an agricultural worker to live in the vicinity of their workplace. In the interest of ensuring the openness of the Green Belt is not compromised unnecessarily by potentially intrusive development, the Council will seek to ensure that the applicant provides evidence that the dwelling is genuinely required to support the proper functioning of the enterprise, and that there are no realistic housing alternatives available elsewhere in the local area. The dwelling would also be expected to not be larger than is appropriate to meet the requirements of the enterprise. Proposals would need to demonstrate that the agricultural use connected to the dwelling is

financially viable and secure but a temporary dwelling may be justified where there is uncertainty over the financial basis of the enterprise.

- 4.5.25 A condition restricting the occupancy of the dwelling to workers involved in the associated agriculture use-will be used to ensure the purpose of the dwelling is maintained. This condition will only be removed where it can be clearly demonstrated that there is no demand for the dwelling from people who would comply with the condition.

### Equestrian Development

- 4.5.26 The keeping of horses for recreational purposes or as part of commercially-based equestrian activities is a growing activity within the Borough, particularly within the Green Belt. Proposals will be considered acceptable where they will not have an adverse effect on the appearance of the area. In particular, high standards of design, construction and maintenance will be expected as part of any development proposals.
- 4.5.27 As is the case for any development within areas of open land, proposals in connection with equestrian activity should take particular care to minimise the visual impact on the surrounding area. Any buildings should be sited and designed to blend in with their surroundings.
- 4.5.28 The size and scale of any buildings will also be important, with large structures, such as indoor arenas, only being considered acceptable within areas of the Green Belt where its design and siting would not have an unduly detrimental effect on the surrounding environment.

### Visual Amenity

- 4.5.29 National policy requires local authorities to plan positively and make beneficial use of the Green Belt by looking for opportunities to retain and enhance visual amenity. In promoting design requirements, planning policies and decisions should take care to address the integration of new development into the natural environment.
- 4.5.30 Green Belts are characterised by their openness and permanence, and therefore the design of proposals should be sensitive to their visual amenities. Proposals which may otherwise be considered appropriate in the Green Belt in principle under the categories listed in Policy EN2, may be rendered inappropriate should the size, scale, form and features of buildings and associated development be judged to be of additional harm to the openness of the Green Belt.
- 4.5.31 The Council is intending to publish more detailed guidance on the implementation of Green Belt policy through a series of Supplementary Planning Documents.

## Land Formerly Designated as 'Other Protected Open Land'

- 4.5.32 There is some open land that sits between the Green Belt and the urban area, which is currently designated as Other Protected Open Land in the Bury UDP. The UDP policy framework seeks to protect this land from development as the land was not required at the time to meet the development requirements of the UDP. However, the position since 1997 has changed considerably and additional land needs to be found to meet the development targets set out in the Local Plan. As the Local Plan seeks to retain Green Belt boundaries, Other Protected Open Land offers the only realistic opportunity to accommodate development beyond the urban fringe. As such, the policy framework that seeks to protect Other Protected Open Land has not been carried forward in the Local Plan, although it should be noted that other policy constraints exist on some of these sites.

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## Creating and Enhancing a Network of Green Infrastructure

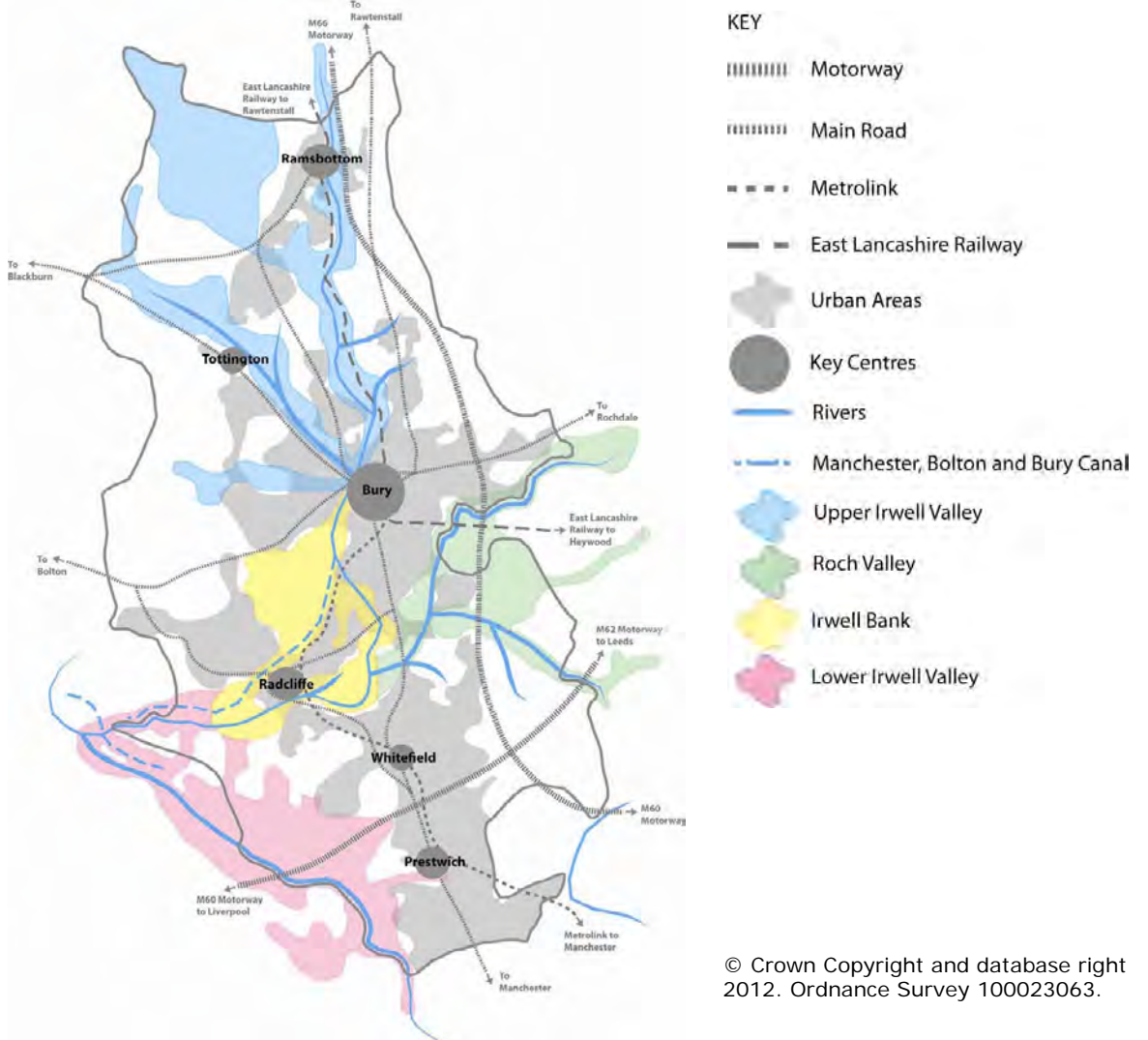
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### What we are seeking to achieve

- 4.5.33 Green infrastructure is a term that is used to describe a planned and managed network of natural environment features and green spaces that intersperse and connect our key centres, urban neighbourhoods and rural fringe.
- 4.5.34 Bury's Green Infrastructure ranges from large scale components such as the uplands of the West Pennines Moorland and the Irwell Valley, which operate at the strategic level, to small local scale components such as neighbourhood open spaces (parks, woodlands, nature reserves, water bodies), residential gardens and grass verges. At the strategic level, Bury's existing network of green infrastructure is broadly identified at Figure 23.



Figure 23 – Areas of Strategic Green Infrastructure



- 4.5.35 Green Infrastructure is considered to have a number of roles and functions, namely:
- Managing flood risk and surface water;
  - Delivering ecological enhancements;
  - Providing accessible recreational or commuter routes;
  - River and canal corridor management;
  - Supporting regeneration through the creation of high quality greenspaces;
  - Providing opportunities for recreation and healthy lifestyles, cultural and community events;
  - Conserving, enhancing and where necessary restoring landscape character to contribute to a sense of place and positive image and to ensure well managed public realm, civic spaces and open spaces; and
  - Carbon sequestration in soils, peat and woodland
- 4.5.36 Spatial Policy EN3, below, recognises the importance of Green Infrastructure and identifies the main strategic elements of the Borough’s network. The Policy sets out the broad approach that will be pursued within each element. This is followed by Development Management Policy EN4 which sets out the

Council's approach towards the protection and enhancement of the Strategic Green Infrastructure Network.

## How we are seeking to achieve it

### CREATING AND ENHANCING A NETWORK OF GREEN INFRASTRUCTURE

Spatial  
Policy

EN3

The Council recognise the importance of green infrastructure in supporting growth both at the local and the City Region level and in improving connectivity between Bury the neighbouring Greater Manchester districts of Rochdale and Bolton and the regional centre and inner areas of Manchester, Salford and Trafford as well as the Lancashire districts of Rossendale and Blackburn with Darwen.

The Council will identify and enhance a strategic network of multifunctional green infrastructure throughout the Borough and will look generally for opportunities to improve flood alleviation measures, greenways, ecological networks and recreation provision. However, the following areas will have particular emphasis:

- **Upper Irwell Valley** – where the focus will be on the conservation, enhancement and management of the existing high quality landscape, heritage and biodiversity of the river valleys and promoting their role in access to the wider countryside, especially the West Pennine Moors.
- **Irwell Bank** – where the emphasis will be on the creation of new assets, on enhancing, restoring and connecting existing assets and promoting greater community usage of the network for healthy outdoor activities. There will also be an emphasis on actions to alleviate flood risk, generate hydro-electricity, improve connectivity between Bury town centre and Radcliffe and enhancing the role of the Manchester, Bolton and Bury Canal.
- **Roch Valley** – where the emphasis will be on the management of existing assets so they become more multi-functional, with particular emphasis on the restoration of brownfield land, increasing flood storage, promoting linear access for active travel, promoting a range of outdoor recreation opportunities and enhancing biodiversity and heritage. There will also be a focus on improving connectivity between Heywood and Bury town centre.
- **Lower Irwell Valley** – where the emphasis will be on the management of existing assets so they become more multi-functional, with particular emphasis on the restoration of brownfield land, flood alleviation, promoting linear access for active travel, promoting a range of outdoor recreation opportunities and enhancing biodiversity and heritage. There will also be a focus on enhancing the role of the Manchester, Bolton and Bury Canal and improving linkages with green infrastructure assets in Bolton and Salford.

In addition to the broad geographic areas outlined above and, where appropriate, development proposals will be expected to make contributions towards new provision and enhancement of green infrastructure assets elsewhere with an emphasis on the following areas:

- **Areas of growth and development** – making provision for new green infrastructure;
- **Other urban areas** - retrofitting green infrastructure into new development e.g. green roofs and walls, street trees and open space, and SUDs systems; and
- **Urban fringe** – where the emphasis will be on enhancement of existing assets.

## Our approach and the reasons for it

4.5.37 Green infrastructure can assist in the delivery of a number of growth support functions, namely:

- **Managing flood risk and climate change adaptation** – by utilising green spaces as a way of managing storm flows and allowing for water storage capacity;
- **Preserving ecological assets** – by retaining green spaces that fulfil an important function in terms of biodiversity;
- **Allowing for sustainable movement** – by providing accessible recreational or commuter routes that allow people to travel by means other than the car;
- **Generating a sense of place** – by creating distinctive and vibrant civic spaces, landscapes and townscapes;
- **Managing river and canal corridors** – by providing accessible waterways with improving water quality which will support regeneration and provide opportunities for leisure, economic activity and the protection and enhancement of biodiversity assets;
- **Creating a positive image and setting for growth** – by ensuring a well-designed and managed public realm;
- **Supporting regeneration** – by ensuring accessible, clean, safe and high quality green spaces that provide economic and community benefits – particularly within deprived communities;
- **Supporting community health and enjoyment** – by providing opportunities for recreation and healthy and active lifestyles, social networking, cultural and community events.

4.5.38 It is as a result of the above range of growth support functions, that the Strategy seeks to restrain built development where it would adversely affect the network and undermine its role in supporting growth. The existing network of green infrastructure within the Borough requires active management and conservation and, in some areas, requires investment in order to improve quality and function. There are also considered to be opportunities to extend the network in order to address identified gaps and poor linkages.

## The Strategic Green Infrastructure Network

- 4.5.39 The importance of a coherent network of green infrastructure and its growth support functions have been set out above. However, the components of green infrastructure vary and this necessitates an approach to maintain and strengthen each element of the network that is specifically responsive to its character and function.
- 4.5.40 In September 2008, consultants TEP prepared a report on behalf of the Association of Greater Manchester Authorities (AGMA) and Natural England entitled 'Towards a Green Infrastructure Framework for Greater Manchester'. The report highlights that a healthy natural environment is a pre-requisite for supporting growth and development in terms of the social and economic benefits that can be derived from a high quality environment. The report identifies that the Borough's existing green infrastructure network can be broadly sub-divided into seven main areas, each with its own character, strengths and, in some cases, distinct weaknesses. Four of these components form the Borough's Strategic Green Infrastructure network and these are shown indicatively in Figure 23.
- 4.5.41 The river valleys of the Irwell and the Roch and their tributaries are the major components of the Borough's strategic green infrastructure network, as are the West Pennine Moors and farmland around the boundaries of the Borough. These areas are intrinsic to the Borough's image and offer a range of benefits such as the potential for climatic adaptation, flood alleviation, opportunities for leisure and health benefits, biodiversity and landscape distinctiveness. Furthermore, they represent significant opportunities for cross-boundary linkages into green infrastructure networks within surrounding districts. In general, the Borough's natural environment that forms the basis of Green Infrastructure requires careful conservation, enhancement and management in order to maintain its economic and social functions.

## Other Green Infrastructure

- 4.5.42 Outside the Strategic Green Infrastructure network, the Council will seek to define opportunities to enhance and increase the range of green infrastructure functions such as through the improvement of farmland around the boundaries of the Borough, informal recreation areas and woodlands at a local level through the Site Allocations. These areas may not be of strategic importance but have a role to play in increasing the multi-functionality of green infrastructure around Bury e.g. through managing flood risk, increasing biodiversity potential and contributing to a sense of place.

## New Green Infrastructure

- 4.5.43 New development will provide opportunities for strengthening green infrastructure. Where this is not possible, the emphasis will be on securing developer contributions to enhance or manage the wider green infrastructure

network. This approach is set out in Development Management Policy EN4 and will be further developed through a Supplementary Planning Document.

- 4.5.44 Within parts of these broad areas for growth, the Council is aware that there are issues associated with flood risk. If detailed flood risk assessments identify that sites are unsuitable for built development, priority should be given to their positive use as green infrastructure.
- 4.5.45 The creation of new green infrastructure, especially through new development is an important element of the Core Strategy as the TEP study has highlighted that there are significant gaps in provision within some areas resulting in a disjointed network with poor linkages to other parts of the network.
- 4.5.46 At a more localised scale, green infrastructure should also be incorporated into new development in the form of provisions such as open spaces, landscaping, SuDs areas, green roofs/walls and street trees. Development Management Policy CP1 provides further clarification on the policy approach and requirements behind this.

## Protecting and Enhancing Green Infrastructure

### What we are seeking to achieve

- 4.5.47 Green Infrastructure provides important economic and social functions and it is for this reason the Strategy seeks to retain such areas and restrain built development which would have an overall negative impact on the Green Infrastructure network.
- 4.5.48 Spatial Policy EN3 sets out the broad components of the network and sets out what the priorities are for each component as well as identifying opportunities for enhancing the network in areas where linkages are currently poor.
- 4.5.49 Development Management Policy EN4 sets out the Council’s approach to built development that has the potential to affect the Borough’s network of Strategic Green Infrastructure and seeks to capitalise on opportunities to enhance the network.

### How we are seeking to achieve it

<b>PROTECTING AND ENHANCING THE GREEN INFRASTRUCTURE NETWORK</b>	<b>DM Policy EN4</b>
<p>The Council will seek to protect and enhance multi-functional green infrastructure and will support proposals to improve the connectivity and quality of the network where these accord with other Local Plan policies and proposals.</p>	

In order to maintain the positive role and function of the green infrastructure network, the Council will resist proposals for new built-development and the change of use of land and existing buildings that could result in negative impacts, unless it satisfies the following criteria:

- a) Where that part of the network is designated as Green Belt, that the proposal is able to satisfy established national policy on green belt; or
- b) Where that part of the network is not designated as Green Belt that, subject to other Local Plan policies and proposals, the development would fall into one of the following categories:
  - i) it is of strategic importance with respect to one or more particular green infrastructure functions at the overall expense of the multi-functionality of the network;
  - ii) it is limited and will form part of, and be essential to, the provision and improvement of public services and utilities;
  - iii) it is any other development that would be appropriate in the Green Belt; or
  - iv) it is essential to meet broader sustainability objectives.

Where a proposal is able to satisfy the above criteria, applicants will be expected to further demonstrate that the proposal:

- c) would have positive benefits in terms of the network's integrity, connectivity, role and function; and
- d) incorporates sufficient mitigation and/or compensation measures to offset any loss or damage to the network that would arise from the development; and
- e) is in accordance with other Local Plan policies and proposals.

Opportunities for new green infrastructure that exist outside or adjacent to the Strategic Green Infrastructure network which could form key gateways or improve linkages in areas of poor connectivity will be encouraged, where appropriate.

## Our approach and the reasons for it

### Proposals within the Network

- 4.5.50 A network of well connected and multi-functional green spaces will make a key contribution to the quality of life for the Borough's existing and future communities and has a number of benefits that are important in supporting the Borough's growth.
- 4.5.51 Development Management Policy EN4 specifies that in order to maintain the positive role and function of the green infrastructure network, the Council will generally resist proposals for new development that could result in negative impacts. However, the network will benefit from investment and positive management which will contribute towards the enhancement of the network in terms of quantity, quality and accessibility and such proposals will be generally be supported.

- 4.5.52 Much of the Borough's Strategic Green Infrastructure network sits within the Green Belt and, where this is the case, development proposals will be determined against established national green belt policies.
- 4.5.53 In areas outside the Green Belt, the Council will be concerned to ensure that any development does not undermine the Strategic Green Infrastructure network and is keen to ensure that development is of a type and scale that supports one or more of the role and functions of the network as set out under Policy EN3.
- 4.5.54 However, it is accepted that there may be instances where development within the network may be essential to meet wider sustainability objectives. Where this is the case and where the proposal would accord with other Local Plan policies and proposals, developers will be expected to demonstrate that the extent of the wider sustainability benefits justifies development that would otherwise be deemed to be unacceptable.
- 4.5.55 Inappropriately located or poorly designed development can have a negative impact on the integrity, role and function of the network (e.g. flood risk management and climate change adaptation). As such, developers should ensure that proposals incorporate appropriate mitigation measures that off-set the negative impact that the development would have on the network.
- 4.5.56 Specific boundaries for the Strategic Green Infrastructure network will be established through the Site Allocations Plan. In the interim, and for the purposes of development management, the Borough's Strategic Green Infrastructure network can, unless indicated otherwise, be interpreted as comprising River Valleys, Wildlife Links and Corridors and the West Pennine Moors as shown on the UDP Proposals Map.

### Improvements to the Network

- 4.5.57 The creation of new Green Infrastructure, especially through new development is an important element of the Strategy and it is essential that this should connect with existing assets within the Borough, such as the West Pennine Moors, river valleys, woodland and canal corridors, and wider urban fringe as a physical connection/conduit or as groups of 'stepping stones'.
- 4.5.58 However, it is recognised that it may not always be possible for a scheme to incorporate significant new Green Infrastructure or make sufficient physical connections to existing areas of the network. In such instances, the Council may, subject to negotiation, accept a developer contribution to off-set any loss or damage arising from the development. Contributions would be used to improve the Green Infrastructure network elsewhere.
- 4.5.59 The Green Infrastructure Study undertaken by TEP has identified parts of Borough as being in need of improvement in order to enhance connectivity between and links to other areas of green space. The Irwell Valley between Bury and Radcliffe and the Roch Valley between Bury and Heywood are two

broad areas that have been highlighted as having particularly poor linkages and a range of complex issues such as flood risk and poor environmental quality (as reflected in Spatial Policy EN3). Where appropriate and when opportunities arise, new development will be expected to contribute towards addressing Green Infrastructure issues in these areas.

- 4.5.60 Rivers and canals are principal features of the Borough's Strategic Green Infrastructure network so new developments near or alongside them will be expected to contribute to the improvement of the functioning of the network. Where appropriate, developers may be required to make a financial contribution so that the improvement can be implemented by the Council.
- 4.5.61 The Council are partners in the Red Rose Forest project, a long-term initiative to increase the amount of tree cover on the west side of Greater Manchester. Britain, and particularly the Manchester City Region, has a much lower proportion of woodland than other European countries, so for landscape, biodiversity and climate change adaptation reasons the Council will continue to seek, promote and implement opportunities to increase woodland cover. Tree Preservation Orders will be used to support this work where appropriate.
- 4.5.62 A Supplementary Planning Document will be developed in support of this Policy in order to provide more detailed guidance to developers in terms of the Council's approach to development where it affects specific components of the Strategic Green Infrastructure network.

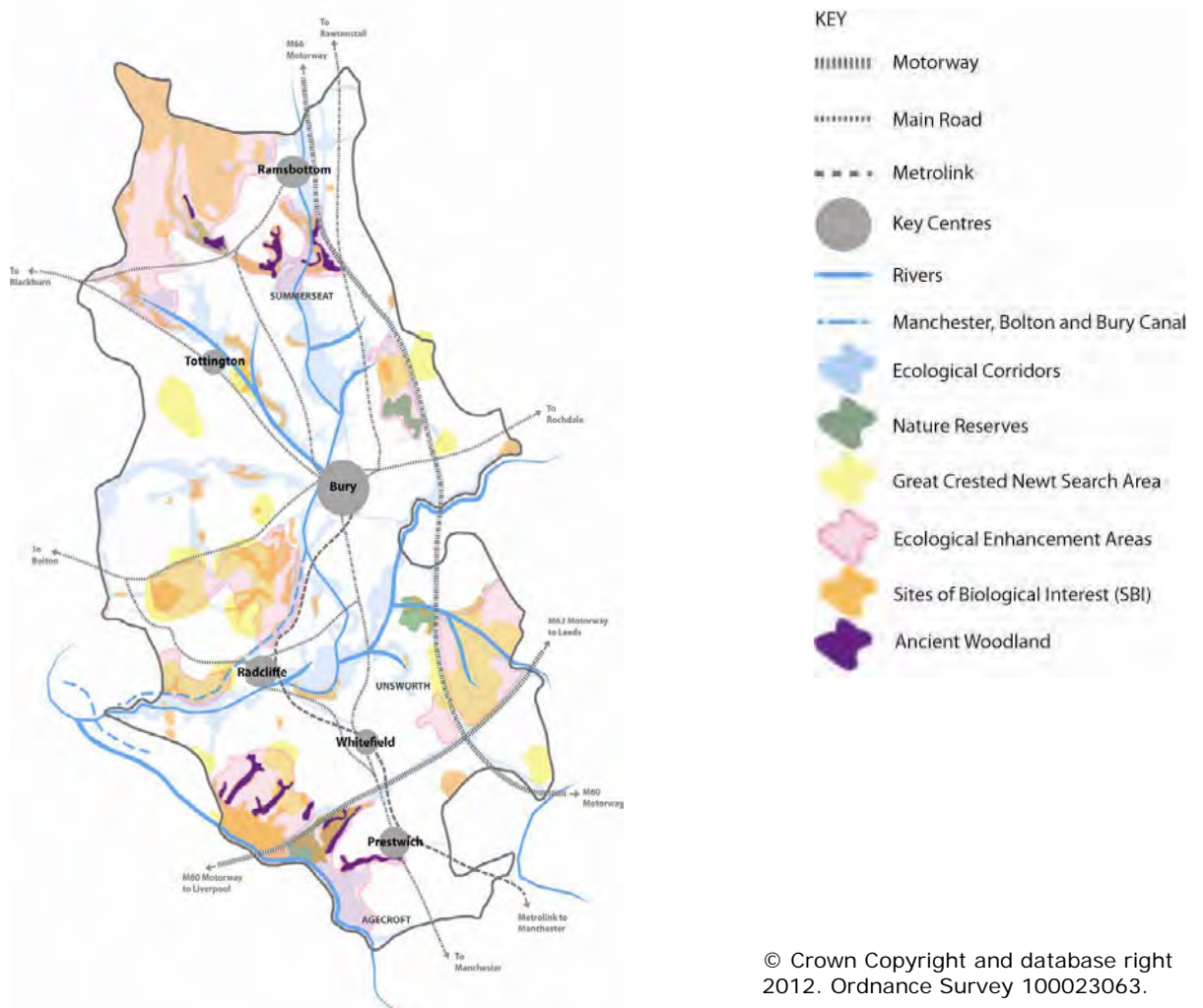


## Delivering an Ecological Network

### What we are seeking to achieve

- 4.5.63 Based on the Borough's Phase 1 Habitat Survey's, Greater Manchester Ecological Framework (2008) and Biodiversity Action Plan (2009) the Council has identified an ecological framework as a key element of the Borough's wider network of green infrastructure as set out in Spatial Policy EN3. This analysis of assets has shown that the wildlife network connecting these key assets is largely based on the River Irwell and its tributaries.
- 4.5.64 The process of identifying the Borough's ecological framework has also enabled an assessment of areas that are in need of enhancement and these have been defined as Ecological Enhancement Areas. Spatial Policy EN5 identifies the broad areas where such enhancements are considered necessary. Figure 24 identifies the Borough's ecological framework and Ecological Enhancement Areas.

**Figure 24 – Bury's Ecological Framework and Ecological Enhancement Areas**



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## How we are seeking to achieve it

### CONSERVING AN ECOLOGICAL NETWORK AND PROMOTING ECOLOGICAL ENHANCEMENT

Spatial Policy  
**EN5**

The Council will seek to ensure that the Borough's features of ecological value are retained and, where possible, enhanced.

In identifying priorities for ecological enhancement, the Council will have regard to areas of opportunity and need that have been specifically identified as Ecological Enhancement Areas and which cover the following broad areas:

- **Holcombe Moor** - where there are significant opportunities to enhance and expand moorland, heathland and grassland habitats;
- **Chesham and Limefield** – where there are opportunities to address the general shortfall in accessible natural greenspace in East Bury
- **The Irwell Valley north of Summerseat and between Agecroft and Radcliffe** - where there are significant remnants of ancient broad leaved woodland; and
- **Around Radcliffe and Bury and east of Unsworth** - where there are significant clusters of old marl pits hosting important populations of great crested newts and priority farmland species.

The key linear corridors of the Irwell, Roch and tributaries will also be retained and enhanced as part of the Borough's ecological network.

## Our approach and the reasons for it

- 4.5.65 Sites of ecological value are key components of the Borough's green infrastructure. The need to conserve ecological assets within the Borough is highlighted as one of the Key Issues for the Core Strategy to address. The need to develop functional ecological networks is necessary to address habitat fragmentation, in particular, linking locations where the highest biodiversity resources are found.
- 4.5.66 The overall aim of a 'functional' Ecological Network is to target and inform efforts for habitats creation and enhancement so that these efforts can be most effective in conserving and enhancing biodiversity. The main elements of ecological networks comprise core areas (containing the most valuable or natural habitats), buffer zones (protecting the core areas from negative influences) linear corridors or stepping stones linkage (to maintain physical connectivity of core areas) and restoration areas (creating future core areas). These components are surrounded by a variety of land uses that may be unsuitable for species habitation and movement.

- 4.5.67 The Greater Manchester Ecological Framework Study (2008), there are a range of sites and areas of biodiversity interest within the Borough, many of which are representative of national and sub-regional Biodiversity Action Plan targets.
- 4.5.68 The Strategy is to follow the approach set out in the Greater Manchester Ecological Framework Study whereby if a development would cause harm to a feature of ecological value and there is no prospect of on-site mitigation against this harm, the Ecological Enhancement Areas should be treated as a priority in identifying compensatory ecological enhancement projects for off-site developer contributions.
- 4.5.69 Where there are not considered to be opportunities within the identified Ecological Enhancement Areas, it may be appropriate for development proposals to provide off-site contributions towards enhancement of the ecological network elsewhere.

## Conserving and Enhancing the Borough’s Natural Assets

### What we are seeking to achieve

- 4.5.70 By ensuring that new development does not have an adverse impact on and, where opportunities arise, makes a contribution towards the enhancement of the natural environment, biodiversity and geological assets, the Council can make an important contribution towards the management of the Borough’s environmental assets.
- 4.5.71 Development Management Policy EN6 sets out the Council’s approach to planning applications for new development that will, or is likely to, have an impact on the Borough’s natural assets.

### How we are seeking to achieve it

<b>CONSERVING AND ENHANCING THE BOROUGH’S NATURAL ASSETS</b>	<b>DM Policy EN6</b>
<p>The Council will seek to ensure that proposals for new development do not lead to a net loss in the Borough’s natural assets including its biodiversity, geology, geomorphology, natural water resources and soils.</p> <p>Where there is potential for new development to have an impact on any of the Borough’s natural assets, applicants will be expected to apply the sequential approach as outlined in national planning policy on biodiversity and geological conservation and provide evidence that any potential impact has been fully assessed and that, where potential impacts have been identified, measures have been taken to avoid, mitigate or compensate.</p>	

When assessing the potential impact of a development on natural assets, the Council will take into account the following:

#### **Biodiversity**

- a) The effect on habitats and sites of international, national, regional or local importance as identified in relevant national guidance, the Greater Manchester Biodiversity Plan, the Local Sites register for Greater Manchester and Borough Habitat Surveys;
- b) The effect on land contributing towards and/or enabling the enhancement of the Borough's wildlife corridor network as identified in the Ecological Framework for Greater Manchester and forming part of Bury's Green Infrastructure network;
- c) Whether the proposal can contribute to development of one of the Borough's identified Ecological Enhancement Areas as identified under Spatial Policy EN5;
- d) The impact on any priority species;
- e) The irreplaceable nature of certain habitats such as Ancient Woodland;

#### **Geology and Geomorphology**

- e) The effect on geological and geomorphological sites of international, national or local importance as identified in relevant national guidance or as a candidate Regional Important Geological Site by the GMGU or GM RIGS group;
- f) The effect on a river valley relating to old river channels and terraces and the potential for paleo-ecological deposits;
- g) The affect on any exposed geological outcrops;

#### **Natural Water Resource**

- h) Whether the proposal takes advantage of opportunities to enhance and restore water courses to a more natural state through the removal of artificial features such as weirs, channelling, berms etc. whilst avoiding increase flood risk to property;
- i) Whether the proposal takes advantage of opportunities to install fish by-passes to structures preventing natural fish migration where retention is required for the protection of property and/or still provide an industrial function;
- j) Whether the proposal takes advantage of opportunities to remove artificial land drainage features and to replace urban drainage systems with SUD's systems; and
- k) Whether the proposal takes advantage of opportunities to improve ground or fluvial water quality.

#### **Soil**

The effect on the Borough's best and most versatile agricultural land; and

- l) Whether the proposal conserves and enhances (peat) habitats and takes advantage of opportunities to re-wet moorland and mossland habitats in the Borough;
- m) The effect of the proposal on conserving and enhancing the soil resource.

## Our approach and the reasons for it

- 4.5.72 Ensuring that there is no net loss of natural assets is a key component of sustainable development, underpinning economic development and prosperity and has an important role to play in maintaining locally distinctive and sustainable communities.
- 4.5.73 The Borough's natural assets are central to the Borough's overall character and landscape with its rich biodiversity a key feature of the Borough's network of Green Infrastructure and open land; its geology and geomorphology dictating land form, the character of older buildings and providing opportunities for quarrying; its soils influencing farming patterns; and its rivers and tributaries making a significant contribution towards the Borough's Green Infrastructure, wildlife network and landscape character.
- 4.5.74 Although there are no internationally designated sites within the Borough, there may be a need to consider distal effects on international sites from projects or proposals outside the Borough given the need to consider the Habitats Regulations and the conclusions of the HRA screening process.

## Biodiversity

### Sites of Biological Importance

- 4.5.75 In terms of the sub-region of Greater Manchester, the Borough has an above average concentration of SBIs, which makes a significant contribution towards the landscape character and perception of the Borough as an attractive location to live. SBI's also provide the main refuges for priority habitats and species as well as providing key nodes within the green infrastructure and wildlife network of the Borough and the basis for the majority of the proposed enhancement areas.
- 4.5.76 It is, therefore, important that these key biodiversity sites are protected through the planning process wherever possible both in terms of the Local authorities legal duties for biodiversity, maintenance of Green Infrastructure and in terms of maintaining the Borough as an attractive location to live and visit.

### Ecological Enhancement Areas

- 4.5.77 Development Management Policy EN4 identifies a series of broad Ecological Enhancement Areas that have been identified through the Greater Manchester Ecological Framework Study (2008).

### Ancient Woodlands

- 4.5.78 There are two key areas of ancient woodland associated with the Irwell Valley and its tributaries which are at opposite ends of the Borough, in the north around Holcombe Brook and Summerseat, and in the south around

Prestwich and Stand. Ancient woodlands are irreplaceable and are valuable biodiversity, cultural and heritage assets. Consequently, their loss should be avoided.

## Geology and Geomorphology

- 4.5.79 The Borough has one nationally important Site of Special Scientific Interest (SSSI) at Ash Clough on the south side of the River Irwell between Outwood and Prestolee.
- 4.5.80 Greater Manchester at present does not have a system for the formal identification of regionally important geological sites unlike other parts of the UK. Some preliminary work was carried out in the 1980's by the Greater Manchester Geological Unit (GMGU) which identified some potentially regionally important sites in the Borough, such as Gorses Quarry. There is currently another review underway.
- 4.5.81 Geomorphology is probably even less well understood than the geology of the Borough, with the main known interest associated with the river valley terracing along the Irwell and valleys leading up to the West Pennine Moors.
- 4.5.82 Geological and geomorphological features provide insights into the environment during the carboniferous and post glacial era. The justification for retaining these and other ancient ecological features is, once they are removed, they are lost forever.

## Water Resources

- 4.5.83 The River Irwell, River Roch and tributaries are key elements of the Borough's Green Infrastructure, wildlife network and landscape character and have contributed significantly to the geomorphology of the Borough.
- 4.5.84 The Environment Agency (EA) produced River Basin Management Plans for England and Wales to ensure that these countries can meet the duties set out under the European Water Framework Directive. The plans identify a number of actions to improve water quality and fisheries and reduce flood risk but also note the need to restore, where feasible, natural bank form and flood plain through the removal of culverts, canalisation and weirs.
- 4.5.85 At a local level, the EA commissioned a study<sup>10</sup> which identified specific recommendations for the physical restoration of the Irwell and Kirklees Brook. Recommendations included removal of weirs, reconnection of the Irwell to its natural flood plain and the need to install fish ladders on weirs that need to be retained for flood defence.
- 4.5.86 A similar study has been produced for the River Roch<sup>11</sup> which identified opportunities for river restoration in order to comply with the Water Framework Directive (WFD) mitigation measures. To this effect, weirs, revetment works and potential flood storage areas have been identified and

possible options for improving channel morphology, habitat creation and diversity and increasing fish passage.

- 4.5.87 In considering development proposals, the Council will establish whether there are opportunities for the development to contribute towards restoring and improving the Borough's water resources.

## Soils

- 4.5.88 Nationally, there has been a long-standing presumption against the loss of the most versatile agricultural soils i.e. those capable of producing regular arable crops. Historically, the best and most versatile agricultural land was safeguarded because of its strategic importance in terms of food self-sufficiency for the country. However, the protection of such land is equally applicable today in terms of producing food locally and reducing 'food miles'.
- 4.5.89 Although the Borough has very little agricultural land that can be considered to be the best and most versatile, the Council will ensure that the small pockets that do exist are not adversely affected or lost to development.
- 4.5.90 The Borough also includes areas of degraded Blanket Bog and former mossland. The latter (primarily associated with Unsworth Moss) is now unlikely to be restored, however the peat associated with Holcombe Moor, though currently not actively growing, still represents an important area of locked carbon and potential source of paleo-ecological records.
- 4.5.91 Conservation, enhancement and restoration would combat climate change as actively growing peat will both lock additional carbon and retain more water. Holcombe Moor lies within one of the Borough's key ecological enhancement areas.

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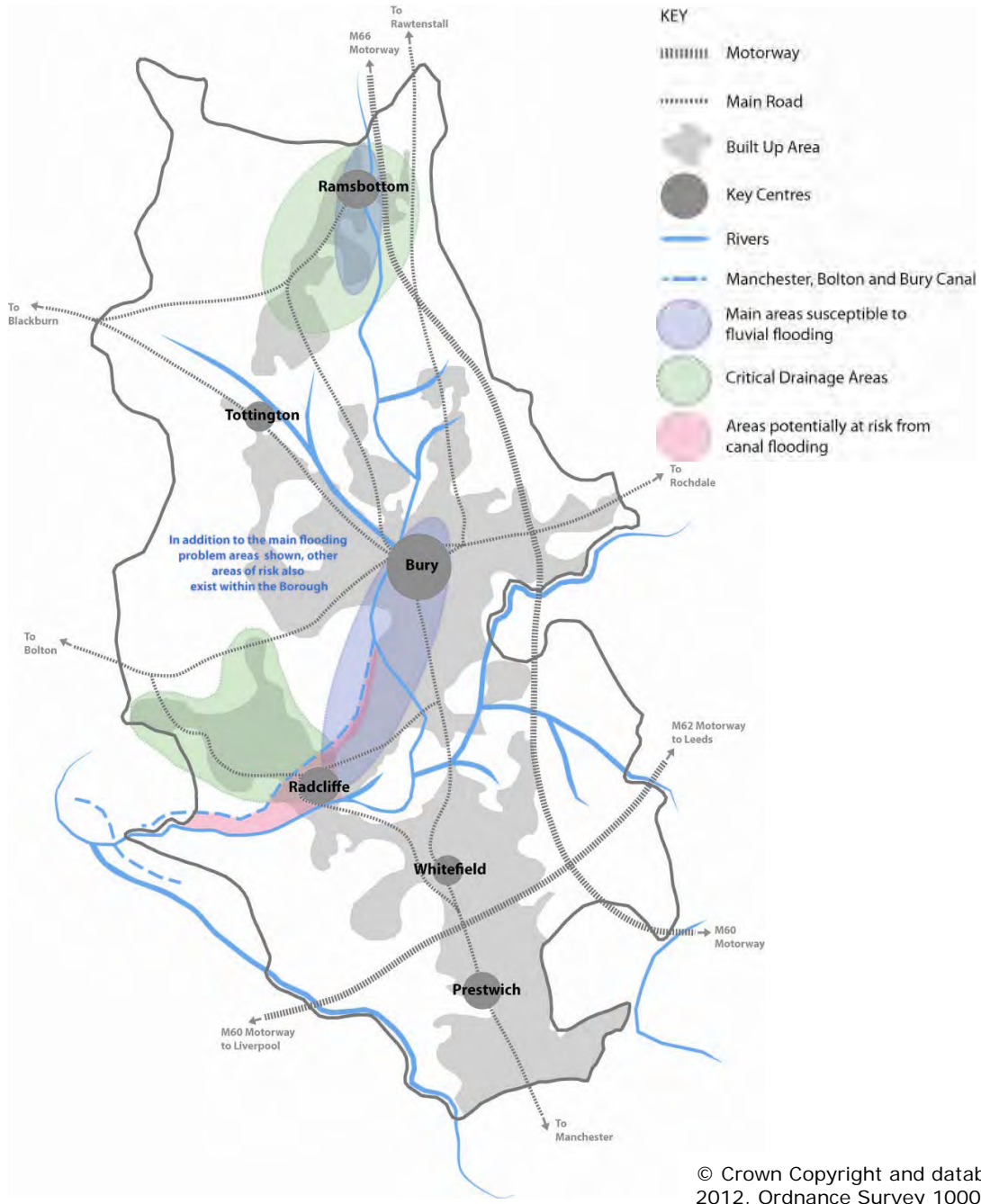
## Managing Flood Risk

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### What we are seeking to achieve

- 4.5.92 Climate change has the potential to increase the risk of flooding through increased winter rainfall and the occurrence of more extreme rainfall events. As a result, the Core Strategy has to be sensitive to this risk, avoiding it where possible and managing it elsewhere. The Council's approach to managing flood risk within various parts of the Borough is set out under Spatial Policy EN7.

Figure 25 – The Borough’s Main Flood Risk and Critical Drainage Areas





## How we are seeking to achieve it

### MANAGING FLOOD RISK

**Spatial  
Policy**

**EN7**

#### General Flood Risk Strategy

The Council will seek to avoid inappropriate forms of development within areas that have been identified through the SFRA as being at the highest risk of flooding.

When identifying specific sites through the Site Allocations Plan and in assessing specific development proposals, the flood risk Sequential Test will be applied alongside evidence from the SFRA in order to direct development to areas of least risk and in accordance with the flood risk strategy for individual areas outlined below. Sites will only be allocated in areas of flood risk where the Sequential and Exception Tests have been applied.

In addition, the Council will also seek to ensure that new development incorporates measures to reduce run-off in order to avoid increasing flood risk elsewhere and, where possible, incorporates measures to actually reduce flood risk.

In all developments, including those within Flood Zone 1, proposals and schemes should be phased and/or design measures implemented, to manage risk from other sources (e.g. the Manchester, Bury and Bolton Canal, reservoirs, surface water and the sewer network). This will be particularly important within the CDAs of Ramsbottom and Radcliffe.

#### Flood Risk Strategy for Ramsbottom

In order to address issues connected with flood risk in Ramsbottom, the Council will work with partners to:

- Remove and/or manage the flow path into Ramsbottom;
- Increase awareness of flood warnings and evacuation plans; and
- Resist piecemeal development which will increase flood risk elsewhere.

#### Flood Risk Strategy for the West of Bury Town Centre

The Strategy for Bury Key Centre set out under Spatial Policy EC4 identifies two significant development opportunities (Chamberhall and Western Waterside) adjacent to the River Irwell to the west of the town centre. Any proposals within these areas will need to be accompanied by detailed flood risk assessments.

### Flood Risk Strategy for the Bury-Radcliffe Area

An integrated, planned and engineered solution for the whole area would be the most sustainable approach and would help to deliver reductions in flood risk to both new and current developments. In response to this, the Environment Agency is to produce an integrated flood mitigation strategy for the area.

Until the flood mitigation strategy for the Bury-Radcliffe area is produced, the sequential approach, currently set out in national guidance, will be applied to single site development and development layouts. The Exception Tests will need to be passed for housing allocations and even less vulnerable development should be accompanied by a significant and detailed FRA.

## Our approach and the reasons for it

- 4.5.93 Flood risk studies that have been undertaken to support development of the Core Strategy - the Greater Manchester Sub-Regional Strategic Flood Risk Assessment (SFRA) and the subsequent and more detailed Bury, Oldham and Rochdale Level 1 and Level 2 SFRA's. These SFRA's have explored the risk of flooding from rivers, surface water, sewers, groundwater, canals and reservoirs. Each of the SFRAs, and more significantly the conclusions of the more detailed Level 2 work, have informed the Spatial Development Strategy, particularly in terms of determining broad locations for future growth as well as the approach within flood risk areas.
- 4.5.94 The Greater Manchester Sub-Regional SFRA identifies significant hydrological connections within the City Region and particularly within the River Irwell catchment area. As a result, it is important that developments within the Borough incorporate measures to reduce run off and ensure that there are no cumulative impacts on downstream locations within the Borough and beyond (namely Salford, Manchester and Trafford). This will be achieved by ensuring that new development does not increase flood risk elsewhere and, where possible, incorporates measures to actually reduce flood risk.
- 4.5.95 The Bury, Oldham and Rochdale Level 1 SFRA confirmed that the main source of flood risk for Bury is from the River Irwell and its tributaries, including Holcombe Brook, Pigs Lee Brook, Kirklees Brook and the River Roch. It also identified that three areas in particular face flood risk from rivers. These are Ramsbottom, an area to the west of Bury Town Centre and an area along the River Irwell between Bury and Radcliffe. Consequently, these three areas were assessed in greater detail as part of the Level 2 SFRA.
- 4.5.96 The interactions between different sources of flood risk in the Bury-Radcliffe area are complex. There is potential risk from both the River Irwell and River Roch and their tributaries, Hutchinson's and Bealey's Goits coupled with the Manchester, Bury and Bolton Canal, Elton reservoir and surface water. The

SFRA has also identified a number of areas where the flood hazard is significant and dangerous.

- 4.5.97 Significant regeneration is planned for the Bury-Radcliffe area. However, developing sites on a piecemeal basis without a wider and strategic approach could affect flow paths, alter the pattern of flooding and potentially make flooding worse for some of the existing communities.
- 4.5.98 In response to this, the Environment Agency is to produce an integrated flood mitigation strategy for the area. This strategy will examine the particular issues associated with flood risk and will establish a strategic approach towards mitigating risk in this area. This strategy will be used to inform the specific approach to development proposals, including the identification of circumstances and opportunities for developer contributions towards investment in additional flood risk and water management infrastructure.
- 4.5.99 A precautionary approach will be applied to new single site development and there may be a strong case for allowing some previously-developed sites to return to functional floodplain in this critical flood risk area, where they can act to convey and store flood water and reduce risk to current development, rather than continuing the cycle of placing development in flood risk areas that could be present for the next 50-100 years.
- 4.5.100 The terrain of the Borough is undulating, which tends to promote surface water flooding and this has been identified as a particular problem in Ramsbottom and Radcliffe, both of which have been identified as Critical Drainage Areas (CDAs). CDAs are locations that are particularly vulnerable to an increase in the rate of surface water run off and/or volume from new development. Specific drainage requirements are required in these areas to help reduce local flood risk. The SFRA has designated CDAs as high flood risk areas.
- 4.5.101 As part of its duty under the Flood and Water Management Act 2010, the Council, as 'Lead Local Flood Authority' is required to managed local flood risk. The Flood Risk Regulations (2009) requires the Council to produce a Preliminary Flood Risk Assessment and identify flood risk areas and this was completed in 2011<sup>12</sup>. In addition, the Council is required to produce flood hazard maps and flood risk management plans by 2015. Developers will need to take account of these documents coupled with the future Greater Manchester Surface Water Management Plan (SWMP) when proposing development.
- 4.5.102 Figure 25 broadly identifies the main flood risk issues in the Borough and this is followed by the various Strategies for each area of risk.

## New Development and Flood Risk

### What we are seeking to achieve

- 4.5.103 Spatial Policy EN7 identifies flood risk as a potential restraint on development and identifies broad locations within the Borough where flood risk issues are highest.
- 4.5.104 Development Management Policy EN8 sets out how the Council will respond to planning applications for new development within areas that are identified within the Strategic Flood Risk Assessment (SFRA) as being at risk of flooding. Furthermore, the Policy sets out the circumstances where the Council will require applications for development to be accompanied by a Flood Risk Assessment (FRA) as well as what such an Assessment will be required to cover.
- 4.5.105 This Policy should be read in conjunction with national policy on flood risk and Development Management Policy EN9 on Surface Water Management and Drainage.

### How we are seeking to achieve it

NEW DEVELOPMENT AND FLOOD RISK	DM Policy <b>EN8</b>
<p>The Council will seek to ensure that new development complies with the flood risk management hierarchy and is not subject to unacceptable levels of risk, does not result in increased flood risk elsewhere and, where possible, achieves reductions in flood risk overall.</p> <p>The Council will consider flood risk issues as part of all new development and, in particular, will seek to ensure that any proposal:</p> <ul style="list-style-type: none"> <li>▪ Is in accordance with the principles set out in national policy on flood risk;</li> <li>▪ Is in accordance with the recommendations set out in the SFRA; and</li> <li>▪ Is supported by a detailed Flood Risk Assessment (FRA) where it involves:               <ul style="list-style-type: none"> <li>– Development within fluvial flood zones 3 and 2;</li> <li>– Development on sites of 1 hectare or above within fluvial flood zone 1;</li> <li>– Development of a site of 0.5 hectares or above within a Critical Drainage Area (CDA) as identified by the SFRA and/or Surface Water Management Plan (SWMP);</li> <li>– Development within the Manchester, Bolton Bury Canal Hazard Zone; or</li> <li>– A change of use to a more vulnerable use within an identified area</li> </ul> </li> </ul>	

of flood risk.

The scope of any FRA should accord with the requirements set out in national policy and technical guidance on flood risk.

Where a site becomes unexpectedly available for development as a windfall site, the sequential test area of search will follow the broad development locations outlined within Spatial Policy SF1.

### Our approach and the reasons for it

- 4.5.106 Flooding is a natural process and does not respect political or administrative boundaries. It is principally influenced by natural elements of rainfall, tides, geology, topography, rivers and streams and man made interventions such as flood defences, roads, buildings, sewers and other infrastructure. As has been seen by recent events, flooding can cause massive disruption to communities, damage to property and possessions and even loss of life.
- 4.5.107 National planning policy on development and flood risk seeks to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, the aim should be to make it safe without increasing flood risk elsewhere and where possible, reduce flood risk overall.
- 4.5.108 The general flood risk strategy for Bury reflects the national approach and the flood risk management hierarchy as described in Figure 26. The principles identified in Figure 26 should be applied to all development proposals within the Borough.

**Figure 26 - Flood Risk Management Hierarchy**

Step 1	Step 2	Step 3	Step 4	Step 5
Assess	Avoid	Substitute	Control	Mitigate
Appropriate flood risk assessment	Apply the sequential approach	Apply the sequential test at site level	e.g. SuDs, design, defences.	e.g. flood resilient construction

- 4.5.109 Spatial Policy EN7 draws on the Level 1 and Level 2 SFRAs in identifying broad areas at risk from flooding. Fluvial flood zone 2 has been identified as an area of medium flood risk whilst flood zone 3 has been identified as high risk. The SFRA has also identified Critical Drainage Areas as well as a Hazard Zone connected to the Manchester, Bolton and Bury Canal as being areas at risk of flooding.

- 4.5.110 Where a proposed development involves a site that has been identified as being at risk of flooding, or where it is considered that it could affect flood risk elsewhere, the Council will need to be satisfied that issues of flood risk have been considered in advance of any development taking place. In such instances, the Council will require applications to be accompanied by a detailed Flood Risk Assessment. National policy and guidance on flood risk provide detailed information on the scope and content of Flood Risk Assessments.
- 4.5.111 As outlined in the Level 2 SFRA (2009) and under Spatial Policy EN7, the issues within the Bury - Radcliffe zone adjacent to the River Irwell are particularly complex with the potential for risk to be transferred from one site to another if not carefully managed as part of a strategic approach.

## Surface Water Management and Drainage

### What we are seeking to achieve

- 4.5.112 How and where surface water runs off a development and is subsequently drained away can have a direct impact on overall levels of flood risk. Development Management Policy EN9 sets out what the Council will expect in terms of new development and how surface water should be managed.

### How we are seeking to achieve it

<b>SURFACE WATER MANAGEMENT AND DRAINAGE</b>	<b>DM Policy EN9</b>
<p>The Council will ensure that all new development proposals minimise the impact of development on surface water run-off, and where possible, seek to reduce it.</p> <p>The AGMA authorities are currently developing specific drainage standards for developments within Critical Drainage Areas (CDAs). In the interim the following allowable drainage rates will apply across the Borough:</p> <ul style="list-style-type: none"> <li>▪ Development should deliver Greenfield runoff on Greenfield sites up to a 1 in 100 year storm event, considering climate change.</li> <li>▪ Development should aim for a minimum reduction in surface water runoff rates of 30% (increasing to 50% within CDAs) for Brownfield sites up to a 1 in 100 year storm event, considering climate change.</li> <li>▪ Development should be designed so that there is no flooding to the development in a 1 in 30 year event and no property flooding in 1 in 100 year plus climate change event.</li> </ul> <p>Drainage from new developments should incorporate storage, and residual discharge of surface water should be directed to the following</p>	

networks in order of preference:

- a) Discharge into infiltration systems located in porous sub soils
- b) Attenuate flows into green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils
- c) Attenuate by storing in tanks or sealed systems for gradual release to a watercourse
- d) Direct discharge to a watercourse
- e) Direct discharge to a surface water sewer
- f) Controlled discharge into the combined sewerage network ~ this option is a last resort when all other options have been discounted.

The choice of system will be determined by local ground conditions (including groundwater levels). Whilst infiltration SuDS may be the most suitable for new development, developers must consider the risk of contamination to underlying aquifers.

## Our approach and the reasons for it

### Surface Water and Drainage

- 4.5.113 Development has the potential to cause an increase in impermeable area, an associated increase in surface water runoff rates and volumes, and a consequent potential increase in downstream flood risk due to overloading of sewers, watercourses, culverts and other drainage infrastructure. The sewer network in places across the Borough was designed to drain less development than exists today. New development has added flow over time and the network is known to be at capacity in many places. The frequent localised flooding experienced in many parts of the Borough, Radcliffe and Ramsbottom in particular is testament to this problem.
- 4.5.114 Managing surface water discharges from new development is therefore crucial in managing and reducing flood risk to new and existing development downstream. Carefully planned development can reduce the number of properties that are directly at risk from surface water flooding. Developers should liaise closely with the relevant sections of the Council (including Highways and Drainage), United Utilities and the Environment Agency to determine appropriate discharge rates and developers will need to demonstrate that surface water discharges from the site will not have an adverse impact on flood risk elsewhere.
- 4.5.115 Sustainable Urban Drainage Systems (SuDs) can play an important part in reducing flows in the sewer network and in meeting environmental targets, alongside investment in maintenance and new capacity by United Utilities.
- 4.5.116 The future ownership and maintenance of SuDs systems should be discussed at the planning application stage with the Council and there may be opportunities to deliver SuDs through integrated solutions to groups of sites. Such solutions can provide benefits besides water management, including the

provision of recreation facilities, biodiversity improvements and improving the local environment. This approach should be taken unless it can be demonstrated that the implementation of SuDs is not feasible and that there will be no adverse impact caused by the development elsewhere.

- 4.5.117 In future, the Council will be responsible for approving, adopting and maintaining all SuDs in new development. Further guidance on SuDs is available within the SFRA and associated user guide.

### Overland Flow Paths

- 4.5.118 Underground drainage systems have a finite capacity and regard should always be given at the design stage to larger flood events when the capacity of the network will be exceeded. In addition, consideration should be given to any surface water flows likely to enter a development site from the surrounding area.
- 4.5.119 Master planning should ensure that existing overland flow paths are retained within the development. As a minimum, developers should investigate, as part of a FRA, the likely depths and extents of surface water flooding on a development site when the national Areas Susceptible to Surface Water Flooding map and/or the surface water mapping produced for the Level 2 SFRA indicate that there is a risk of surface water flooding. This is a precautionary, but appropriate approach to reduce the risk of flooding to new developments. Undeveloped land should be used wherever possible to accommodate such flow paths. Floor levels should always be set a minimum of 300mm above adjacent roads to reduce the consequences of any localised flooding.
- 4.5.120 The effectiveness of a flow management scheme within a single site is heavily limited by site constraints including (but not limited to) topography, geology (soil permeability), development density, existing drainage networks within the site and surrounding area, adoption issues and available area. The design, construction and ongoing maintenance regime of such a scheme must be carefully defined at an early stage and a clear and comprehensive understanding of the catchment hydrological processes (i.e. nature and capacity of the existing drainage system) is essential.

### Critical Drainage Areas

- 4.5.121 Certain locations are particularly sensitive to an increase in the volume and/or rate of surface water runoff from new development. These areas have been defined as Critical Drainage Areas (CDAs) in the SFRA.
- 4.5.122 The SFRA has designated CDAs as high flood risk areas as they have complex surface water flooding problems and require specific drainage requirements to help reduce local flood risk.



- 4.5.123 The CDAs identified in the SFRA will be refined over time as more detailed information on flood risk and local flood management assets, including sewerage catchments, becomes available.
- 4.5.124 For all proposed development (over 0.5 hectares) in CDAs, a detailed FRA is required, regardless of which Flood Zone applies. This should demonstrate that new development is not at risk from flooding from existing drainage systems or potential overland flow routes. It should also demonstrate that the development will not adversely affect existing flooding conditions by the use of appropriate mitigation measures. The FRA should define and address the constraints that will govern the design of the drainage system and layout of the development site.
- 4.5.125 Further guidance and standards for development proposed in Critical Drainage Areas, will be provided in the Greater Manchester Surface Water Management Plan.

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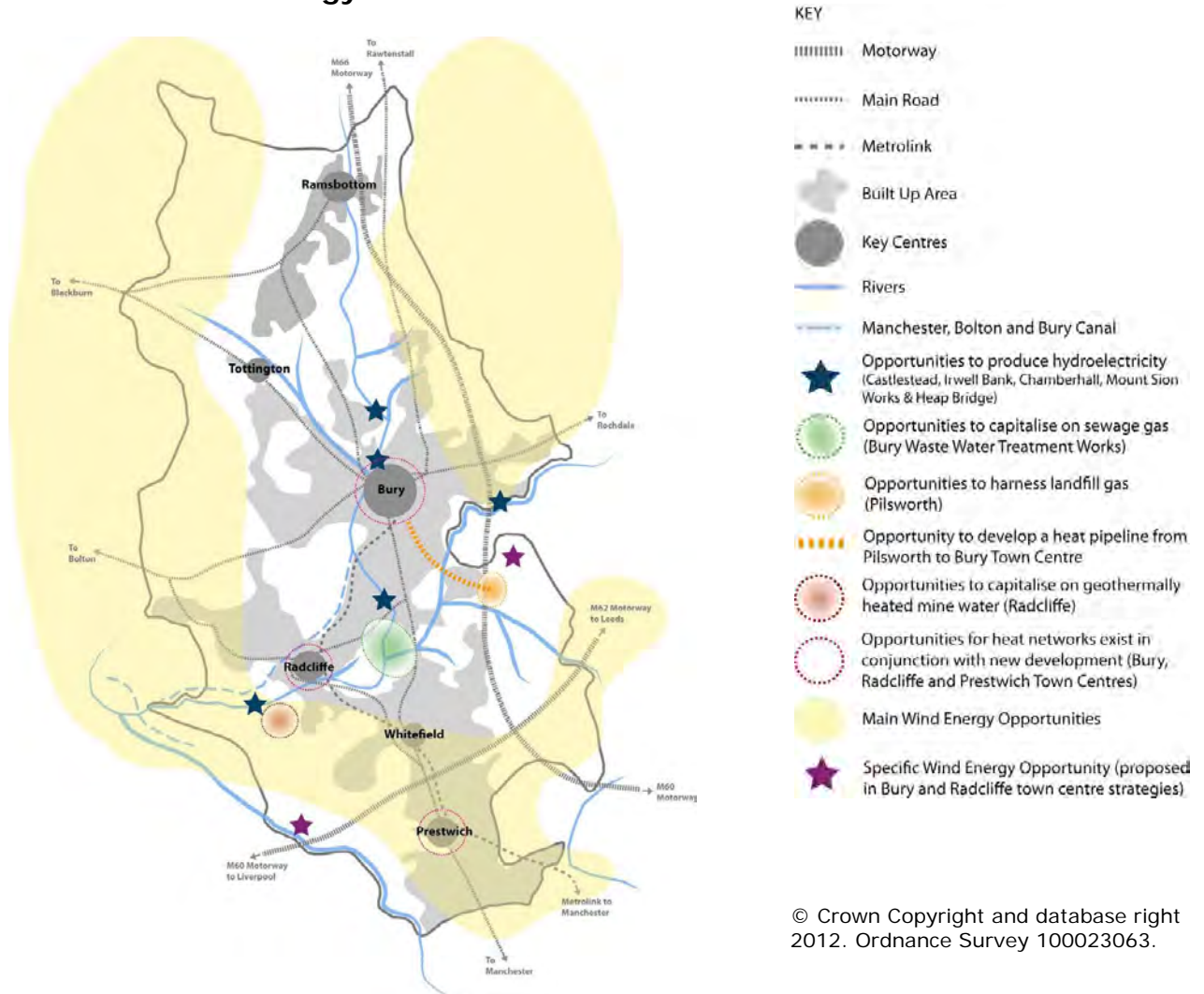
## Moving Towards a Zero Carbon Borough

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### What we are seeking to achieve

- 4.5.126 Carbon emissions are a major contributor to climate change. Furthermore, energy security (i.e. ensuring a reliable source of affordable energy) is essential for economic development and quality of life. Consequently, the Council will take steps towards creating a zero carbon Borough. The Core Strategy will complement a number of other initiatives, plans and programmes aimed at delivering this objective.
- 4.5.127 The main areas of influence that the Core Strategy can have from a spatial planning perspective, is through supporting reductions in carbon emissions from new and existing development (see Development Management Policy EN10) as well as through the identification of areas of opportunity for the development of low and zero carbon energy infrastructure and this is set out in Spatial Policy EN9.

Figure 27 - Opportunities for Investment in Decentralised Low and Zero Carbon Energy Infrastructure



How we are seeking to achieve it

**MOVING TOWARDS A ZERO CARBON BOROUGH**

**Spatial Policy**  
**EN10**

The Council will encourage a co-ordinated approach towards carbon reductions through new and existing buildings and energy infrastructure.

As a minimum, the Council will seek to reduce CO<sub>2</sub> emissions from new and existing development in accordance with the national timetable for achieving zero carbon buildings. To contribute towards achieving these targets, the Council will seek to ensure that investment in zero and/or low carbon energy infrastructure to serve new developments is used as a catalyst for reducing carbon emissions strategically and across a wider neighbourhood area and especially within town centre locations.

Furthermore, the Council will operate a co-ordinated approach towards the financing and investment of infrastructure projects that are of strategic significance. Strategic investment decisions by the public and private sector should be based on the need to strengthen the business case of energy investments and attract long-term investment in the infrastructure required.

There are a number of locations within the Borough that offer a variety of opportunities for investment in decentralised low and zero carbon energy infrastructure and the Council will work with all relevant stakeholders, including residents and communities, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward proposals that capitalise on these opportunities.

These locations and opportunities are as follows:

- **Bury, Radcliffe and Prestwich Town centres** – where opportunities (for example heat networks) exist in conjunction with new development;
- **Bury Waste Water Treatment Works** – where there are opportunities to capitalise further on sewage gas and the existing electricity generating plant;
- **Pilsworth** – where there are opportunities to harness landfill gas and the development of a heat pipeline to Bury town centre;
- **Along the western boundary, north eastern boundary and north of the Irwell Valley along the M60 corridor** - where there are opportunities to harness wind energy;
- **Radcliffe and Prestwich** – where there are opportunities to capitalise on geothermally heated mine water;
- **Chamberhall, Castlestead, Irwell Bank and Mount Sion works** – where the River Irwell provides opportunities to produce hydroelectricity; and **Heap Bridge**, where the River Roch provides opportunities; and
- **Waste management sites and areas** where Combined Heat and Power will be utilised as an energy source or where there is excess heat from the waste management process.

## Our approach and the reasons for it

- 4.5.128 In response to the carbon and energy security challenges the Government has introduced a process of reviewing building regulations and planning policy with the aim of delivering zero carbon homes by 2016 and other buildings by 2019. This represents a revolution in the future of the built environment. All of this is set against the backdrop of the UK Renewable Energy Strategy and Low Carbon Transition Plan (2009), positive fiscal stimulus in the form of tariffs and levies and underpinned by legally binding targets to reduce the UK carbon emissions by 34 per cent by 2020 and at least 80% by 2050. This is against a 1990 baseline, as required by the Climate Change Act 2008.
- 4.5.129 Energy efficiency and decentralised renewable/low carbon energy generation is identified as one of the key objectives for the Core Strategy. There is an urgent need to reduce carbon emissions, increase renewable/low carbon and

decentralized generation technologies, improve energy security and to achieve zero carbon development.

- 4.5.130 As outlined in the Stern Review (2006) and Manchester's Mini Stern (Deloitte, 2008) we need to invest now to reduce future costs, whilst maximising the opportunities presented by a low carbon economy.
- 4.5.131 The AGMA Decentralised and Zero Carbon Energy Planning Study (DES) (2010), the Bury Town Centre Energy Framework (2010), the Love Prestwich Strategy (2009) and the Inner Radcliffe and Town Centre Energy Framework (2011) are key elements of our evidence base which support the Core Strategy's approach towards reducing carbon emissions.
- 4.5.132 Collectively, these studies have led to the identification of the opportunities to develop renewable, decentralised heat and power networks set out in this Policy.

### Delivering Cuts in Carbon Emissions

- 4.5.133 The Core Strategy is just one of many means of reducing carbon emissions and it is considered that the main ways in which it can achieve this is by directing development into locations that are accessible by public transport, encouraging energy efficient and low polluting modes of travel and by taking a master planning approach to map out opportunities for low and zero carbon energy technologies. This approach will utilise new development as a supporting catalyst for reducing carbon emissions from new and existing buildings.
- 4.5.134 By prioritising future growth and development in locations that are readily accessible by a choice of transport means and by encouraging low and zero carbon energy infrastructure, the Spatial Development Strategy will help capture and maximise the cumulative benefits and, thus, generate opportunities for reducing carbon emissions at a site and neighbourhood scale.
- 4.5.135 One of the key outcomes of the AGMA DES has been to demonstrate that it is not possible to achieve the greatest sub-regional reduction of CO<sub>2</sub> emissions unless work is undertaken jointly with other districts under the umbrella of the city region's low carbon economic area designation. The Council will, therefore, work together with other local authorities to promote a co-ordinated approach to planning energy infrastructure across the City Region with the aim of achieving greater CO<sub>2</sub> reductions than would be possible through Bury acting individually.

### Carbon Emissions from Buildings

- 4.5.136 Buildings account for a significant proportion of overall carbon emissions and Bury is no exception with domestic emissions per capita one of the highest in Greater Manchester and accounting for one third of all direct carbon emissions in the Borough. Similarly, the Council has itself identified that a significant proportion of its own carbon emissions originate from buildings (77%) with the highest emissions occurring in Bury Town Centre <sup>13</sup>.

- 4.5.137 This demonstrates that achieving challenging area-wide emission reduction targets requires a comprehensive approach which aligns new development with existing buildings.
- 4.5.138 Development Management Policy EN10 relates to carbon management in the context of new development proposals and carbon reduction targets are set out under this policy.

### Energy Infrastructure and Opportunity Frameworks

- 4.5.139 Underpinning the targets for reducing carbon emissions is a strategy to shift the supply of energy to low carbon and, where possible, renewable, decentralised heat and power networks.
- 4.5.140 Supplying energy via the national grid is an inefficient method with more than half of the energy lost as waste heat. High efficiency gas-fired or waste fed combined heat and power (CHP) systems are expected to be the primary sources of low carbon heat for decentralised energy schemes. Over time these systems will be augmented by biomass, biogas and other zero carbon energy sources as they become more technically and commercially viable.
- 4.5.141 In line with the recommendations of the AGMA DES the intention is to bring forward energy frameworks in the key opportunity areas in order to ensure the implementation of energy infrastructure. Such frameworks will be strategic documents that outline the strategy for delivery and will be adopted, if necessary, as Supplementary Planning Documents (SPD).
- 4.5.142 It is essential that the Council works with a variety of stakeholders to deliver new energy infrastructure. The important principle is that any additional cost is spread. Spreading costs and risks could involve a third party, such as an Energy Service Company (ESCo), providing the potential for debt to be managed and recouped via a fixed service agreement and “pay as you save” initiative.
- 4.5.143 EN10 sets out our approach towards reducing carbon emissions through the development of a network of strategic decentralised energy infrastructure and sets out a number of opportunities that can act as the catalyst for the development of energy infrastructure. These opportunities are shown in Figure 27.

## Carbon Management and Low and Zero Carbon Energy Development

### What we are seeking to achieve

- 4.5.144 Spatial Policy EN10 identifies a series of opportunities for the development of strategic decentralised low and zero carbon energy infrastructure. This Policy is supported by Development Management Policies EN10 and EN12.
- 4.5.145 Development Management Policy EN11 sets out the Council's requirements in terms of carbon reductions in new built development as it moves towards the objective of achieving 'zero carbon'<sup>14</sup> development by 2019.
- 4.5.146 Development Management Policy EN12 sets out how specific applications for decentralised, low and zero carbon infrastructure schemes will be considered.

### Reducing Carbon Emissions from New Buildings

- 4.5.147 Proposed changes in Building Regulations in 2013 and 2016 will bring in tighter standards for CO<sub>2</sub> emissions and these are set out in Figure 28. After 2016 all new residential buildings will be required to be 'zero carbon', with the equivalent standards for non-residential buildings being introduced in 2019.

**Figure 28 - The Route to Zero Carbon Buildings**

Year	CO <sub>2</sub> reduction target over 2006 compliant building			
	Residential (Subsidised)	Residential (private)	Non-domestic (Subsidised)	Non-domestic (Private)
2007	25%	0%	0%	0%
2010	44%	25%	25%	25%
2013	Zero Carbon	44%	44%	44%
2016		Zero Carbon	100%	100%
2018			Zero Carbon	100%
2019				Zero Carbon

## How we are seeking to achieve it

<p><b>REDUCING CARBON EMISSIONS FROM NEW AND EXISTING BUILDINGS</b></p>	<p><b>DM Policy EN11</b></p>
<p>The Council will facilitate the achievement of national targets for reducing carbon emissions from new built development as specified in the Code for Sustainable Homes, Building Regulations and any future code for non-domestic developments.</p> <p>Specifically, the Council will expect proposals for new-build residential and non-domestic development (excluding conversions and extensions) to accord with the following requirements:</p> <ul style="list-style-type: none"> <li>a) All new-build development should adhere to the 'zero carbon hierarchy';</li> <li>b) Where possible, new-build development should be sited, designed and 'future proofed' in a manner that allows for connection to decentralised, low and zero carbon energy sources (including connections at a future date or phase of the development) and change of fuel source;</li> <li>c) Where practicable, new-build development should connect to existing or planned/potential decentralised heat and/or power schemes;</li> <li>d) where opportunities arise, new development should be used as a catalyst for enabling the retrofitting of energy efficiency improvements in existing built stock and facilitation of their connection to new zero and low carbon energy infrastructure;</li> <li>e) Where development is being undertaken adjacent to a public sector building, full consideration shall be given to the potential role that the public sector building and development combined can support decentralised generation (e.g. by sharing an energy centre and the associated decentralised energy infrastructure);</li> <li>f) All proposals for new development will be required to submit a carbon budget statement which identifies the projected energy demands of new development and identify how the carbon emission standards will be achieved. From 2016, this statement will need to identify where allowable solutions are required.</li> </ul>	

## Our approach and the reasons for it

### Background

- 4.5.148 The long term objective as outlined in the Spatial Development Strategy is to provide a positive and strategic framework for reducing carbon emissions across the Borough, including new zero carbon developments and the delivery of decentralised, renewable and low carbon energy infrastructure.

4.5.149 Although increasingly more carbon efficient homes and buildings will be delivered through Building Regulations, planning has a key role to play in enabling this to be achieved. Spatial planning provides the framework and mechanisms for placing individual buildings and development within a wider strategic context, ensuring that new development exploits the potential for minimising emissions from the development itself whilst also enabling future development of the wider neighbourhood to further contribute towards carbon reductions.

### Carbon Reduction Standards

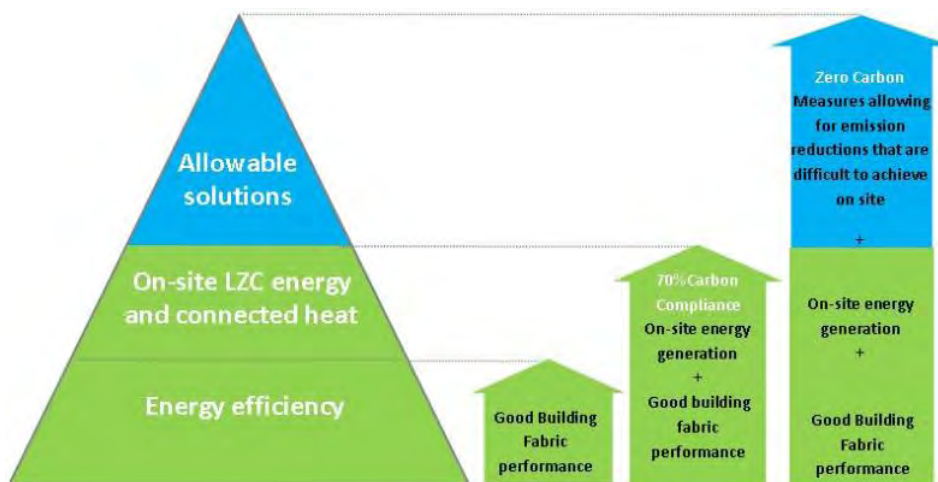
4.5.150 The Governments carbon reduction standards are based on regulated emissions. Regulated emissions include space heating, ventilation, hot water and fixed lighting. The standards are to be implemented through revisions to Part L of Building Regulations and are a minimum only. These standards will apply throughout the plan period, unless they are superseded by higher nationally set standards.

4.5.151 Where possible, development will be expected to seek to reduce carbon emissions above the Building Regulations baseline unless it can be demonstrated that to do so would render the development unviable.

### Zero Carbon Hierarchy

4.5.152 In order to meet the standards set by Government, new development will need to adhere to the 'energy hierarchy' which is set out in Figure 29. The Energy Hierarchy establishes a series of priorities aimed at reducing carbon emissions.

Figure 29 – The Zero Carbon Energy Hierarchy



Source: Zero Carbon Hub, 2011



## Energy Efficiency

- 4.5.153 The first priority is to ensure that every effort is made to guarantee new developments are as energy efficient as possible. Energy efficient design is often the most cost-effective, efficient way of reducing carbon emissions from new buildings. It can be achieved through a combination of siting, orientation, layout and construction to maximise solar gain, natural lighting, shading, ventilation and cooling and in turn minimise heating, cooling and lighting demands.

## Carbon Compliance

- 4.5.154 Once the demand for energy has been reduced to a minimum, the second priority is to reduce carbon emissions through on-site low or zero carbon technologies for example solar thermal or direct connection to a low or zero carbon heat source (e.g. biomass district heating). The Government is expected to identify the minimum proportion of carbon savings which must be achieved through on-site measures.

## Allowable Solutions

- 4.5.155 Different character areas and development types will have different opportunities for reducing carbon emissions and in some cases it may not be possible to meet all of the baseline energy standards on-site.
- 4.5.156 Allowable solutions provide the opportunity to make off-site financial contributions towards energy infrastructure which reduce carbon emissions and offset any remaining on-site emissions that can not be addressed through energy efficiency or carbon compliance measures. Allowable solutions will include both near and off-site solutions such as retrofitting existing buildings to large scale stand alone renewable energy generating schemes.
- 4.5.157 The Council intends to create a Community Energy Fund to manage this process. It is envisaged that developers will make contributions to the fund where allowable solutions are required. Monies collected by the fund will be used to contribute to wider low carbon initiatives, including the development of the energy opportunities identified in Spatial Policy EN10. The fund will also ensure that a co-ordinated approach towards the funding of strategic energy opportunities is adopted.
- 4.5.158 The Government is expected to provide detailed guidance on allowable solutions. When this information is available, further local guidance will be developed in conjunction with other Greater Manchester districts and partners and outlined within a Supplementary Planning Document.

## Low and Zero Carbon Energy Networks

- 4.5.159 Underpinning the targets for reducing carbon emissions is a strategy to shift the supply of energy to low and zero carbon networks. Spatial Policy EN10 identifies the main opportunities for decentralised low and zero carbon energy infrastructure in Bury. Further investigation is required to determine the feasibility of a number of these opportunities and other opportunities may be identified during the plan period, both locally and sub-regionally, as technologies advance and policies evolve.
- 4.5.160 However, Development Management Policy EN11 requires new development to have regard to these schemes when developing proposals, and to connect to these schemes if there are viable opportunities to do so. New development may facilitate advancing the implementation of these schemes and in such circumstances developers will be expected to bring forward proposed linkages to their development.

## District Heating Network Development Areas

- 4.5.161 Development Management Policy EN11 expects new development to connect to existing or future decentralised heat or power schemes where possible and requires development to be sited and designed in a way which facilitates connection to such a network, including connections at a future date or phase of the development. This will form an important consideration when determining whether a development has maximised its approach to carbon reduction.
- 4.5.162 All new development offers the potential to develop a district heating network. However, the Bury Town Centre Energy Framework (2010), Inner Radcliffe and Town Centre Energy Framework (2011) and the Love Prestwich Strategy (2009) have identified those areas of the Borough which are most likely to have a sufficient density of heat demand and mix of uses to support the development of district heating networks. These include:
- Bury Town Centre;
  - Prestwich Town Centre;
  - Radcliffe Town Centre;
  - East Lancashire Paper Mill;
  - Former Radcliffe High School Site; and
  - Irwell Bank.
- 4.5.163 There may be potential for the development of additional heat networks within the Borough; however this is likely to require retrofitting existing buildings.
- 4.5.164 Consideration shall be given to the potential role that public buildings can have in providing an anchor load within a decentralised energy network or create opportunities for shared infrastructure. Where possible, new development will be used to help improve energy efficiency and increase decentralised, low carbon energy supplies to existing buildings.

## Carbon Budgets Statements

- 4.5.165 All planning applications (excluding conversions or extensions) should be accompanied by a carbon budget statement which identifies the projected energy demand of the proposal and demonstrates how the carbon reduction standards outlined in Development Management Policy EN11 will be met. The carbon budget statement should also provide details of any studies undertaken to determine the feasibility of connecting to a low and zero carbon energy network or district heating network development area.
- 4.5.166 Where appropriate, applicants may be required to provide land, buildings and/or equipment for an energy centre to serve proposals for multiple developments. Such requirements will be important for ensuring availability of the necessary space in the right location for an energy centre designed to service one or more developments, which may be phased. It is expected that requirements will be discussed in pre-application discussions and should be outlined in the carbon/energy budget statements.
- 4.5.167 Energy efficiency measures, carbon compliance measures and allowable solutions will all be needed to meet the zero carbon Building Regulations by 2019. All measures will need to be submitted, checked and verified as part of the Planning and Building Control approval process.

## Assessing Proposals for Decentralised, Low and Zero Carbon Energy Infrastructure

- 4.5.168 As identified in Spatial Policy EN10, in addition to seeking to reduce carbon emissions from new built development, there are also opportunities for carbon reduction through the development of low and zero carbon infrastructure, such as wind turbines, heat networks, CHP and hydro, which enables the use of more efficient energy. Proposals for such development will be determined against Development Management Policy EN12.

### DECENTRALISED, LOW AND ZERO CARBON ENERGY INFRASTRUCTURE

**DM Policy  
EN12**

There will be a presumption in favour of decentralised, low and zero carbon energy developments, subject to schemes and proposals being in accordance with:

- National policies on renewable energy which seek to promote, encourage and facilitate the development of renewable and low carbon technology and supporting infrastructure; and
- Policies EN10 and EN11 of the Core Strategy.

In addition, in determining proposals for energy infrastructure the Council

will also consider the following criteria:

- a) Any energy centre, such as standby/boiler plant or sub station, shall be located and designed so as to integrate within the townscape.
- b) The impact, both individually and cumulatively, of the proposal on biodiversity, nature conservation, the historic environment and the visual amenity within the local area.
- c) Consideration should be given to fuel delivery by rail where possible. Where large-scale delivery is required by road the energy centre must be located where any adverse impact on local residential amenity is minimised.
- d) Biomass CHP as a source of heat will be promoted subject to the criteria listed above and provided this can be developed at a sufficiently large scale (500kW<sub>th</sub> and above) in order to maximise efficiency and minimise any conflict with air quality management objectives.
- e) Within Conservation Areas or where the scheme involves the conversion or improvement of a Listed Building, energy solutions should seek a reduction in carbon emissions by utilising technologies that are compatible with, and sensitive to, the particular significances of the heritage asset.
- f) Wind energy developments will be assessed in the context of landscape, biodiversity and amenity impacts.
- g) Proposals for hydropower schemes will be required to comply with latest government guidance to ensure there is no unacceptable impact on river ecology and/or flood risk.
- h) Approvals will be conditioned to require the removal of redundant buildings, plant, turbines and access roads and the site restored.

## Our approach and the reasons for it

### Managing Development at the Site Level

- 4.5.169 Decentralised, low and zero carbon energy infrastructure will not be appropriate in all locations. Many forms of infrastructure will generate site specific issues such as amenity, noise, landscape, traffic generation or heritage issues. In addition, some forms of low and zero carbon infrastructure could create additional noise and air pollution.
- 4.5.170 Development Management Policy EN12, in conjunction with national policy, seeks to ensure that such issues are satisfactorily addressed before permission for low and zero carbon infrastructure is granted. In cases where proposals will result in unacceptable impact, appropriate and effective mitigation measures are required otherwise permission will not be granted.
- 4.5.171 In the case of biomass installations, consideration should be given to the sourcing and transportation of biomass and applicants proposing hydropower schemes should consult with the Environment Agency before submitting any application.

- 4.5.172 The Council will require all applications for low and zero carbon energy infrastructure to be accompanied by a Design and Access Statement which outlines the environmental impacts of the proposal and the total amount of energy that is expected to be generated. The statement must also identify how redundant buildings, plant and access roads will be removed to ensure the site is restored, where appropriate.

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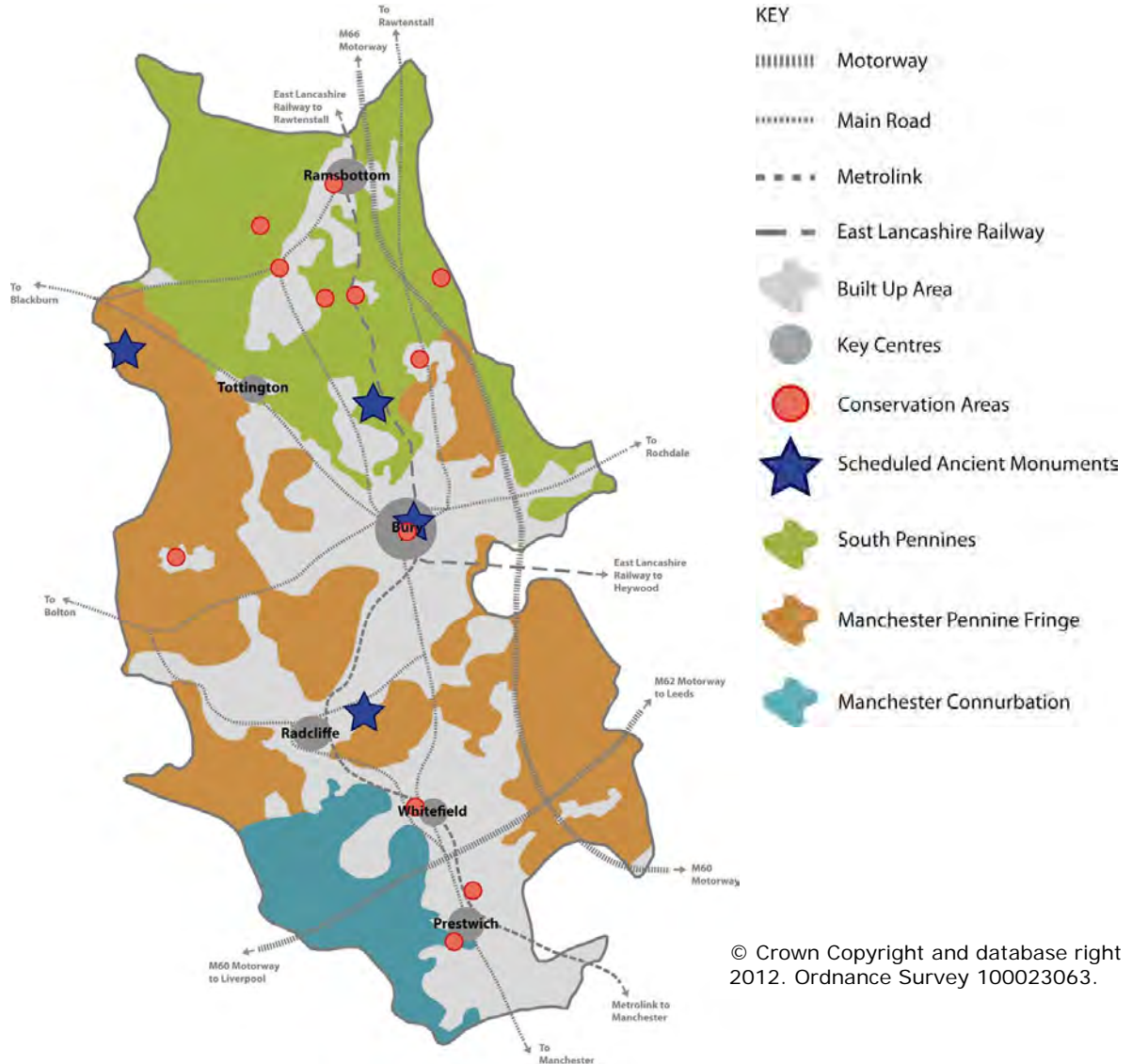
## Built Heritage Assets and Landscape Character Areas

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### What we are seeking to achieve

- 4.5.173 The Borough has a rich and varied heritage. It exhibits the origins of settlements from prehistory through to the impact of industrial expansion during the 18th and 19<sup>th</sup> centuries. The Borough's character is divided between the edge of the Manchester conurbation in the south and the Pennine villages and valleys in the north.
- 4.5.174 The Borough's built heritage and overall physical landscape character enhance local distinctiveness and add to quality of life. Bury has a significant number of historic assets, which provide evidence of the Borough's development and social and economic history and contribute to the character of the Borough.
- 4.5.175 As a result, the Strategy seeks to conserve and enhance these important features which add to local distinctiveness and diversity. Spatial Policy EN12 and Figure 30 broadly identify the Borough's main heritage and landscape character assets.

Figure 30 – The Borough’s Main Built Heritage Assets and Landscape Character Areas



How we are seeking to achieve it

<p><b>BUILT HERITAGE ASSETS AND LANDSCAPE CHARACTER AREAS</b></p>	<p><b>Spatial Policy</b> <b>EN13</b></p>
<p>The Council will seek to conserve, protect and enhance Bury’s historic built environment and landscape character, including:</p>	
<p>a) Conservation Areas at:</p>	
<ul style="list-style-type: none"> <li>- Ramsbottom</li> <li>- Summerseat</li> <li>- Mount Pleasant</li> <li>- Ainsworth</li> <li>- Poppythorn</li> </ul>	<ul style="list-style-type: none"> <li>- Holcombe</li> <li>- Brooksbottoms</li> <li>- Bury Town Centre</li> <li>- All Saints</li> <li>- St. Mary’s</li> </ul>

- b) Listed Buildings;
- c) Scheduled Ancient Monuments at:
  - Affetside Cross
  - Castlesteads Fort
  - Bury Castle
  - Radcliffe Tower
- d) Archaeological sites;
- e) Locally identified buildings and structures;
- f) Landscape character areas broadly connected to the South Pennines, the Manchester Pennine Fringe and the Manchester Conurbation.

## Our approach and reasons for it

### Conservation Areas

- 4.5.176 Conservation Areas are defined as areas of special architectural or historic interest, the character and appearance of which is desirable to preserve or enhance<sup>15</sup>. There are currently twelve designated conservation areas within Bury. Designation of a Conservation Area is not intended to prevent development, but to ensure attention is paid to high quality design, repairs and maintenance. Designation also takes into account the need to protect trees, hedges, walls, railings and other characteristic features.

### Listed Buildings

- 4.5.177 The national list of statutory listed buildings is compiled and updated by English Heritage and there are approximately 333 buildings and structures in Bury registered on the list. These buildings are required to be protected and enhanced with regard to the whole of their interior, exterior, curtilage and setting.

### Scheduled Ancient Monuments

- 4.5.178 Scheduled ancient monuments are standing or below ground archaeological remains of national importance and which have special protection under the Ancient Monuments and Archaeological Areas Act 1979. There are four protected monuments within the Borough, at Bury Castle, Radcliffe Tower, Affetside Cross and Castleheads fort. National planning policy on the historic environment recognises that currently unknown and unprotected archaeological remains may require protection through the planning management process.

### Local List

- 4.5.179 In addition to statutory listed buildings, numerous buildings were constructed between the 16<sup>th</sup> and 20<sup>th</sup> centuries which are important to the general character of Bury. Whilst these buildings may not be of national interest, they are a valuable asset to the Borough's heritage and character and as such they need to be recorded and protected as far as possible. National policy on the historic environment gives provision for local authorities to draw up lists of locally

important buildings which make a valuable contribution to the local scene or local history, but which do not merit national listing. A 'local list' in Bury is currently being prepared. Buildings included on this list will be given additional protection and their status will be a material consideration, however they will not enjoy the full protection of statutory listing. The 'local list' also recognises other structures such as memorials, monuments and artwork, together with the contribution made by areas such as graveyards and former industrial and agricultural sites.

### Archaeological Sites

- 4.5.180 The Historic Environment Record for Bury includes approximately 1,300 identified archaeological sites. These vary greatly in importance and character. Many sites are poorly understood through lack of research. It is essential that appropriate consultations take place when these sites are affected by development and the appropriate action taken to preserve or record the archaeological evidence. When proposals are put forward for development, the Council can require archaeological investigation of the land through the production of desk studies, excavation and a watching brief during development. In some circumstances, the developer may also be required to provide lasting interpretation to explain the site history and importance, and to submit documents and finds to update records. The Council should also be aware that, in addition to the 1300 known sites, there will always be unknown remains that may come to light as a result of development or other actions.

### Landscape Character

- 4.5.181 Landscape character can be considered as the distinct and recognisable pattern of elements that occur consistently in a certain type of landscape. It is created by particular combinations of: geology, landform, soils, vegetation, land use, field patterns and human settlement, which have combined over the many years to create the landscapes we know today. Character is what makes landscapes distinctive and creates a particular sense of place in a locality. The Borough's overall physical landscape character and local distinctiveness should therefore be considered when assessing development proposals.



## Conserving and Enhancing the Borough's Built Heritage and Landscape Character

### What we are seeking to achieve

- 4.5.182 Development Management Policy EN14 sets out the Council's approach to proposals for new development that could affect the Borough's built heritage and landscape character and identifies the specific, criteria-based considerations that the Council will take into account in determining applications for planning permission, listed building consent and conservation area consent.

### How we are seeking to achieve it

#### CONSERVING AND ENHANCING THE BOROUGH'S BUILT HERITAGE AND LANDSCAPE CHARACTER

**DM Policy  
EN14**

In seeking to conserve and enhance the Borough's built heritage and landscape character, the Council will require all new development proposals to be based on a thorough understanding of the context, significance and local distinctiveness of its buildings, site and surroundings, and should be of high quality in terms of its design, architecture, landscape, materials, and appropriateness for its setting.

In particular:

- a) All proposals for development or works to a listed building will only be permitted where the form, fabric, special interest, and setting of the building are preserved and, where appropriate, enhanced;
- b) Developers will need to demonstrate how their proposal will protect, preserve and enhance buildings, structures and other sites of significant architectural or historic interest, including areas of historic landscape character and structures identified on a local list;
- c) Development within or adjacent to the Borough's Conservation Areas will only be permitted if it would preserve or enhance the area's character, appearance and setting; and
- d) Development within or adjacent to sensitive areas of cultural or landscape heritage, archaeology, or landscape value will only be permitted if it would preserve or enhance the area's character and appearance and protect above and below ground archaeological remains.

### Our approach and reasons for it

- 4.5.183 The Borough's 'heritage resource' includes not only buildings and historic remains but also the links between these and education, leisure, economic and

cultural development and tourism, and with local identity and community involvement.

- 4.5.184 Nationally important heritage assets, such as Conservation Areas, Listed Buildings and Scheduled Ancient Monuments, are afforded statutory protection. Certain proposals affecting Conservation Areas and Listed Buildings are subject to specific consent and national policy on the historic environment sets out the procedures and detailed considerations that must be followed for these applications.
- 4.5.185 Spatial Policy EN13 highlights the Borough's main features of built heritage and landscape character and Development Management Policy EN14 sets out how the Council will seek to conserve and enhance these features through its consideration of development proposals.
- 4.5.186 The Council will require all applications for works to a listed building to be accompanied by statement outlining the building's significance and a detailed analysis of the impact of the development on the listed building, how the building's special interest will be protected by the proposed works, and the justification for the scheme. The level of information required will vary on a site by site basis but will need to be provided to the satisfaction of the Council.
- 4.5.187 The Council has prepared a number of Conservation Area Appraisals and Management Plans. The aim of these is to ensure that the character and appearance of Conservation Areas is preserved and where possible enhanced. They contain specific policies which will be used to inform the determination of planning applications and encourage the highest quality building design, townscape creation and landscaping which is in keeping with the defined areas. The enhancement and high quality maintenance and repair of historic assets will also be encouraged.
- 4.5.188 Development will be unacceptable if its location and/or design is inappropriate and would have a harmful effect on the landscape. In determining the impact on landscape character, regard should be had to Bury's Landscape Character Assessment (2009) and Bury's Urban Historic Landscape Characterisation Assessment (2008) which identify specific landscape character areas and historic character areas. Above and below ground historic remains are also identified in the records within the Historic Monuments Register.

## Preventing and Remediating Contaminated Land and Land Stability Issues

### What we are seeking to achieve

- 4.5.189 Development Management Policy EN15 sets out the Council's approach to proposals for new development that could affect or be affected by land contamination or land stability issues.

### How we are seeking to achieve it

#### NEW DEVELOPMENT AND CONTAMINATED AND UNSTABLE LAND

**DM Policy  
EN15**

The Council will seek to ensure that new development will not result in the contamination of land or land stability concerns and, where appropriate, will require a developer to take steps to remediate existing contaminated land and/or land stability issues.

### Our approach and reasons for it

- 4.5.190 Land which is to be developed may have been contaminated by past land uses or waste disposal activity at or in the vicinity of the site. For sites where land contamination is known or likely to be present, or where the proposed development would be particularly vulnerable or sensitive to contamination, the local planning authority will require a desk study assessment and site reconnaissance, and possibly investigation, to be carried out prior to the application being determined. Any unacceptable risks should be identified and proposals made to deal with them to an appropriate standard taking into account the intended use, as part of the development process. Consideration should be given to both industrial and naturally-occurring contaminants.
- 4.5.191 Developers of potentially contaminated sites should arrange pre-application discussions with the local planning authority to identify the scope of any necessary investigations. The responsibility lies with the developer to ensure that a development is safe and suitable for its intended use.
- 4.5.192 It is intended to support this Policy with additional guidance on contaminated land matters.
- 4.5.193 The effects of ground instability vary in their nature, scale and extent. At their most extreme, they may threaten life and health or cause damage to buildings and structures. Difficulties have been experienced in developing land in areas of past and present mining and in other areas where land is

unstable or potentially unstable. However, given proper safeguards, land which has been damaged by mining or other industrial activities or which is naturally unstable can often be put to appropriate use.

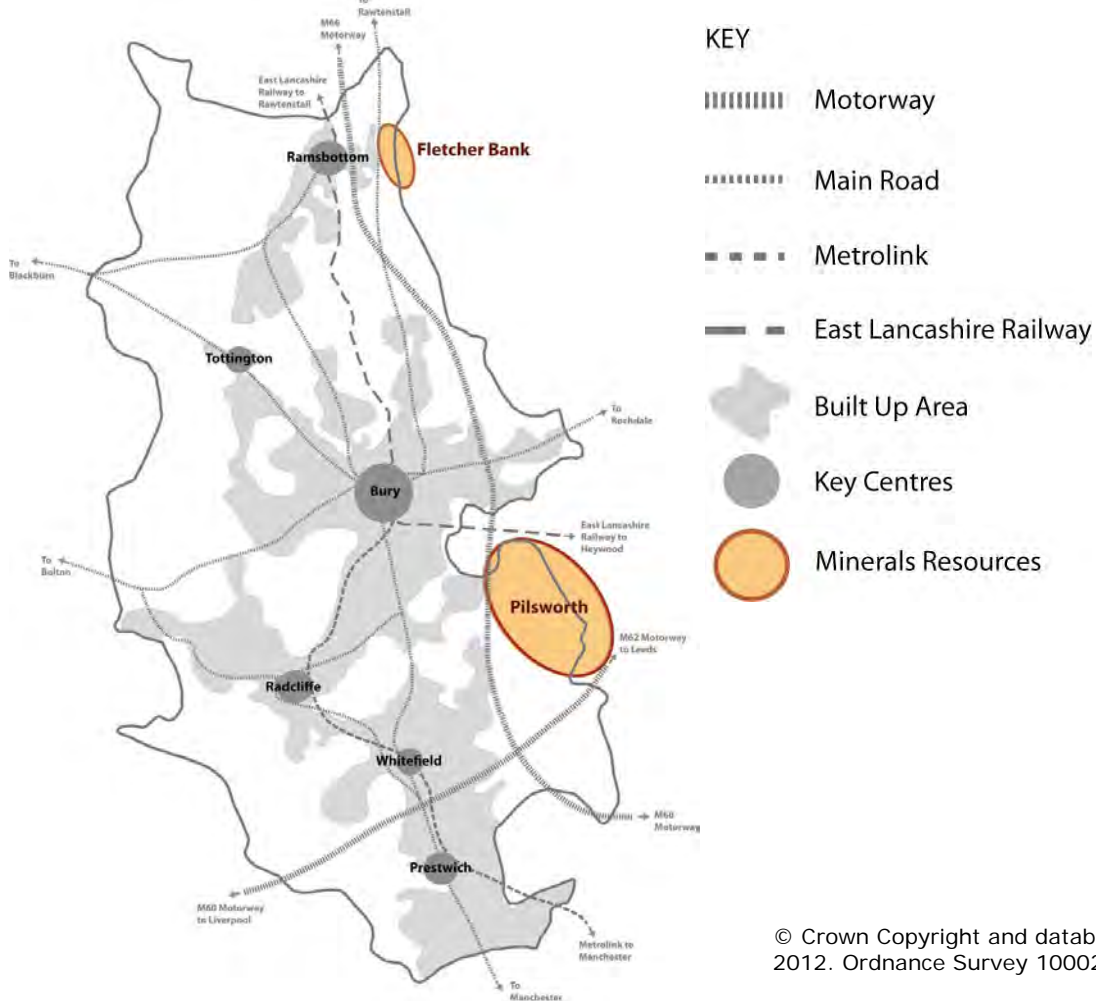
- 4.5.194 Developers of land that is currently subject to instability, or may result in instability, will be required to fully investigate the issue including a full exploration of remedial, preventative or precautionary measures to ensure, to the satisfaction of the local planning authority, that the proposed development will be safe.

## Managing the Borough's Mineral Resources

### What we are seeking to achieve

- 4.5.195 The effective management of minerals resources can stimulate economic growth and increase local employment opportunities and prosperity. In this respect, it can contribute towards achieving the Community Strategy's Ambitions to make Bury the place to live in Greater Manchester; to ensure that each township thrives and to offer quality jobs for Bury people.

Figure 31 – Bury's Minerals Resources



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## How we are going to achieve it

### MANAGING MINERAL RESOURCES

**Spatial  
Policy**

**EN16**

The Council recognises the importance of sustainable management of mineral resources and the need for Bury to make an appropriate contribution towards enabling Greater Manchester to meet its sub-regional aggregate provision as identified in National and Regional Guidelines for Aggregates Provision in England. In doing so, the Council will ensure the sustainable management of the Borough's minerals resources at:

- Fletcher Bank Quarry (Sandstone and Gritstone); and
- Pilsworth South Quarry (existing) (Sand),

In order to achieve this, the Council will:

- a) Work with other districts, through a Greater Manchester Joint Minerals Development Plan Document, to define minerals safeguarding areas and sites, preferred areas and/or areas of search for minerals extraction, including energy minerals, and identify and safeguard sites for storage, processing and transfer;
- b) Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible, as an alternative to primary extraction and identify and safeguard sites for storage, processing and transfer;
- c) Ensure the consideration of prior extraction of mineral resources ahead of development to avoid sterilisation, where appropriate;
- d) Encourage the sustainable transportation of minerals; and
- e) Have full regard to the environmental, social and economic impacts of proposals for minerals extraction, storage, processing and transfer within the Borough, including the need to ensure effective restoration and aftercare of sites where necessary, and ensure that the impacts of mining legacy and land instability are properly remediated in new development proposals.

## Our approach and the reasons for it

- 4.5.196 The Borough contains some important minerals resources with currently active mineral workings at Fletcher Bank Quarry (Sandstone and Gritstone) and Pilsworth South Quarry (Sand) as well as a potential mineral extraction site at Pilsworth (Sand and Gravel).
- 4.5.197 Minerals such as crushed rock aggregates, sand, gravel and clay are the essential raw materials that underpin development of the built environment. National policy requires the Council to make provision for future mineral supplies within the Local Plan. Managing the supply of minerals effectively and sustainably through

the planning system is essential to ensure primary resources for future generations.

- 4.5.198 The Strategy recognises the importance of mineral resources to the national economy but, in doing so, also acknowledges a requirement to balance the need for their extraction with environmental and social costs. This will be achieved through an agreed AGMA approach to minerals planning that will emerge through a Greater Manchester Joint Minerals Development Plan Document which will consider the overall management of minerals and recycled alternatives, mineral safeguarding areas and sustainable transportation.
- 4.5.199 In considering proposals for minerals extraction, the Council will have regard to the potential impacts on ecological and landscape assets in accordance with Policies EN5, EN5, EN13 and EN14.

## Dealing with Waste in a Sustainable Way

### What are we seeking to achieve

- 4.5.200 National planning policy makes it clear that there is a need for Core Strategies to promote sustainable waste management alongside other spatial planning considerations.

### How we are seeking to achieve it

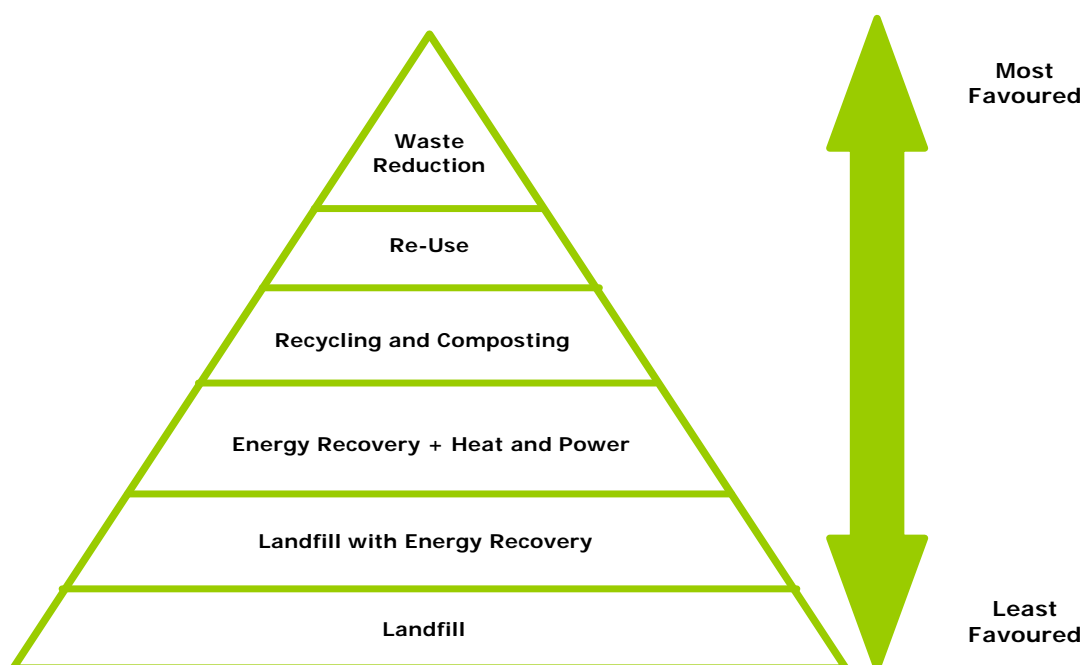
<b>SUSTAINABLE WASTE MANAGEMENT</b>	<b>Spatial Policy</b> <b>EN17</b>
<p>The Council recognises the importance of sustainable waste management and the need for Bury to make an appropriate contribution towards enabling Greater Manchester to meet its waste management needs, including those requirements identified in the Greater Manchester Joint Waste Development Plan Document and the Greater Manchester Municipal Waste Management Strategy. In doing so, the Council will:</p> <ul style="list-style-type: none"> <li>a) Require all developers of new waste management facilities within the Borough to demonstrate the proposal’s consistency with the principles of the waste hierarchy (reduction, re-use, recycling/composting, energy recovery, final disposal);</li> <li>b) Work with other Districts, through the Greater Manchester Joint Waste Development Plan Document, to identify and safeguard sites for waste management facilities in appropriate locations, including the safeguarding of sites against alternative development including those which are required for the delivery of Municipal Waste Management Strategies;</li> <li>c) Encourage the sustainable transportation of waste;</li> </ul>	

- d) Promote and, where appropriate, require the use of site waste management plans in conjunction with major development; and
- e) Have full regard to the environmental, social and economic impacts of new waste management facilities proposed within the Borough.

## Our approach and the reasons for it

- 4.5.201 There is a recognised need to move away from landfill and to promote more sustainable methods of waste management that sit higher up the waste management hierarchy. In doing so, there is an opportunity to decouple the link between growth and waste generation. The waste management hierarchy is set out in Figure 32.

**Figure 32 – The Waste Management Hierarchy**



- 4.5.202 The Strategy is, therefore, to promote more sustainable methods of waste management, to treat and manage waste as close to the source as possible and to support the more detailed waste policies of the Greater Manchester Joint Waste Development Plan Document (JWDPD). The JWDPD will provide detailed development management policies and the identification of sites and preferred areas for a range of waste management facilities required up to 2027.
- 4.5.203 The JWDPD will seek to identify sites for both built and residual waste management facilities. The nature and operation of built facilities are similar to industrial processes and, on this basis, it is likely that such facilities will be best located within existing concentrations of industrial and commercial uses. In Bury, residual waste management is likely to be dealt with through landfill/land raising in connection with existing and potential mineral extraction sites (i.e. at Pilsworth).

- 4.5.204 In considering proposals involving waste management, the Council will have regard to the potential impacts on ecological and landscape assets and flood risk matters in accordance with Policies EN5, EN5, EN8, EN13 and EN14.

## Pollution Control

### What are we seeking to achieve

- 4.5.205 Policy EN18 is applicable to all forms of pollution (including that associated with air, noise, light, odour, water, land contamination, litter and vibration) and sets out the Council's approach towards the control of potentially unacceptably adverse impacts on human health and amenity and sensitive environmental assets or uses.

### How we are seeking to achieve it

POLLUTION CONTROL	DM Policy <b>EN18</b>
<p>The Council will seek to prevent both new and existing development from contributing to or being adversely affected by unacceptable levels of pollution either individually or cumulatively with other existing or proposed developments.</p> <p>In assessing the potential impact of pollution, the Council will have particular regard to:</p> <ul style="list-style-type: none"> <li>a) human health and amenity;</li> <li>b) existing levels of pollution;</li> <li>c) the sensitivity of natural resources and/or uses that may be affected; and</li> <li>d) any relevant strategies and targets for pollution control and reduction.</li> </ul> <p>Where new development gives rise to the potential for unacceptable adverse impacts from pollution, the Council will require applicants to submit a Pollution Assessment which includes proposed mitigation measures.</p> <p>Where necessary, the Council will impose planning condition and/or obligations to ensure that the impacts of pollution are being effectively monitored and that proposed mitigation measures are being effectively implemented.</p>	

### Our approach and the reasons for it

- 4.5.206 If pollution is not adequately controlled, it can have negative consequences socially, environmentally and economically. Consequently, controlling



potential sources of pollution is an important aspect of sustainable development. Pollution can have significant consequences for human health and amenity as well as natural resources and uses that are sensitive to the effects of pollution.

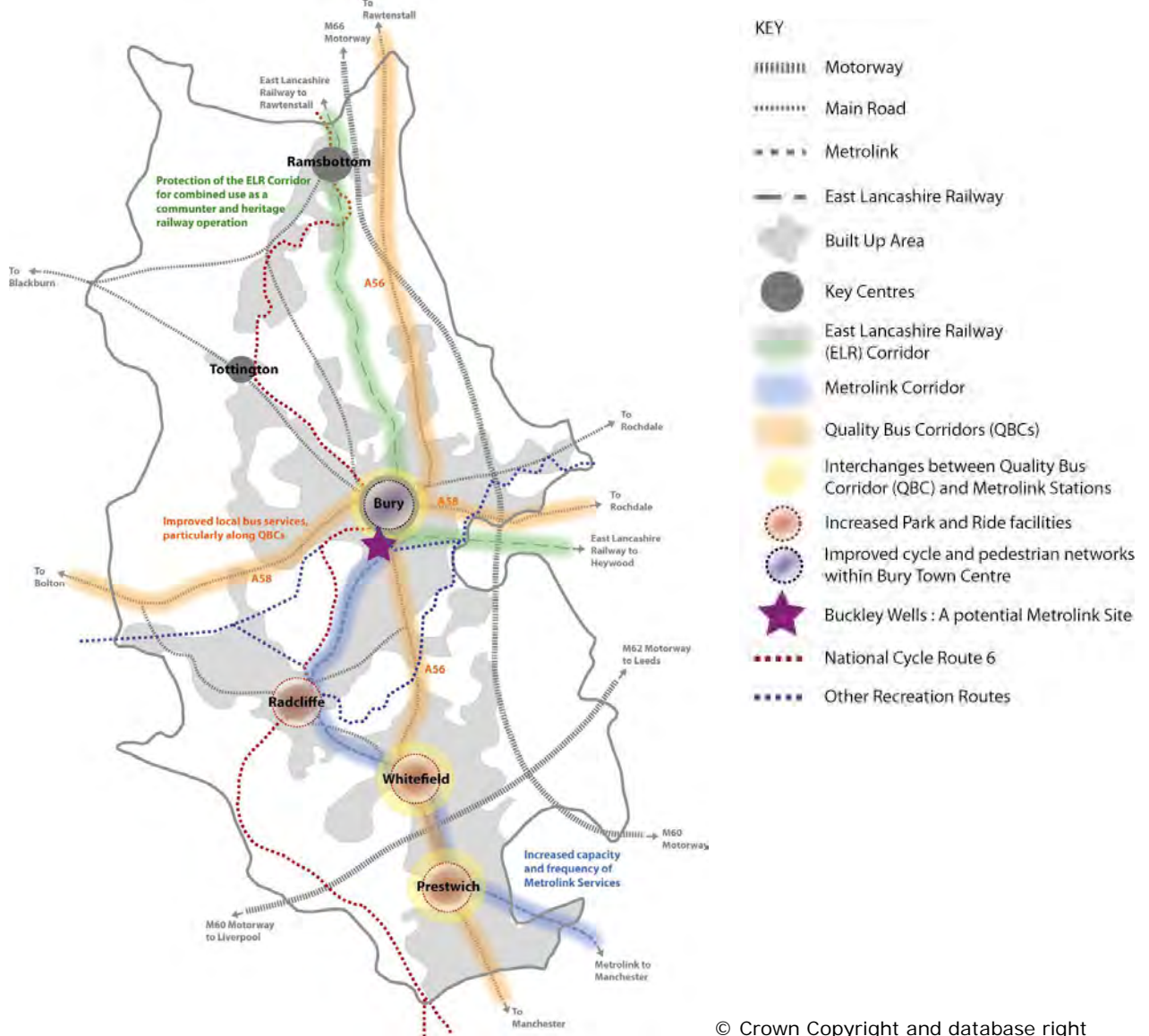
- 4.5.207 As a result, it is important that pollution is given thorough consideration through the planning process both in terms of the potential impacts that may arise from the development as well as assessing whether new development would be subject to unacceptable levels of pollution from other sources.
- 4.5.208 Whilst some forms of pollution are subject to other forms of regulatory mechanisms from bodies such as the Environment Agency, Policy EN18 is intended to support these and ensure that wider implications and impacts are duly considered as an integral part of the planning process. On this basis, it should be noted that planning consent will not be simply granted if a development is considered acceptable under the other regulatory mechanisms.
- 4.5.209 Where potentially unacceptable adverse impacts are identified, an applicant will be required to give due consideration to the effects of pollution either from the development itself and/or the effect of existing pollution on the proposed development. This should be contained within a Pollution Assessment that also includes any proposed mitigation measures designed to reduce or prevent the effects of pollution.
- 4.5.210 The Council will consider the preparation of supplementary planning advice that draws together all the relevant standards and targets for pollution control and reduction.

## 4.6 Improving Transport and Connectivity

### What we are seeking to achieve

- 4.6.1 The Core Strategy has a central role in delivering the Government's objectives for an integrated approach to land use and transport planning. It can actively manage the pattern of growth and development to encourage more sustainable transport choices such as the use of public transport, walking and cycling as realistic alternatives to the private motor car.
- 4.6.2 This approach will include locating development in the Borough's most accessible locations within the existing urban area such as in key town and district centres and along sustainable transport corridors that are well served by public transport and encourage journeys by foot or cycle.
- 4.6.3 Accessibility to jobs and services by sustainable transport is key to delivering Bury's long term growth, reducing carbon emissions, and improving the local environment and quality of life for all the Borough's residents.
- 4.6.4 New growth, investment and regeneration will be focused in the sustainable locations set out in Policy SF1 in order that that the need to travel is reduced and essential travel needs can be met by use of transport modes other than the car.
- 4.6.5 In seeking to achieve a sustainable and accessible Borough, the Local Plan will make an important contribution towards achieving the Community Strategy's Ambition to make Bury the place to live in Greater Manchester.

Figure 33 – Opportunities for Achieving Connected Places and Improving Accessibility



How we are seeking to achieve it

<p><b>BETTER CONNECTING PLACES AND IMPROVING ACCESSIBILITY</b></p>	<p><b>Spatial Policy T1</b></p>
<p>In accordance with Policy SF1, the Council will seek to direct new growth, investment and regeneration into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by private car. The Council is mindful that in doing this, it will be important to address the implications that new development may have on air quality in these locations.</p>	

In support of this, the Council will work with partners to seek to ensure that:

- a) Accessibility and social inclusion are improved through the provision and safeguarding of integrated pedestrian and cycle networks which link to key destinations, including the upgrade and extension of cycle routes into and within Town Centres;
- b) The capacity and frequency of Metrolink services are increased, particularly at peak periods;
- c) Local Transport Plan priorities which aim to deliver improved local bus services are supported, particularly along the Quality Bus Corridors which run along the A56/A665 from Bury to Manchester and along the A58 – Rochdale to Bolton corridor and improve the connection between these corridors and the Metrolink stations in Bury town centre, Whitefield and Prestwich;
- d) Innovative and adaptable approaches to public transport, such as the Local Link service which currently provides door-to-door public transport from Ramsbottom through Holcombe Brook, Affetside and Bury Interchange, are developed in the rural areas of the Borough and other appropriate locations;
- e) Land is safeguarded along the East Lancashire Railway corridor for combined use as a commuter and heritage railway operation with land at Buckley Wells protected for a potential Metrolink station;
- f) Capacity is increased at Radcliffe, Whitefield and Prestwich Metrolink park and ride sites; and
- g) Proposals for new development in AQMA provide details of the potential impacts on local air quality and identify measures to mitigate these impacts.

## Our approach and the reasons for it

- 4.6.6 Policy SF1 aims to improve accessibility by concentrating most new development in the urban areas of the Borough where it is accessible by public transport, walking and cycling and by seeking to retain and improve the range of services available in local centres and villages.
- 4.6.7 In support of this, Spatial Policy T1 identifies a series of measures aimed at meeting the Borough's transport needs effectively and efficiently and in a sustainable manner and the distribution of these intended measures is shown in Figure 33.

## Walking and Cycling

- 4.6.8 A central aim of national, sub-regional and local transport policy is to increase the proportion of travel undertaken by walking and cycling, particularly as it would make a significant contribution to meeting targets for reducing emissions of pollutants, carbon dioxide and greenhouse gasses and improving public health.

- 4.6.9 The Greater Manchester Local Transport Plan includes proposals to encourage cycling and walking by improving safety and security, providing more cycle parking and changing facilities and providing better integration with public transport.
- 4.6.10 The Council developed the Bury Cycling Strategy (2003 – 2008) which set objectives and targets for cycling and identified a network of routes for the provision and enhancement of cycling facilities, provided the basis for considering all highway, maintenance and cycling schemes as well as allocating resources. In addition, the Council is working with schools to introduce Walking Buses, Safe Routes to School and other schemes to help reduce congestion arising from the 'school run'. Schools are encouraged to draw up Travel Plans to reduce congestion and improve safety and the vast majority of schools have a School Travel Plan in place.
- 4.6.11 New development proposals will provide opportunities to introduce new and improved routes and facilities for cyclists and pedestrians. In addition, new developments should also include features that encourage more sustainable transport choices, such as secure cycle parking. The Council will prepare a Supplementary Planning Document setting out parking standards within new development, including requirements for secure cycle parking.

## Public Transport

- 4.6.12 It is important that there is an integrated approach to land use planning and the provision of public transport. The likely availability and use of public transport is an important factor in determining the location of new development in order to reduce dependence on the car. The need to address public transport patronage and capacity issues will be fundamental to ensuring that sustainable travel is a viable alternative when new sites are brought forward.
- 4.6.13 Bury benefits from a well integrated public transport network. However improvements are needed, particularly in the north of the Borough, where the Metrolink network does not operate and in the more rural villages where there are limited public transport services available.
- 4.6.14 Capacity has recently been increased on the Bury Metrolink line through the introduction of new trams whilst extensions to the wider Metrolink network are expected to increase patronage levels through the sub-region.
- 4.6.15 In the longer term, there may be the potential for a heavy rail link and/or Metrolink along the East Lancashire Railway from Rawtenstall through Bury to Manchester city centre. The East Lancashire Railway is a key asset for Bury and it currently operates a successful tourist service. However, it also has the potential to operate as a commuter service, enabling a 55 minute heavy rail journey time between Rawtenstall and Manchester City Centre via Ramsbottom and Bury Town Centre.

- 4.6.16 Development of a commuter service along the East Lancashire Railway line could also link to the development of a railway attraction at Buckley Wells and serve a number of educational establishments within Bury town centre.

### Park and Ride

- 4.6.17 The provision of park and ride sites promotes the use of public transport in urban areas, improves access to jobs and services in central areas and, by redirecting car journeys, helps to use highway space more efficiently and reduce the need for town centre car parking. If introduced as part of a demand management strategy, park and ride can help to alleviate problems of air quality, safety and congestion and improve accessibility.
- 4.6.18 The Council will work with Transport for Greater Manchester and Metrolink to ensure that plans to increase capacity at the existing park and ride facilities at Radcliffe, Whitefield and Prestwich are implemented. In addition, the Council will consider the potential for providing additional 'park and ride' facilities at stations along the East Lancashire Railway line. These sites will be subject to detailed consideration through the Site Allocations Plan and related documents.

### Air Quality and Transport

- 4.6.19 Policy SF1 seeks to encourage development within sustainable transport corridors in order to reduce the reliance on the private car and encourage more sustainable transport choices to reduce traffic growth and congestion. It is recognised that many of these corridors are Air Quality Management Areas and therefore, where development is proposed in these areas, the impact on the existing air quality levels will need to be assessed both individually and cumulatively, and where necessary Low Emission Strategies and/or mitigation measures will be required.

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## Transport Requirements in New Development

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### What we are seeking to achieve

- 4.6.20 Reducing the need to travel and encouraging the use of more sustainable forms of transport such as walking and cycling by locating development in accessible locations is central to the Core Strategy.
- 4.6.21 Development Management Policy T2 identifies a series of measures designed to ensure that new development takes full account of the potential transport impacts and provides opportunities to promote more sustainable alternatives to travelling by private motor vehicle.

## How we are seeking to achieve it

### TRANSPORT REQUIREMENTS IN NEW DEVELOPMENT

DM Policy

**T2**

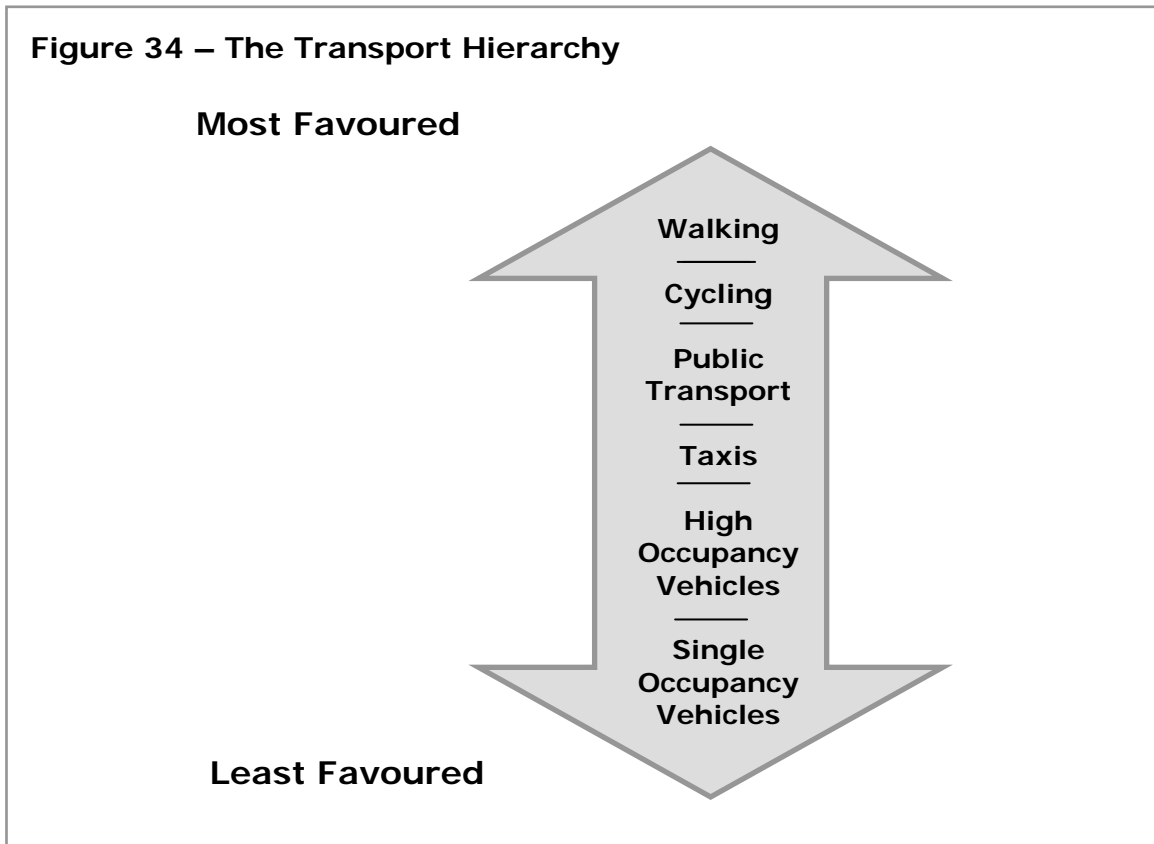
The Council will seek to ensure that development and transport planning are co-ordinated to improve accessibility, reduce the need to travel by car and increase public transport use, cycling and walking.

All proposals for development which will generate demand for travel will, where appropriate, be expected to:

- a) Prepare and implement Transport Assessments and Travel Plans, to mitigate the negative impacts of transport, particularly congestion and maximize the use of sustainable forms of travel;
- b) Maximize the potential for walking and cycling by linking with or contributing to, the development of networks identified in the most recent walking and cycling strategies and key existing pedestrian and cycle routes;
- c) Incorporate safe and convenient access on foot and bicycle;
- d) Incorporate mitigation measures to minimise transport emissions from new development, and where possible utilise low emission fuels and vehicle technologies, to improve air quality;
- e) Provide for any necessary enhancements to the safety of the highway network and capacity of transport infrastructure;
- f) Ensure the level and type of parking provided is in accordance with the Council's parking standards, including the application of maximum car parking standards for development of sites that are accessible by alternative and more sustainable modes of travel.

## Our approach and the reasons for it

- 4.6.22 Reducing the need to travel and the number and length of journeys made, particularly those made by private car is a requirement of national policy on transport and a priority of Spatial Policy T1.
- 4.6.23 In broad terms, the Council's approach is to follow the transport hierarchy whereby more sustainable forms of travel, such as walking and cycling, will be prioritised above less sustainable motorised transport. The transport hierarchy is shown in Figure 34.

**Figure 34 – The Transport Hierarchy**

- 4.6.24 This is reflected in the Core Strategy itself which includes improvements to transport and connectivity as one of its key objectives. The Core Strategy has a key role to play in ensuring that broad locations for future growth, investment and development are in areas accessible by public transport, walking and cycling. Where this is not possible but other factors suggest the site is suitable for development, it will be necessary to identify the means by which the need to travel will be reduced and accessibility to key services and facilities achieved, by the least damaging means.
- 4.6.25 Proposals for developments which are likely to have significant transport impacts will be required to include a Transport Assessment. In determining when such information will be required, the Council will take into account national and local guidance on transport assessments, which assist in determining whether an assessment is required and, if so, what the level and scope should be.
- 4.6.26 A Transport Assessment provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility. It also provides the opportunity to assess the impact of new development on air quality and climate change and identify appropriate mitigation measures. A Travel Plan will be required in addition to a Transport Assessment in some instances.
- 4.6.27 New development can play an important role in encouraging greater participation in walking and cycling. In addition to the specific design and



layout of a proposal, new development can also encourage walking and cycling making a contribution towards the upgrade of existing or additional walking and/or cycling routes, where appropriate.

- 4.6.28 Low Emission Strategies (LES) can complement Transport Assessments and Travel Plans and offer the opportunity to assemble a package of measures designed to reduce transport emissions by accelerating the uptake of low emission fuels and technologies during both the construction and operational phases of a development. It will be particularly important for developers to address the transport emissions generated from new development in Air Quality Management Areas.
- 4.6.29 Where there is an identified need to do so, developers should also incorporate measures that would enhance the safety of the highway network and, where a development would cause congestion, that measures are included to increase the capacity of transport infrastructure and, as a priority, reduce the need to travel by car. Further investigation of the issues associated with congestion on the Strategic Road Network will be carried out during the development of the Site Allocations Plan, however individual site assessments will also be required where proposed developments are likely to impact on the Strategic Road Network.
- 4.6.30 The Council's current parking standards are set out in Appendix 3 and cover car parking standards together with standards for disabled parking, cycle parking and parking for motorcycles. All new developments will be required to be in conformity with these standards. The availability of car parking can have a significant impact on people's choice of transport. Careful control of the availability of car parking space can help to control car use and associated fuel consumption, pollution and congestion in areas where alternative travel forms are available. However, it is important to ensure adequate parking provision for people with impaired mobility for whom parking in convenient locations is essential.
- 4.6.31 Similarly, the availability of convenient and secure places to park cycles is an important factor that influences people's choice to cycle. In residential developments cycle storage should be at least as convenient as access to car parking.
- 4.6.32 The Council will provide further advice and guidance on this policy within a Supplementary Planning Document.



# Chapter 5

## **Bury's Key Diagram and Township Frameworks**

**In this Chapter we present a summary and a diagrammatic interpretation of the main features of the Strategy at the Borough-wide and Township level.**



# Bury's Key Diagram and Township Frameworks

# 5

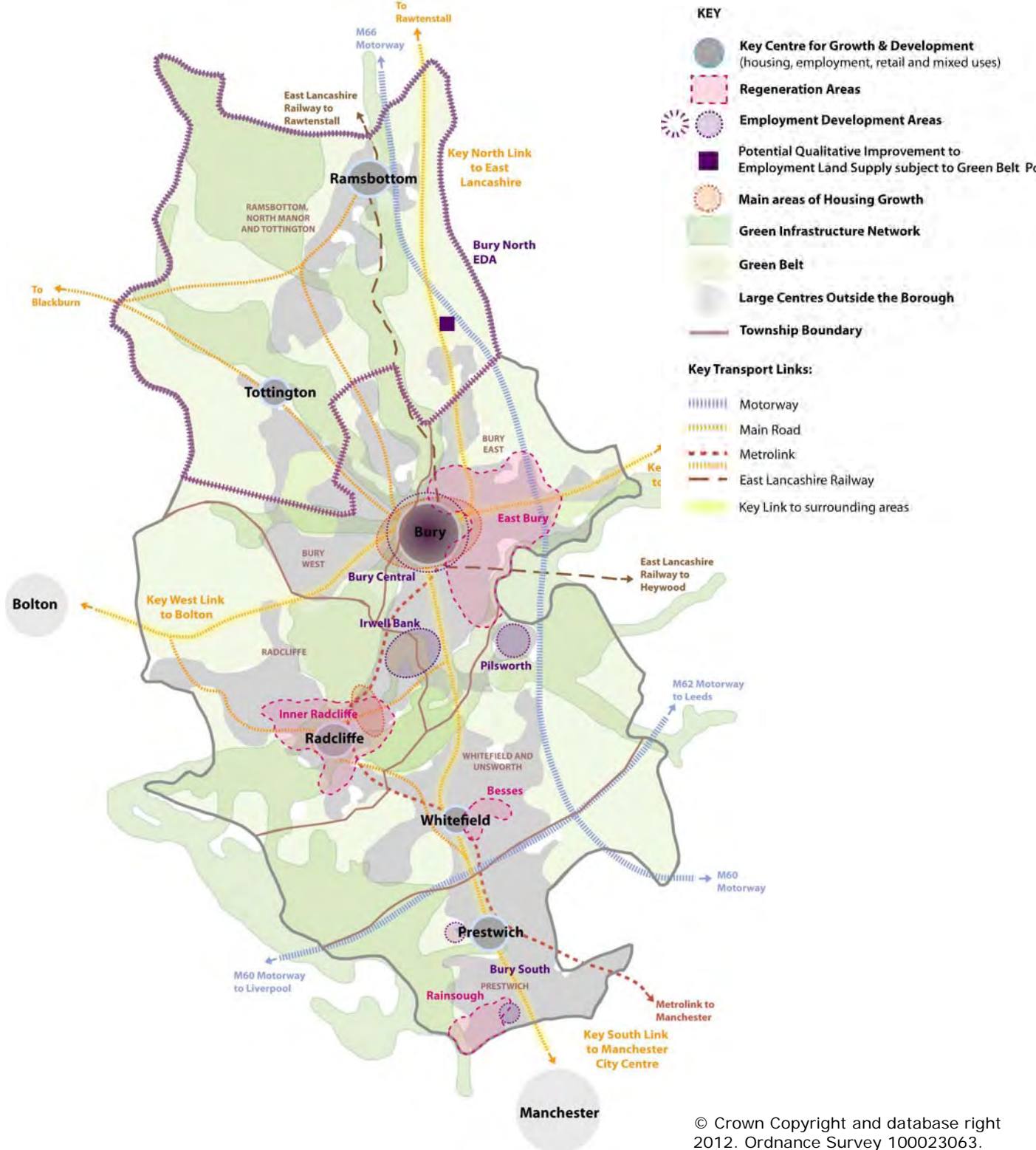
- 5.1 As described in Chapter 2, the Borough contains six readily identifiable Townships covering the following:
- **Ramsbottom, Tottington and North Manor** – which essentially covers the north of the Borough and includes Ramsbottom and Tottington Key Centres;
  - **Bury West** – which essentially comprises the residential neighbourhoods to the west of Bury Key Centre;
  - **Bury East** – which includes Bury Key Centre and the more deprived residential neighbourhoods to the east;
  - **Radcliffe** – which includes the Radcliffe Key Centre and its surrounding neighbourhoods;
  - **Whitefield and Unsworth** – which includes the Whitefield Key Centre and extends across the width of the Borough to the north of the M60 to include Whitefield's surrounding residential neighbourhoods; and
  - **Prestwich** – which includes the Prestwich Key Centre and surrounding neighbourhoods to the south of the M60.
- 5.2 This Chapter includes the Key Diagram, which expresses the main spatial features of the Core Strategy at the Borough-wide level before refining this to the Township level and including a series of Township Frameworks which draw out the main implications of the Strategy for each area.
- 5.3 The National Planning Policy Framework (NPPF) includes provision for local communities to develop neighbourhood plans which can provide an opportunity for communities to ensure that they get the right types of development for their community. However, in doing so, national policy specifies that neighbourhood plans should be aligned with the strategic needs and priorities of the wider local area and they must be in general conformity with the strategic policies of the Local Plan.
- 5.4 To facilitate this, the NPPF specifies that local planning authorities should set out clearly their strategic policies for the area. The following Township Frameworks will provide a useful interpretation of the Spatial Strategy at a more local level and will provide an important guide should there be any future work on neighbourhood plans.



## Key Diagram

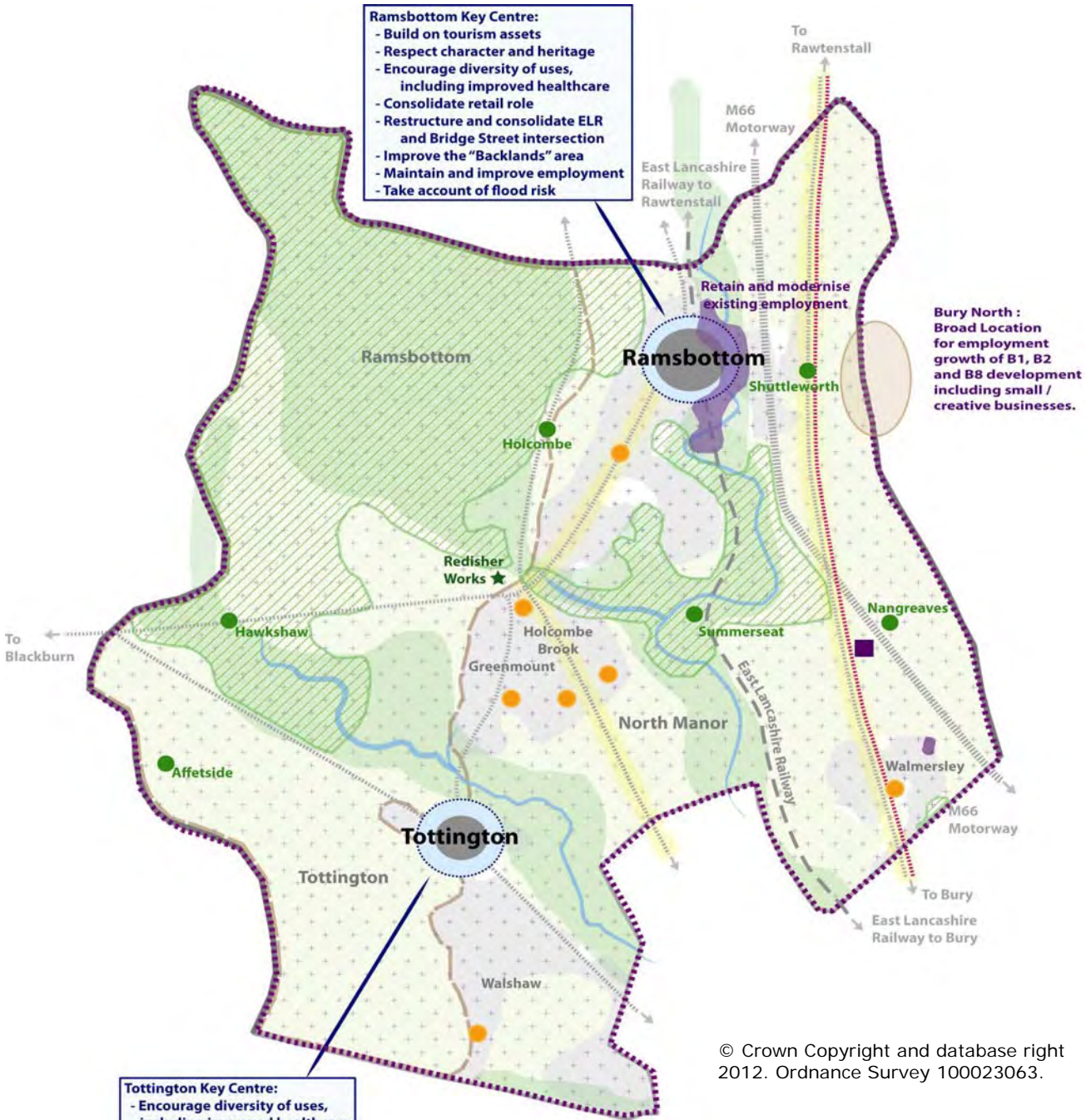
5.5 The following Key Diagram is a diagrammatic interpretation of the main features of the Spatial Framework at the Borough-wide level.

Figure 35 - The Core Strategy Key Diagram



# Ramsbottom, Tottington and North Manor

Figure 36 – Ramsbottom, Tottington and North Manor Township Framework



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KEY			
	Bury Borough Boundary		Main Road
	Township Boundary		East Lancashire Railway
	Key Centres		Quality Bus Corridor
	Built Up Area and Urban Neighbourhoods		Sustainable Transport Corridor
	Local and Neighbourhood Centres		Green Belt and Other Protected Open Land
	Motorway		Green Infrastructure
			Ecological Enhancement Areas
	Major Developed Site in the Green Belt		Village Settlements
	Rivers		Employment Generating Areas
	Broad area of Employment Growth		Fletcher Bank Quarry
			West Pennine Moors
			Potential additional employment land supply to allow for qualitative improvements, subject to very special circumstances.



## Ramsbottom, Tottington and North Manor Township Framework

### Delivering a Competitive and Diverse Local Economy

- **EMPLOYMENT:** Retain, recycle and modernise existing employment provision, particularly to the north and east of Ramsbottom town centre, and capitalise on the character of the area to attract smaller, creative industries. Subject to very special circumstances, potential to improve quality of employment land supply and further increase supply in the north at Gin Hall.
- **KEY CENTRES:** Support the role and function of Ramsbottom and Tottington as vital and viable centres containing a range of uses that support their surrounding communities.
- **RETAIL:** Consolidate the retail roles of Ramsbottom town centre, Tottington district centre and other local and neighbourhood centres. The scale of any additional retail development should be consistent with identified capacity.
- **TOURISM AND CULTURE:** Safeguard and build on tourism assets such as the East Lancashire Railway and the West Pennine Moors, particularly in the Ramsbottom area, including the encouragement of tourism-support facilities such as overnight accommodation and strengthening the town's evening economy.

### Promoting Strong, Vibrant and Healthy Communities

- **HOUSING:** Accommodate around 10% of the Borough's housing target primarily through smaller infill development on previously-developed sites.
- **COMMUNITIES:** Support communities by encouraging new and improved education, healthcare and open space, sport and recreation facilities, including enhanced health care facilities in Ramsbottom and Tottington Key Centres. Strengthen the character, role and function of Shuttleworth, Holcombe, Hawkshaw, Summerseat, Affetside and Nangreaves and seek to ensure that their communities have good access to shops, services and other facilities.

### Improving and Managing the Borough's Environment

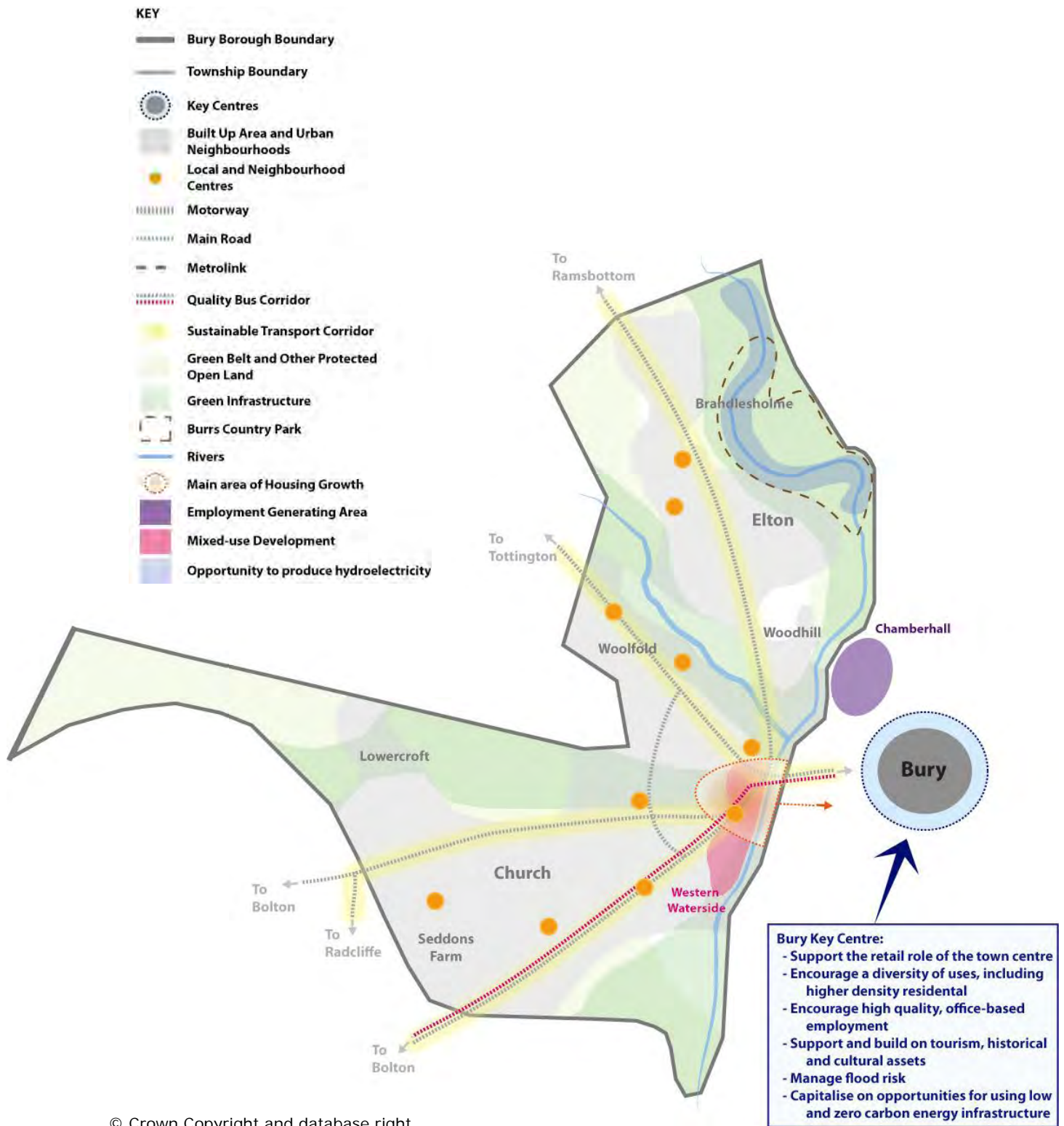
- **GREEN BELT:** Retain Green Belt designations in the Irwell Valley and to the east of Ramsbottom through Shuttleworth and Nangreaves. Restrict development within the village settlements of Shuttleworth, Holcombe, Hawkshaw, Summerseat, Affetside and Nangreaves to limited infilling which is consistent with the village's character and surroundings. Support the appropriate redevelopment of Redisher Works. Subject to very special circumstances, potential to improve quality of employment land supply and further increase supply in the north at Gin Hall.
- **GREEN INFRASTRUCTURE:** Conserve, enhance and manage a network of green infrastructure based largely on the Upper Irwell and Kirklees Valleys.
- **NATURE CONSERVATION:** Retain features of ecological value and prioritise enhancements to ecological features at Holcombe Moor and the Irwell Valley north of Summerseat.
- **FLOOD RISK:** Manage flood risk – particularly that associated with the River Irwell and its tributaries and the Critical Drainage Area that affects Ramsbottom due to surface water run off from the surrounding hills.
- **ENERGY:** Capitalise on opportunities for investment in decentralised low and zero carbon energy infrastructure, including opportunities to harness wind energy along the western and north-eastern boundary and north of the Irwell Valley.
- **HERITAGE AND LANDSCAPE CHARACTER:** Conserve, protect and enhance built heritage assets including Ramsbottom, Holcombe, Summerseat, Brooksbottoms and Mount Pleasant Conservation Areas and Affetside Cross Scheduled Ancient Monument and areas of landscape character.
- **MINERAL RESOURCES:** Manage mineral resources at Fletcher Bank Quarry.

### Improving Transport and Connectivity

- **TRANSPORT:** Improve access by walking and cycling, develop innovative and adaptable public transport in the more rural areas and support the combined use of the East Lancashire Railway as a heritage and commuter railway.

# Bury West

Figure 37 – Bury West Township Framework



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## Bury West Township Framework

### Delivering a Competitive and Diverse Local Economy

- **EMPLOYMENT:** Retain and regenerate the existing employment resources, including the Daisyfield/ Bolton Road area, and encourage new high quality, office-based employment opportunities in and around Bury town centre, such as at Chamberhall and Townside – areas accessible to Bury West Area.
- **KEY CENTRES:** Support and enhance the role and function of Bury Key Centre to serve the needs of the Bury West community and to reflect the 'Bury but Better' Vision and Development Strategy – including the redevelopment and regeneration of Western Waterside.
- **RETAIL:** Strengthen the retail role Bury town centre and consolidate local and neighbourhood centres. The scale of any additional retail development should be consistent with identified capacity.
- **TOURISM AND CULTURE:** Support and develop tourism and cultural assets, including the West Pennine Moors, the Manchester Bolton and Bury Canal and Burrs Country Park.

### Promoting Strong, Vibrant and Healthy Communities

- **HOUSING:** Capitalise on small-scale local regeneration opportunities to bring forward housing on previously-developed sites and accommodate around 10% of the Borough's housing target largely as part of mixed use schemes on the edge of Bury town centre.
- **COMMUNITIES:** Support healthy and inclusive communities by encouraging new and improved education and healthcare facilities and encouraging healthier lifestyles through improved access to open space, sport and recreation.

### Improving and Managing the Borough's Environment

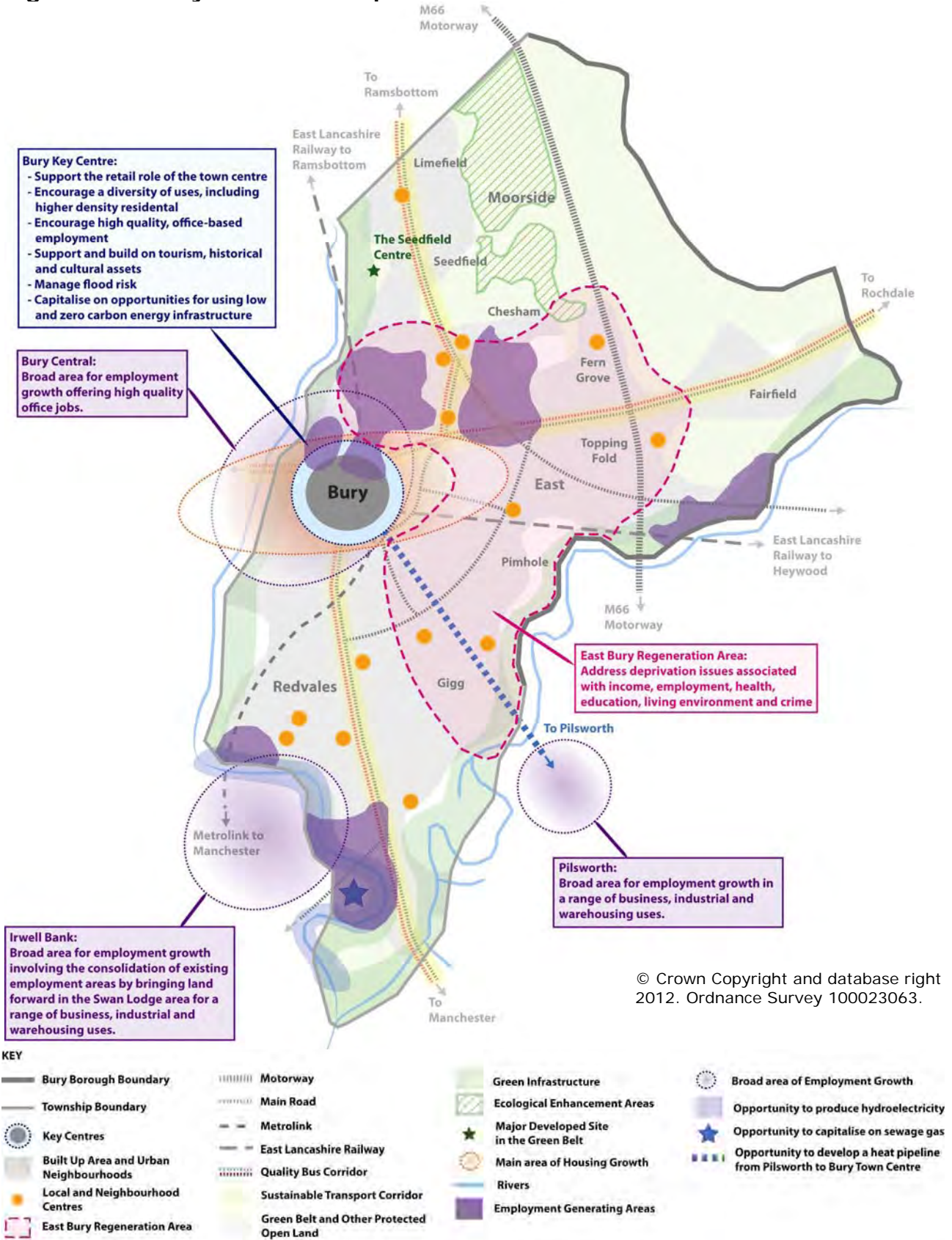
- **GREEN BELT:** Retain Green Belt designations, predominantly around Burrs, the lower Kirklees Valley and the Dow Lane area.
- **GREEN INFRASTRUCTURE:** Conserve, enhance and manage a network of green infrastructure based largely on the Upper Irwell Valley, Kirklees Valley and Elton Brook.
- **NATURE CONSERVATION:** Retain features of ecological value.
- **FLOOD RISK:** Manage flood risk – particularly that associated with the River Irwell to the west of Bury town centre (Chamberhall and Western Waterside) and Kirklees Brook.

### Improving Transport and Connectivity

- **TRANSPORT:** Work with partners to increase the capacity and frequency of Metrolink services, deliver improved local bus services along the A58 Quality Bus Corridor and upgrade and extend pedestrian and cycle links into Bury town centre.

# Bury East

Figure 38 – Bury East Township Framework



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## Bury East Township Framework

### Delivering a Competitive and Diverse Local Economy

- **EMPLOYMENT:** Retain, recycle and modernise existing employment provision, such as at Freetown, Fernhill and Bridge Hall Lane and encourage new, high quality employment opportunities in and around Bury town centre.
- **KEY CENTRES:** Support and enhance the role and function of Bury Key Centre to serve the needs of the Bury East community and to reflect the 'Bury but Better' Vision and Development Strategy, including the creation of a thriving evening economy and improved lifestyle amenities.
- **RETAIL:** Strengthen the retail role Bury town centre and consolidate local and neighbourhood centres. The scale of any additional retail development should be consistent with identified capacity.
- **TOURISM AND CULTURE:** Safeguard and develop tourism assets within Bury town centre, including The Met, Bury Transport Museum, the Fusilier Museum and East Lancashire Railway.

### Promoting Strong, Vibrant and Healthy Communities

- **HOUSING:** Accommodate around 35% of the Borough's housing target primarily through capitalising on regeneration opportunities for housing and mixed use development in and around Bury town centre.
- **REGENERATION:** Encourage investment within and around East Bury in order to assist in alleviating issues of deprivation.
- **COMMUNITIES:** Support communities by encouraging new and improved community facilities in accessible locations and encourage healthier lifestyles through improved access to open space, sport and recreation.

### Improving and Managing the Borough's Environment

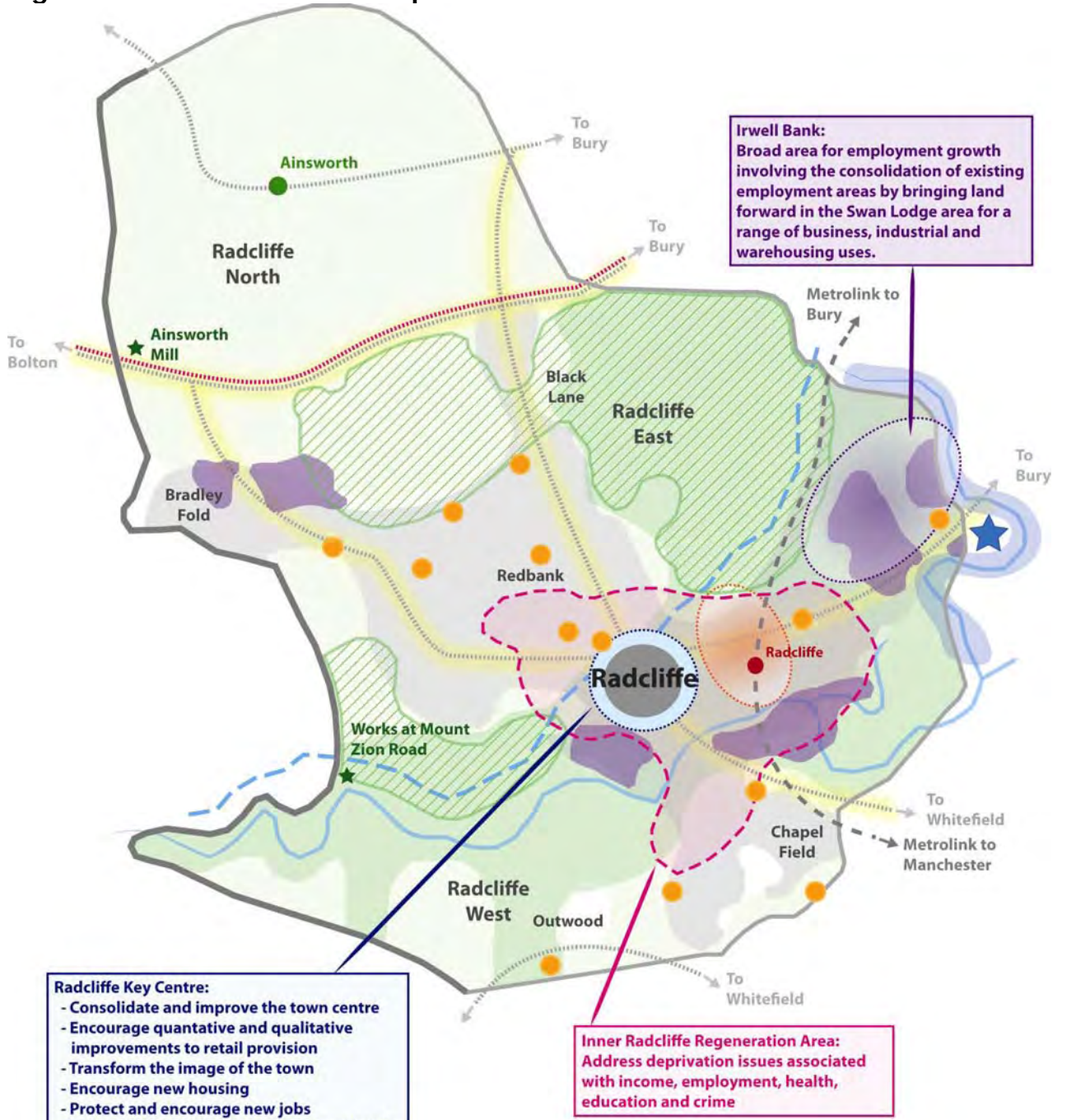
- **GREEN BELT:** Retain Green Belt designations predominantly to the east of Chesham and north of Fern Grove area.
- **GREEN INFRASTRUCTURE:** Enhance and improve connectivity to Heywood and Bury town centre predominantly along the Roch Valley.
- **NATURE CONSERVATION:** Retain features of ecological value and capitalise on opportunities for addressing shortfalls of accessible natural greenspace in the Chesham and Limefield areas.
- **FLOOD RISK:** Manage flood risk – particularly that associated with the Rivers Irwell and Roch.
- **ENERGY:** Capitalise on opportunities for investment in decentralised low and zero carbon energy infrastructure, including the introduction of heat networks in conjunction with new development in Bury town centre, wind energy opportunities in the north and eastern areas of the Borough and hydro electricity production along the River Irwell.
- **HERITAGE AND LANDSCAPE CHARACTER:** Conserve, protect and enhance built heritage assets including Bury Town Centre Conservation Areas and Castlesteads Fort and Bury Castle Scheduled Ancient Monument as well as areas of landscape character.

### Improving Transport and Connectivity

- **TRANSPORT:** Work with partners to increase the capacity and frequency of Metrolink services, deliver improved local bus services along the A58/A56 Quality Bus Corridor and upgrade and extend pedestrian and cycle links into Bury town centre.

# Radcliffe

Figure 39 – Radcliffe Township Framework



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KEY			
	Bury Borough Boundary		Main Road
	Township Boundary		Metrolink
	Key Centres		Metrolink Station
	Built Up Area and Urban Neighbourhoods		Quality Bus Corridor
	Local and Neighbourhood Centres		Sustainable Transport Corridor
	Inner Radcliffe Regeneration Area		Green Belt and Other Protected Open Land
			Green Infrastructure
	Ecological Enhancement Areas		Major Developed Site in the Green Belt
	Employment Generating Areas		Village Settlements
	Broad area of Employment Growth		Main area of Housing Growth
	Opportunity to produce hydroelectricity		Rivers
	Opportunity to capitalise on sewage gas		Manchester, Bolton and Bury Canal

## Radcliffe Township Framework

### Delivering a Competitive and Diverse Local Economy

- **EMPLOYMENT:** Retain, recycle and modernise existing employment provision, such as at 'Irwell Bank, Bradley Fold and Radcliffe East and West, and expand the 'Irwell Bank' area between Bury and Radcliffe to encourage this area to develop as one of the Borough's main areas for employment growth.
- **KEY CENTRES:** Support and enhance the role and function of Radcliffe Key Centre to serve the needs of the Radcliffe community and to reflect the 'Re-Inventing Radcliffe' Vision and Development Strategy, the 'Three Sites Masterplan' and the Radcliffe Town Centre Masterplan.
- **RETAIL:** Support and enhance Radcliffe town centre by encouraging quantitative and qualitative improvements to retail provision in accordance with identified retail capacity and consolidate local and neighbourhood centres.
- **TOURISM AND CULTURE:** Support and develop tourism and cultural assets, including the Irwell Valley and the Manchester Bolton and Bury Canal.

### Promoting Strong, Vibrant and Healthy Communities

- **HOUSING:** Accommodate around 35% of the Borough's housing target primarily through the short to medium term delivery of housing in and around Radcliffe town centre.
- **REGENERATION AREAS:** Encourage investment within and around Inner Radcliffe in order to assist in alleviating issues of deprivation.
- **COMMUNITIES:** Support communities by encouraging new and improved community facilities and encourage healthier lifestyles through improved access to open space, sport and recreation. Strengthen the character, role and function of Ainsworth Village.

### Improving and Managing the Borough's Environment

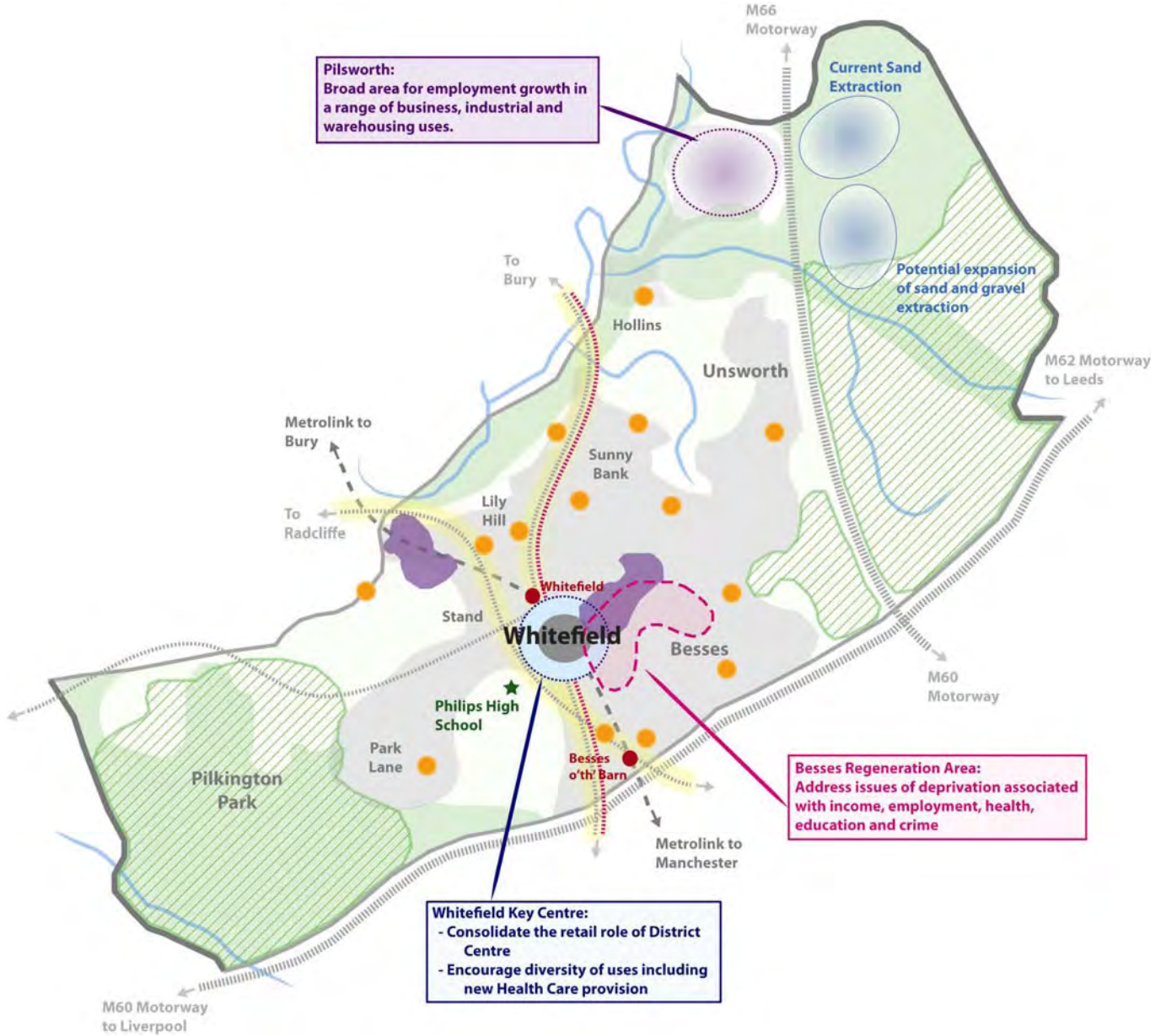
- **GREEN BELT:** Retain Green Belt designations predominantly in the Ainsworth and Elton Reservoir areas. Restrict development within the village settlement of Ainsworth to limited infilling that is consistent with the village's character and surroundings.
- **GREEN INFRASTRUCTURE:** Conserve, enhance and manage the Green Infrastructure network primarily that associated with the Lower Irwell valley and improve linkages to Bury town centre in the Irwell Bank area.
- **NATURE CONSERVATION:** Retain features of ecological value and prioritise enhancements to ecological features between Bury and Radcliffe and in the Irwell valley between Agecroft and Radcliffe.
- **FLOOD RISK:** Manage flood risk – particularly that associated with the River Irwell between Bury and Radcliffe and the Critical Drainage Area to the north and west of inner Radcliffe.
- **ENERGY:** Capitalise on opportunities for investment in decentralised low and zero carbon energy infrastructure, including the introduction of heat networks in conjunction with new development in Radcliffe town centre, wind energy opportunities in the western areas of the Borough, the use of geothermally heated mine water and hydro electricity production along the River Irwell.
- **HERITAGE AND LANDSCAPE CHARACTER:** Conserve, protect and enhance built heritage assets including the Radcliffe Tower Scheduled Ancient Monument as well as areas of landscape character.

### Improving Transport and Connectivity

- **TRANSPORT:** Improve access by walking and cycling and work with partners to increase the capacity and frequency of Metrolink services and deliver improved local bus services along the A58 Quality Bus Corridor.

# Whitefield and Unsworth

Figure 40 – Whitefield and Unsworth Township Framework



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KEY			
	Bury Borough Boundary		Besses Regeneration Area
	Township Boundary		Motorway
	Key Centres		Sustainable Transport Corridor
	Built Up Area and Urban Neighbourhoods		Green Belt and Other Protected Open Land
	Local and Neighbourhood Centres		Green Infrastructure
			Ecological Enhancement Areas
			Major Developed Site in the Green Belt
			Metrolink
			Metrolink Station
			Quality Bus Corridor
			Rivers
			Employment Generating Areas
			Broad area of Employment Growth



## Whitefield and Unsworth Township Framework

### Delivering a Competitive and Diverse Local Economy

- **EMPLOYMENT:** Retain, recycle and modernise existing employment provision, such as Park 17, and promote Pilsworth as one of the Borough's main areas for employment growth.
- **KEY CENTRES:** Support the role and function of Whitefield district centre as a community focal point.
- **RETAIL:** Consolidate the retail role of Whitefield district centre and other local and neighbourhood centres.
- **TOURISM AND CULTURE:** Support and develop tourism and cultural assets, including the Irwell Valley.

### Promoting Strong, Vibrant and Healthy Communities

- **HOUSING:** Accommodate around 3% of the Borough's housing target primarily through small-scale infill development.
- **REGENERATION AREAS:** Encourage investment in locations that will assist in alleviating issues of deprivation in Besses.
- **COMMUNITIES:** Support communities by encouraging new and improved community facilities, such as enhanced health care facilities in Whitefield Key Centres, and encouraging healthier lifestyles through improved access to open space, sport and recreation.

### Improving and Managing the Borough's Environment

- **GREEN BELT:** Retain Green Belt designations predominantly in the Unsworth area to the east of the M66 and the Parr Brook/Bury Golf Club area.
- **GREEN INFRASTRUCTURE:** Conserve, enhance and manage the Green Infrastructure network primarily that associated with the Lower Irwell valley and the Roch valley and improve linkages into Rochdale.
- **NATURE CONSERVATION:** Retain features of ecological value and prioritising enhancements to ecological features to the east of Unsworth and in the Lower Irwell valley between Agecroft and Radcliffe.
- **FLOOD RISK:** Manage flood risk – particularly that associated with the River Roch and Hollins and Parr Brooks.
- **ENERGY:** Capitalise on opportunities for investment in decentralised low and zero carbon energy infrastructure, including harnessing landfill gas from Pilsworth and develop a heat pipeline into Bury town centre.
- **HERITAGE AND LANDSCAPE CHARACTER:** Conserve, protect and enhance built heritage assets including the All Saints Conservation Area as well as areas of landscape character.
- **MINERAL RESOURCES:** Ensure the sustainable management of existing and extended minerals extraction at Pilsworth.

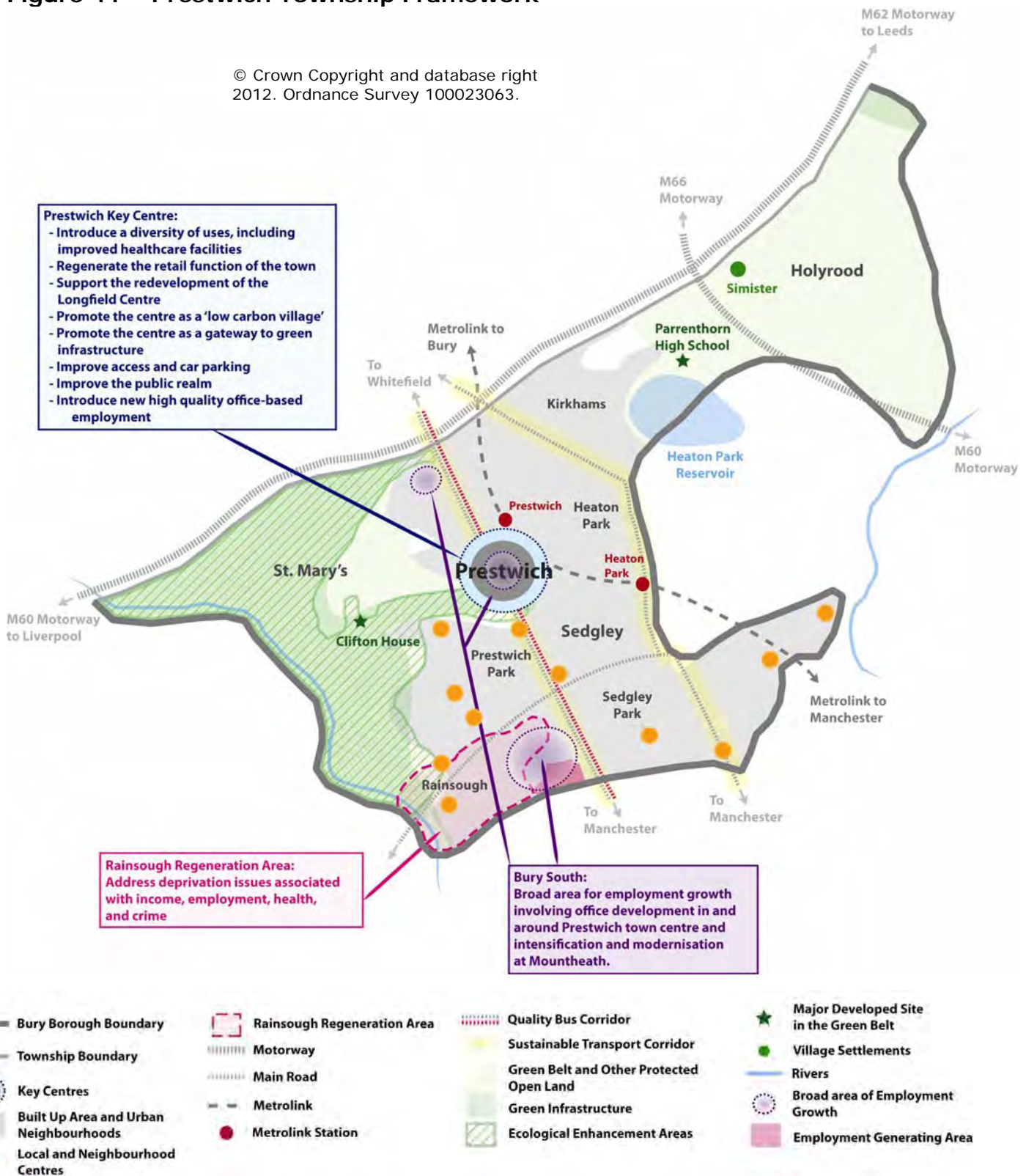
### Improving Transport and Connectivity

- **TRANSPORT:** Improve access by walking and cycling and work with partners to increase the capacity and frequency of Metrolink services and deliver improved local bus services along the A56 Quality Bus Corridor.

# Prestwich

Figure 41 – Prestwich Township Framework

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## Prestwich Township Framework

### Delivering a Competitive and Diverse Local Economy

- **EMPLOYMENT:** Retain, recycle and modernise existing employment provision at Mountheath and encourage new, high quality employment opportunities in and around Prestwich town centre.
- **KEY CENTRES:** Support and enhance the role and function of Prestwich Key Centre to serve the needs of the Prestwich community and to reflect the 'Love Prestwich Village' Strategy.
- **RETAIL:** Support and enhance Prestwich town centre by encouraging quantitative and qualitative improvements to retail provision within identified levels of capacity, prioritising the redevelopment of the Longfield Centre, and consolidate Sedgley Park district centre and local and neighbourhood centres.
- **TOURISM AND CULTURE:** Support and develop tourism and cultural assets, including the Irwell Valley.

### Promoting Strong, Vibrant and Healthy Communities

- **HOUSING:** Accommodate around 7% of the Borough's housing target primarily through the delivery of housing in and around Prestwich town centre.
- **REGENERATION AREAS:** Encourage investment in locations that will assist in alleviating issues of deprivation in Rainsough.
- **COMMUNITIES:** Support communities by encouraging new and improved community facilities, such as new health care facilities in Prestwich Key Centres, and encouraging healthier lifestyles through improved access to open space, sport and recreation. Strengthen the character, role and function of Simister Village.

### Improving and Managing the Borough's Environment

- **GREEN BELT:** Retain Green Belt designations predominantly around Philips Park, Prestwich Clough and Drinkwater Park to the west and Simister to the east.
- **GREEN INFRASTRUCTURE:** Conserve, enhance and manage the Green Infrastructure network primarily that associated with the Lower Irwell valley.
- **NATURE CONSERVATION:** Retain features of ecological value and prioritise enhancements to ecological features in the Irwell Valley between Agecroft and Radcliffe.
- **ENERGY:** Capitalise on opportunities for investment in decentralised low and zero carbon energy infrastructure, particularly in association with new development in Prestwich town centre.
- **HERITAGE AND LANDSCAPE CHARACTER:** Conserve, protect and enhance built heritage assets including Poppythorn and St. Mary's Conservation Areas as well as areas of landscape character.

### Improving Transport and Connectivity

- **TRANSPORT:** Improve access by walking and cycling and work with partners to increase the capacity and frequency of Metrolink services and deliver improved local bus services along the A56 Quality Bus Corridor.



# Chapter 6

## Delivering Bury's Strategy

**In this Chapter we look in detail at the Delivery Mechanisms and Partners and Infrastructure Requirements which will be needed to enable the Core Strategy to move forward.**



# Delivering Bury's Strategy

# 6

## 6.1 Introduction

6.1.1 The Core Strategy has put in place a framework for the type, amount and spatial distribution of the growth and development which the Borough is seeking to attract and accommodate up to 2029. Whether this growth and development comes forward as anticipated will be dependent upon a wide range of factors, many of which are beyond the control of the Council, such as future economic and market conditions. However, there are a number of ways in which the Council can, and must, seek to ensure that, as far as possible, its proposals are capable of being delivered within the lifetime of the Plan.

6.1.2 First and foremost the Council has a number of roles to play in creating the conditions and putting in place the mechanisms which will allow growth and development to come forward in line with the Core Strategy. These can be summarised as follows:

### **Partnering role**

6.1.3 Working with partners is embedded in much of the work undertaken by the Council, particularly through the Local Strategic Partnership which brings together key local partners to establish a shared vision for the Borough. It is recognised that continued partner working will be required to deliver the Core Strategy, particularly in seeking to ensure the timely delivery of the supporting infrastructure which will be needed to allow growth and development to take place in a satisfactory manner.

### **Enabling role**

6.1.4 Delivery and implementation in Bury is already very much focussed on the 'enabling role' of the Council, which relies on the Council being able to create the right conditions to allow others to deliver – be that other public sector organisations, the private sector or the 'third' sector. This is essential in a borough like Bury because the area is seen to be relatively affluent and does not qualify for much of the support and financial assistance available to many of our neighbours which, in turn, enables them to take a more direct role in the delivery of development. This can take the form of a strategic coordination role working with partners to enable the provision of infrastructure, or the compulsory purchase of land to allow development to come forward.

### Regulatory role

- 6.1.5 The Council has a vital role to play in the implementation of the Core Strategy through its powers as the local planning authority. The Core Strategy spatial and development management policies set a strong and robust framework for guiding and controlling development and will be the starting point for making decisions on planning applications.
- 6.1.6 Where development is carried out without planning permission or where planning conditions attached to a permission are not complied with, the Council will consider enforcement action where it is considered expedient to do so. In considering enforcement action, the Council will adhere to its procedures as set out in its 'Customer Charter for the Planning Enforcement Service'.
- 6.1.7 The Council is under no obligation to commence action on the basis that development has started without planning permission or if a condition has not been complied with. However, in considering whether such action is appropriate, the Council will have particular regard to whether the breach would unacceptably affect public amenity or the existing use of land and buildings meriting protection in the public interest.
- 6.1.8 Where unauthorised development has led to harmful effects, the Council will initially encourage the owner or occupier to voluntarily remedy the situation. However, where this initial attempt results in an unsatisfactory conclusion, the Council will, in the interests of securing remedy as quickly as possible, commence enforcement proceedings without entering into further negotiation.
- 6.1.9 It will usually be inappropriate for the Council to commence enforcement proceedings in instances where there has been a minor breach of control which causes no harm to amenity in the locality of the site.
- 6.1.10 The Core Strategy also includes the Council's approach to developer contributions (Policy DEL1) which will ensure that developers contribute to the infrastructure requirements of new development, through direct provisions and /or contributions through commuted sum payments. Further Local Plan Development Plan Documents (DPDs), such as the Site Allocations DPD, and Supplementary Planning Documents (SPDs) will also have an important role in regulating development.

### Managing role

- 6.1.11 Planning policy has moved away from reliance on a 'predict and provide' approach over recent years and has now adopted a more responsive 'plan, monitor and manage' approach. However, to ensure that this approach is effective, the Council recognises that it needs to have in place the means to undertake regular and robust monitoring of its Core Strategy policies and the necessary mechanisms to allow policies to be revised, where appropriate, to keep implementation and delivery on track. This will be reported in the Local Authority's Monitoring Report (AMR) which will identify whether policies are working as intended or need to be revised.

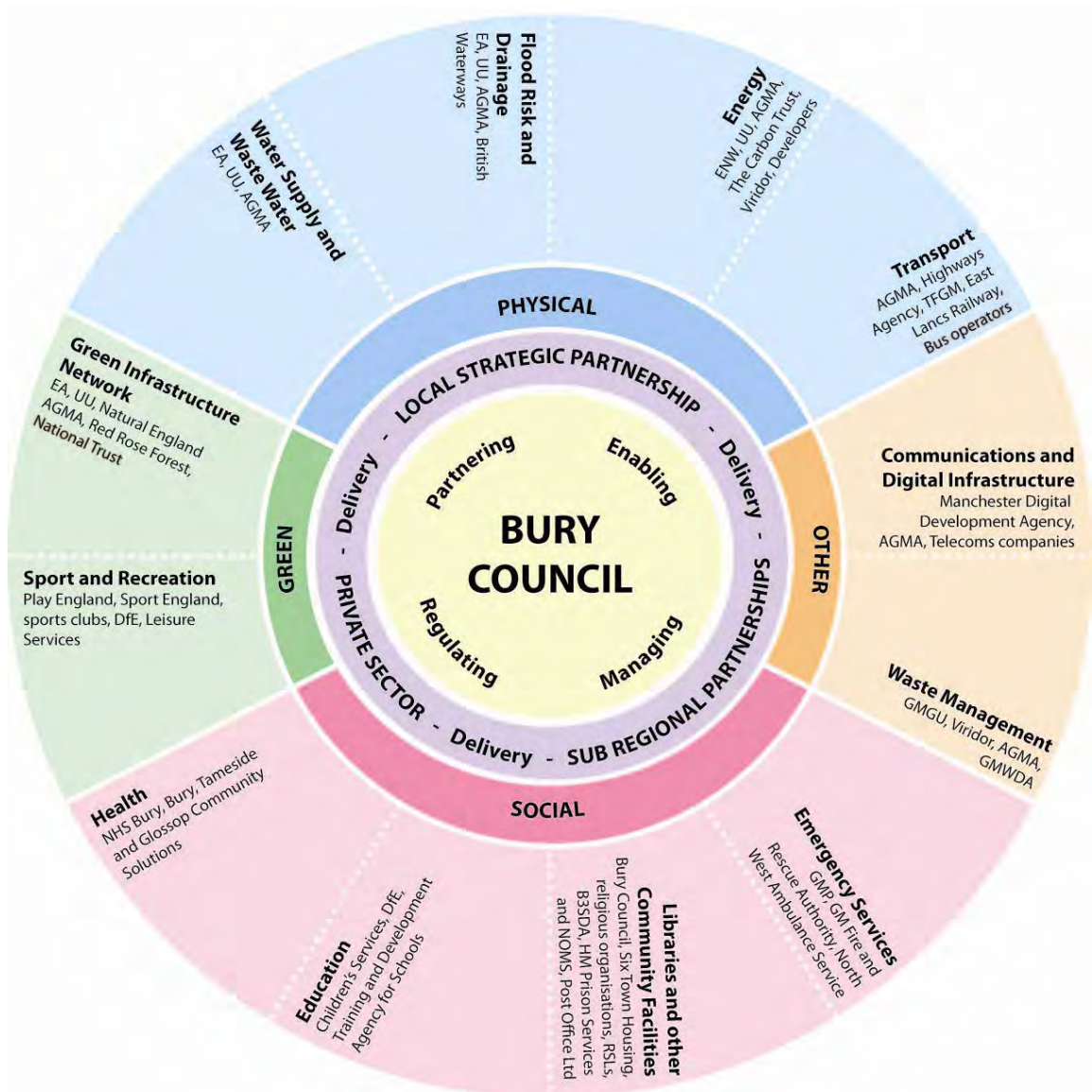


- 6.1.12 The above roles are explored further in the following sections which look in detail at the **Delivery Mechanisms and Partners** and **Infrastructure Requirements** which will be needed to enable the Core Strategy to move forward and also in the **Monitoring** chapter (Chapter 7) which sets out how performance will be measured and managed.

## 6.2 Delivery Partners and Mechanisms

- 6.2.1 The spatial planning approach incorporated in the Core Strategy addresses a wide range of physical, social, environmental and other infrastructure issues, and, hence, the Council cannot deliver the Core Strategy’s Vision and Objectives by itself. The Council’s delivery roles and responsibilities, therefore, sit within a wider partnership structure operating from the local to the sub-regional and national level. Key infrastructure types and the partners involved are set out in Figure 55.
- 6.2.2 It should be noted that infrastructure delivery mechanisms in general may evolve and change over time and that information in the Delivery Section is that which is current at the time of writing.

Figure 42 – Key Types of Infrastructure and Partners



## Local Partners and Mechanisms

- 6.2.3 At the local level, the **Bury Local Strategic Partnership** (LSP) (“Team Bury”) brings together the key local partners including Bury Council, **NHS Bury, Greater Manchester Police, Bury Third Sector Development Agency**, representatives of **local residents, businesses** and **environmental organisations**. Team Bury has agreed a vision through the Community Strategy ‘*to make Bury a great place to live, work, study and visit*’, and the Core Strategy will be a key contributor towards achieving this vision.

## Strategic Sub-Regional Partners and Mechanisms

- 6.2.4 At the sub-regional level, Bury is part of the **Association of Greater Manchester Authorities** (AGMA). The 10 Greater Manchester authorities work together to progress a shared Manchester City Region agenda, and have established a Multi Area Agreement, which sets out a shared approach to economic growth and which is intended to improve not only the quality of life of individuals but also contribute towards building safer, stronger and more prosperous communities. A Greater Manchester Spatial Strategy has also been developed that sets strategic priorities for the city to 2020, with a vision of ‘*sustainable economic growth based around a more connected, talented and greener city region where the prosperity secured is enjoyed by the many and not the few*’.
- 6.2.5 On 1 April 2011 the AGMA authorities established the **Greater Manchester Combined Authority**. This sub-regional body has its own legal identity and can act across the whole of Greater Manchester, taking on functions and responsibilities for economic development, regeneration and transport.
- 6.2.6 During April 2011 the **Greater Manchester Local Enterprise Partnership** (LEP) also became operational. The LEP is private sector led and consists of a non-local authority chair with up to 12 board members, comprising four from local government and eight from outside local government. The Greater Manchester LEP will play a key role in shaping the strategy for Greater Manchester and overseeing delivery in areas such as employment and skills, support for new businesses, inward investment, planning, housing and transport.
- 6.2.7 Within the AGMA governance structure, separate commissions have been set up to take forward work programmes which are aligned with the Greater Manchester Strategy, many of which will contribute to the delivery of infrastructure across the city region and will also support the delivery of Bury’s Core Strategy. For example, the Commission for the New Economy plays a strategic role in directing resources to deliver services required to enable economic development and job creation to take place, and a key objective of the Planning and Housing Commission is to work with partners to ensure that the necessary infrastructure capacity is in place to support the city region’s growth ambitions.

- 6.2.8 AGMA is also working jointly with the **Homes and Communities Agency** (HCA) through the 'single conversation' process, and has established protocols for working with the Environment Agency, United Utilities and the Highways Agency. These protocols set out an agreed approach to joint working, to ensure timely provision of the infrastructure necessary to deliver the strategy. The Core Strategy will also ensure that development is located and managed in a way that will minimise the impacts on existing infrastructure, as it is accepted that the provision of new infrastructure is not always an appropriate option.
- 6.2.9 The protocols for joint working with the **Environment Agency** and **United Utilities** will ensure the alignment of investment programmes and strategies, including Surface Water Management Plans, and facilitate partnership and joint working. The Core Strategy also incorporates the sequential approach to the location of development and an integrated approach to drainage to reduce risk of flooding and the pressure on the sewer network, thereby reducing the need for future infrastructure investment.
- 6.2.10 A protocol has also been drawn up between AGMA and the **Highways Agency** which sets out agreed arrangements for joint working. It will ensure that satisfactory arrangements are in place to deliver the development planned for the first five years of the emerging Core Strategies and an agreed approach is in place which will allow transport impacts and infrastructure delivery issues in the medium to longer term to be properly addressed. The protocol recognises that due to the nature of funding transport schemes, planned interventions which address the transport impacts of Local Plans in the short term (0-5 years) will be confined to those schemes already committed and those which have arisen out of the AGMA Scheme Prioritisation process.
- 6.2.11 The protocol recognises that continual monitoring of new development sites will be required in order to determine the future transport requirements and feasible interventions during the latter phases of the Local Plan period (5-10 and 10-15 years). It will be particularly important to consider the impact of the Highways Agency planned schemes on the strategic network and consider other possible interventions which may need to be incorporated into future Local Transport Plans.
- 6.2.12 The management and delivery of transport infrastructure is co-ordinated at the Greater Manchester level through the Local Transport Plan (LTP). This is put together by the Transport for Greater Manchester Committee, which is a joint committee of the GM Combined Authority and the ten GM authorities, and includes input from local stakeholders. **Transport for Greater Manchester** is responsible for implementing the transport policy decisions of the Greater Manchester Combined Authority and Transport for Greater Manchester Committee, although bus and tram services are operated by the private sector. The LTP sets out a five year strategy for the management, maintenance, development and monitoring of the Greater Manchester transport system. Future Local Transport Plans will take account of the development proposed by the Core Strategy.

- 6.2.13 Work is also being undertaken on Waste and Minerals at the sub-regional level, by **Greater Manchester Minerals and Waste Planning Unit** who are leading on the preparation of a Joint Waste DPD and Joint Minerals DPD for Greater Manchester.
- 6.2.14 Bury is currently also working alongside other Greater Manchester authorities, **Natural England** and Red Rose Forest to deliver a Green Infrastructure Framework for Greater Manchester. At the local level the Council is formulating Green Infrastructure Strategies and investment programmes for the Bury Green Infrastructure Framework in alignment with Environment Agency river management activities and Red Rose Forest investment. **Red Rose Forest** is a partnership of Natural England, the Forestry Commission, the boroughs of Bolton, Bury, Trafford, Wigan, Manchester and Salford, with private sector investment from United Utilities, with a mission to transform a large part of Greater Manchester into a greener, healthier and more satisfying place to live, work and invest.

### Private Sector Delivery

- 6.2.15 Delivery of the Core Strategy will clearly also require the involvement of the private sector such as utilities providers, public transport operators and private developers. The role of United Utilities in relation to water and drainage has previously been mentioned. In relation to energy, **Electricity North West** (ENW) are the distribution network operator in the Borough. The Council have had discussions with ENW in the preparation of the Core Strategy, and will continue to do so to ensure the delivery of the Core Strategy.
- 6.2.16 Municipal waste management and disposal is the responsibility of the Greater Manchester Waste Disposal Authority and is at present being undertaken through a PFI contract by **Viridor Waste Management**. Private sector waste companies have been involved in future waste planning through the Greater Manchester Joint Waste DPD. The Council is also working with Viridor to explore opportunities to generate energy from waste, and GMWDA is working with Viridor Laing to construct facilities that generate energy from household wastes.
- 6.2.17 Public transport is largely provided by private sector **transport operators**, and the Council will continue to work with Transport for Greater Manchester through the Local Transport Plan process to ensure public transport needs are met.
- 6.2.18 The delivery mechanisms identified above will ensure that the essential infrastructure is in place to allow development to come forward. **Private developers** will be responsible for the majority of new development across the Borough, and will also have a role to play in contributing to the infrastructure needs that new development generates. This will be secured through a combination of direct provision, such as Sustainable Urban Drainage Systems or other on site works, and contributions to off site requirements through commuted sum payments as appropriate. The types of infrastructure that developers may be required to make provision for are set out in Policy DEL1.

## 6.3 Infrastructure Requirements

- 6.3.1 The current infrastructure position in Bury is detailed in **the Bury Infrastructure Delivery Plan 2011 (Bury IDP)** which accompanies the Core Strategy.
- 6.3.2 The Bury IDP provides evidence of what physical, social, green and other infrastructure is needed to enable the amount of development proposed for the area to come forward, taking account of its type and distribution. The Bury IDP also considers who will provide the infrastructure and when it is anticipated that it will be provided. The IDP recognises that it not only has a role in supporting the Core Strategy but, in parallel, needs to influence the strategies and investment plans of the Local Authority and other organisations. In this context infrastructure planning is as much about the process of engagement with infrastructure providers, influencing where investment should be directed and defraying the costs of new infrastructure than it is about the process of identifying existing and planned investment projects. The infrastructure planning process is illustrated in Figure 56.

**Figure 43 - Infrastructure Planning Process**



- 6.3.3 The Bury IDP breaks down infrastructure requirements for the Core Strategy into the following broad categories:

- **Physical infrastructure** which provides the water, drainage, energy and transport facilities that allow businesses to thrive, make homes habitable and ensure a highly accessible borough;
- **Green infrastructure** which fulfils a growth support function in providing the much needed open spaces for communities, helping to prevent flooding and improving biodiversity and air quality;
- **Social infrastructure** which provides accommodation for health, education and community services; and
- **Other infrastructure**, including communications and digital infrastructure and waste management, which provides essential support facilities.

6.3.4 The following sections set out the current position on infrastructure provision and requirements. These assessments are based on the current Bury IDP but it should be noted that the IDP is a 'living document' and changes are likely over the period of the Core Strategy. Many of the actions identified are ongoing, and will continue over the lifetime of the Core Strategy.

## 6.4 Physical Infrastructure

### Water Supply and Wastewater

- 6.4.1 Water infrastructure covers the supply of potable water and the treatment of foul water, services which are essential for the health and well being of the community. Within Bury these services are provided by United Utilities (UU). United Utilities Water Resources Management Plan (September 2009) sets out how United Utilities intend to maintain water supplies across North West England over the period to 2035.
- 6.4.2 **Potable water** supplies to Bury are managed at a regional level in a fully integrated manner through a single Integrated Resources Zone serving South Cumbria, Lancashire, Greater Manchester, Merseyside, most of Cheshire and parts of Derbyshire. Within the Integrated Resource Zone water supplies are capable of being managed/directed on a flexible basis through a network of pipelines and the new West-to-East link will further strengthen this network for the period 2015 and beyond. Therefore, in overall terms, no water supply problems are envisaged for the level of development planned in the Core Strategy. However, in support of water efficiency best practice, it will be necessary to ensure that new development seeks to reduce its demand for potable water through a variety of water saving measures and Policies CP1 and EN9 can contribute towards this through the incorporation of sustainable and environmental design techniques and SuDS techniques that incorporate water harvesting.
- 6.4.3 **Wastewater** from Ramsbottom, Tottington, Bury and Whitefield is treated in Bury Wastewater Treatments Works (WwTW) at Blackford Bridge. Radcliffe and Prestwich are served by Bolton WwTW at Ringley Fold. We are aware from liaison with UU that the WwTWs at Bury and Bolton are at hydraulic and

close to treatment capacity. However, overall our understanding from dialogue with UU is that wastewater treatments should not be an issue for development in Bury in the short term (next 5 years), although issues may arise in the longer term (10 years) if surface water is not carefully managed. Additional infrastructure to support the Core Strategy in the short term is not required and additional need generated by development can be met through planning obligations and the policy framework.

- 6.4.4 The approach to potable water and wastewater also overlaps with flood risk management and drainage (see below). Development will be managed to take up spare capacity, where feasible, and, where this is not possible, may be phased so that new infrastructure capacity can be provided without environmental harm. The Council will continue to work with UU through AGMA's Flood Risk/Water Management Group or directly where there are issues associated with individual sites/areas.
- 6.4.5 In summary, therefore, the approach to potable water supply and wastewater management will address the following Action Points:



Approach and actions to support the delivery of potable water and waste water infrastructure			
No.	Action	Status	Timeframe
1	Enforce the water efficiency standards in the Code for Sustainable Homes and BREEAM best practice for other buildings.	Required	2012-2029
2	Implement SuD techniques to reduce potable water usage (where water harvesting is utilised) and manage surface water.	Required	2012-2029
3	Maintain the partnership and collaborative approach with EA and UU to bring about more sustainable water management at the development and community scale and deliver necessary investment in a co-ordinated manner.	Required	2012-2029
4	Maintain and review if necessary the Protocols for joint working and regular liaison meetings.	Required	2012-2029
5	Work with UU to deliver AMP 5 projects and investments.	Required	2012-2029
6	If necessary, phase development to coincide with AMP investments such as flood resilience at Bury WwTw and public surface water sewer networks which may come forward through AMP 6 (2016 - 2020) and AMP 7 (2021 - 2025)	Required	2016 - 2025
7	Implement drainage rates recommended by the SFRA to reduce surface water within the sewer network (see below) and develop Green Infrastructure strategy.	Required	2012-2029
8	Progress the SWMP for Bury and Radcliffe and other integrated drainage strategies.	Required	2012-2029
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Environment Agency</li> <li>▪ United Utilities</li> <li>▪ AGMA</li> </ul>			

## Flood Risk Management and Drainage

6.4.6 Policy EN7 sets out the approach towards managing flood risk, particularly in those parts of the Borough that have been identified through Strategic Flood Risk Assessments as being at greatest risk. This is supported by Policy EN8 which seeks to ensure that new development is not subject to unacceptable levels of risk, does not result in increased flood risk elsewhere and, where possible, achieves reductions in flood risk overall.

- 6.4.7 The Core Strategy has sought to guide development away from flood risk areas as far as possible, but sequential testing has demonstrated that this cannot be fully achieved for the levels of development required in the Radcliffe and Ramsbottom areas. It is recognised that further work will be required to investigate the following matters:
- In the Radcliffe area there is potential risk from both the River Irwell and River Roch and their tributaries, Hutchinson's and Bealey's Goits coupled with the Manchester, Bury and Bolton Canal, Elton Reservoir and surface water. An integrated, planned and engineered solution for the whole area would be the most sustainable approach and would help to deliver reductions in flood risk to both new and current developments. In response to this, the Environment Agency is to produce an integrated flood mitigation strategy for the area. This strategy will examine the particular issues associated with flood risk and will establish a strategic approach towards mitigating risk in this area. This strategy will be used to inform the specific approach to development proposals, including the identification of circumstances and opportunities for developer contributions towards investment in additional flood risk and water management infrastructure.
  - Ramsbottom is at risk from the river and surface water. The town centre is defended but is at risk from a flow path which originates in Stubbins but flows alongside the East Lancashire Railway via the swimming pool and then down Crow Lane. Water then ponds behind the river defences. The flow route needs to be managed/cut off to make safe.
- 6.4.8 The Council will continue to work with UU and EA in accordance with AGMA protocols for joint working to follow an integrated approach to drainage to reduce risk of flooding against a backdrop where climate change is likely to make severe storms events more frequent. This will reduce the volume of storm water which enters the sewer network via the proactive involvement in the development and implementation of Surface Water Management Plans (SWMPs), together with the sharing of knowledge, expertise and information. Investment will be co-ordinated where this is a realistic and reasonable action.
- 6.4.9 **Additional infrastructure investment will be necessary to serve existing communities and new development in Radcliffe and Ramsbottom** and the approach to flood risk management and drainage will need to address the following Action Points:

Approach and actions to support the delivery of flood risk management infrastructure			
No.	Action	Status	Timeframe
1	Apply the sequential test and, if necessary, the exceptions tests, in order to reduce the need for additional infrastructure.	Required	2012-2029

2	Prepare an integrated strategy for Radcliffe to align with the SWMP, integrate and coordinate investment planned by EA and UU and the private sector.	Required	2012-2029
3	Commence an integrated and partnership approach to flood risk management. This will be determined by ongoing programmes for joint working, with the EA and UU, production of Surface Water Management Plans and implementation of new responsibilities outlined in the Flood and Water Management Act (2010) and Flood Risk Regulations (2009).	Required	2012-2029
4	Work with the Environment Agency and UU to produce an integrated flood mitigation strategy for the Bury-Radcliffe area. Funding has been committed by EA to progress this work. Until the flood mitigation strategy for the Bury-Radcliffe area is produced, the sequential approach to single site development and development layouts will be applied.	Required	2012 - 2017
5	Utilise developer contributions / CIL to bring forward additional infrastructure within areas of need.	Required	2012-2029
6	Work closely with the Environment Agency and other partners to cut off the flood flow route in Ramsbottom on the west side of the Irwell.	Desirable	2012-2029
<p><b>Main Partners Involved</b></p> <ul style="list-style-type: none"> <li>▪ United Utilities</li> <li>▪ Environment Agency</li> <li>▪ British Waterways</li> <li>▪ AGMA</li> </ul>			

## Energy and Carbon Management

6.4.10 The principal energy supplies of concern to the Core Strategy are **electricity** and **gas**.

### Electricity

6.4.11 **Electricity North West Limited (ENW)** operates under a licence to distribute electricity through its network, with a specified distribution service area covering the North West of England. Previously part of the United Utilities Group, ENW is now a separately owned business. ENW owns the electricity distribution network in North West England, distributing electricity to customers on behalf of the electricity supply companies. At a more site specific scale Independent Distribution Network Operators (IDNOs) provide

connections from ENW's network to specific sites e.g. in Bury the IDNO for The Rock retail and leisure development is Energetics.

- 6.4.12 Discussions with ENW indicate that there are no areas within Bury where electricity supply is likely to constrain development in the immediate future, but there are some parts of the Borough, namely Bury town centre and the northern part of the Borough, where the electricity utilisation loads are at +90% and additional investment will be required to increase capacity in the medium term if significant new loads need to be connected. It should be noted that loads can be switched from one sub-station to another in order to maintain supply at periods of high load. As part of the development of The Rock a new primary substation was provided by Energetics (an IDNO), which currently has spare capacity. In the event that a proposal places significant demands upon the supply capacity resulting in the requirement for new infrastructure then the developer will be required to contribute to the costs, as was the case with the Rock development.

### Gas

- 6.4.13 Gas transmission and distribution in the UK is owned and operated by National Grid and comprises three main tiers:
- National Transmission System (NTS);
  - Local Transmission System (LTS); and
  - Distribution System (DS)
- 6.4.14 **National Grid Gas Distribution (NGGD)** is responsible for the operation of the Distribution Service from which customers are supplied and they indicate there are no gas supply issues affecting development in Bury.

### Carbon Management

- 6.4.15 However, the Core Strategy is not just concerned with ensuring adequate energy supplies to support new development. It is also striving to take Bury in the direction of becoming a low carbon Borough. Policy EN10 sets out the Council's approach in moving towards a zero carbon Borough and identifies a number of specific opportunities for investment in decentralised low and zero carbon energy infrastructure in the Borough. The intention is to bring forward energy opportunity frameworks in the key opportunity areas in order to ensure the implementation of energy infrastructure. A number of these have already been completed, for example for Bury Heat Pipeline. The low carbon agenda is also supported by Policy EN11 which sets out how the Council will seek to reduce carbon emissions from new buildings.
- 6.4.16 **Additional investment in energy/low carbon provisions is necessary to support the delivery of the Core Strategy and key development areas.** This presents both issues and opportunities, in that part of the distribution network in Bury is nearing capacity and additional investment by ENW is required. However, this may be off-set in part by new decentralised generation, which will also provide social, economic and environmental benefits, helping Bury work towards a low carbon economy.

<b>Approach and actions to support the delivery of energy and low carbon infrastructure</b>			
<b>No.</b>	<b>Action</b>	<b>Status</b>	<b>Timeframe</b>
1	Bring forward Energy Opportunity Frameworks / master plans for key regeneration and development areas and delivery plans for identified opportunities.	Required	2012-2029
2	Identify the feasibility of connecting new development in Bury Town centre to the IDNO infrastructure at the Rock.	Required	2012-2029
3	Undertake feasibility assessments for strategic energy opportunities to support new development.	Required	2012-2017
4	Undertake financial modelling and develop a business case for Bury Heat Pipeline.	Required	2012-2017
5	Continue to engage ENW and other stakeholders through AGMA's Governance structures, the Greater Manchester Energy Group and LCEA work programme.	Required	2012-2029
6	Provide the right planning framework at the sub-regional and local level to enable decentralised, low and zero carbon energy to come forward, especially within key growth areas and other areas of constrained electricity supply and distribution capacity.	Required	2012-2029
7	Work with AGMA's Governance structure to develop a city region ESCo framework and establish a delivery mechanism to lead investors to identified energy opportunity areas and other developments proposals as they are identified.	Required	2012-2029
8	Establish an energy delivery team with representatives from Planning, Building Control and regeneration.	Desirable	2012 - 2017
<p><b>Main Partners Involved</b></p> <ul style="list-style-type: none"> <li>▪ ENW</li> <li>▪ Viridor Waste</li> <li>▪ United Utilities</li> <li>▪ The Carbon Trust</li> <li>▪ AGMA</li> <li>▪ Developers</li> </ul>			

## Transport

- 6.4.17 The Spatial Development Strategy highlights the type, scale and broad location of future development in the Borough to 2029. Ensuring that both the public transport infrastructure and the transport network are adequate to support the levels of residential and employment growth envisaged for the Borough is a key element of the Core Strategy.
- 6.4.18 In 2009, AGMA appointed David Simmonds Consultancy and MVA Consultancy to investigate the potential impacts on the transport networks of the local plan core strategies for each of the districts in Greater Manchester.
- 6.4.19 The outputs of the study have been used to inform the further development of Local Plan strategies by identifying how the potential travel demand created from new development will impose stresses on the transport network. The outputs consider the impacts both within individual districts and across the sub-region, and highlight where investment in the transport network is required to deliver core strategies.
- 6.4.20 In Bury, the model has identified that the type, scale and spatial distribution of development promoted through the Core Strategy could result in the following impacts:
- A growth in population and employment which will result in an **increased number of trips**.
  - Some sections of the motorways and junctions may reach capacity by 2026. In particular, **the M60 anticlockwise – between A576 and M66** and the **M66 southbound** in the morning peak between **A676 and the A56-58**
  - The main routes to and from the regional centre during peak periods are forecast to show significant delays, resulting in additional journey times of between 10 and 15 minutes by 2026. In particular, **the A58 between Bury and Bolton, the A56 north of Bury, the A58 Rochdale to Bury and the A56 between Bury and the M60**.
  - Public transport patronage in the district is forecast to decline by 2026, however it will continue to be an attractive mode of transport for travelling into Manchester City Centre.
  - There is likely to be a shift away from bus to tram for public transport.
- 6.4.21 In acknowledgement of the potential impacts of Core Strategy proposals on the Strategic Road Network, a Protocol arrangement has been implemented. The Protocol sets out the joint working arrangements and shared approach between the primary organisations involved in defining and addressing the transport impacts of development across Greater Manchester.
- 6.4.22 The Highways Agency has identified a series of key issues through a further appraisal of the sub-regional transport modelling and the Transport Topic

Paper. The key issues are identified below and it is envisaged that these issues will be kept under review with partners and championed through the Protocol:

- Public transport patronage and capacity constraints;
- M60 Junction 16 – Junction 18 journey times;
- M66 corridor (southbound journey times on the approach to Junction 2);
- Air Quality and the adoption of Low Emission Strategies particularly with regard to CO<sub>2</sub>; and
- Delivering accessible development (close to sustainable modes of transport and key services).

6.4.23 In order to assist in addressing these issues, Policy T1 identifies a series of measures that the Council will pursue in seeking to achieve better connected places and improved accessibility. Furthermore, this is supported by Policy T2 which sets out what will be required of new development that is likely to generate significant travel demand in terms of exploring opportunities for more sustainable travel.

6.4.24 In addition, the impact on the transport network of sites being promoted through the Local Plan will be assessed both individually and cumulatively, during the development of the Site Allocations DPD, in partnership with the Highway's Agency. Sustainable transport measures and any infrastructure improvements required to enable the sustainable delivery of development, will also be identified and appraised in terms of the level of mitigation afforded and will be supported by evidence to demonstrate the deliverability of each measure.

6.4.25 A key part of the delivery of transport investment and improvement will be Local Transport Plans, prepared by Transport for Greater Manchester in partnership with local authorities. The current Local Transport Plan (LTP3) sets out a short term implementation plan covering the period from 2011 to 2016, and a long term strategy to 2026. In Bury the focus is making best use of existing highway resources through maintaining and improving the existing network; appraising opportunities for a commuter service along the East Lancashire Railway; Radcliffe bus station remodelling; completion of the Bury to Bolton cycle route; provision of additional Metrolink park and ride spaces; and working with bus operators to improve bus network efficiency. Funding has been secured through the Local Sustainable Transport Fund for cycle storage at Bury interchange, and further bids have been submitted to support schemes to enhance cycle networks around the Borough.

6.4.26 It is recognised that **additional transport investment is required to support the delivery of the Core Strategy** and the Council will continue to work with partners at the sub-regional and local levels to address the potential impacts identified by the GM modelling through the following Action Points:

Approach and actions to support the delivery of transport infrastructure			
No.	Action	Status	Timeframe

1	Work with TFGM to deliver schemes which seek to increase the capacity and frequency of Metrolink services and provide additional Park and Ride facilities at Radcliffe, Whitefield and Prestwich Metrolink sites.	Required	2012-2017
2	Work with TFGM, bus operators and private developers to increase the capacity and frequency of bus services to Irwell Bank, Pilsworth and Bury North.	Required	2012-2029
3	Work with partners through the East Lancashire/West Rochdale Study to identify and appraise opportunities to improve public transport links from Ramsbottom to Manchester City Centre, in particular the development of a commuter service along the East Lancashire Railway.	Required	2012 - 2017
4	Support Local Transport Plan priorities which aim to reduce congestion and deliver improved local bus services, particularly along the Quality Bus Corridors which run along the A56/A556 from Bury to Manchester and along the A58 – Rochdale to Bolton corridor and increase opportunities for interchange between these corridors and the Metrolink stations in Bury town centre, Whitefield and Prestwich.	Required	2012-2029
5	Identifying extensions and upgrades to the pedestrian and cycle route network, particularly to EDA's and key residential areas. Support Local Sustainable Transport Fund bids for cycle network enhancements.	Required	2012-2029
6	Encourage modal shift for school travel, and support school travel initiatives that will reduce congestion and improve sustainability of the school run.	Required	2012-2029
7	Provide the appropriate planning framework at the sub-regional and local level to enable Low Emission Strategies and Travel Plans to be prepared and implemented, particularly within Air Quality Management Areas.	Required	2012-2029
8	Review the Key Issues at regular intervals and implement the Transport Protocol for joint working within defined timescales.	Required	2012 - 2017
<p><b>Main Partners Involved</b></p> <ul style="list-style-type: none"> <li>▪ AGMA</li> <li>▪ Highways Agency</li> <li>▪ TFGM</li> <li>▪ East Lancashire Railway</li> <li>▪ Private Developers</li> </ul>			



## 6.5 Green Infrastructure

### Green Infrastructure Network

- 6.5.1 Policy EN3 identifies the important role that a coherent Green Infrastructure network can play in supporting the Core Strategy's wider growth objectives, sub-divides the network into various areas and identifies priorities for each area in order to ensure that it contributes to a wider network of multi-functional Green Infrastructure. Policy EN4 sets out the approach to protecting and enhancing the Green Infrastructure network.
- 6.5.2 **Additional investment in Green Infrastructure is required in line with the following Action Points to support the delivery of the Core Strategy** and help serve existing communities.

Approach and actions to support the delivery of green infrastructure			
No.	Action	Status	Timeframe
1	To continue to work within the AGMA Governance arrangements and partners at Natural England and Red Rose Forest to deliver a Green Infrastructure Framework for Greater Manchester.	Required	2012-2029
2	To formulate Green Infrastructure Strategies and investments programmes for the Bury Green Infrastructure network and align with developer contributions and river management activities undertaken by the Environment Agency.	Required	2012-2017
3	Inform and influence the Council's Infrastructure capital programme to ensure that this aligns with the Core Strategy objectives, spatial strategy and developer contributions.	Required	2012-2017
4	To redirect Red Rose Forest projects towards Green Infrastructure priority areas.	Required	2012-2017
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Environment Agency</li> <li>▪ United Utilities</li> <li>▪ Natural England</li> <li>▪ Red Rose Forest</li> <li>▪ AGMA</li> </ul>			

## Sport and Recreation Facilities

- 6.5.3 Bury's Greenspace Strategy and Action Plan (June 2010) has identified a number of deficiencies in terms of the quantity, quality and accessibility of open space, sport and recreation in the Borough.
- 6.5.4 Policies CO10 and CO11 will contribute towards addressing any deficiencies and ensure that new development, which increases demand for sport and recreation facilities, e.g. residential development, makes a contribution towards the provision of additional facilities or the improvement of existing facilities to enable increased demands to be accommodated.
- 6.5.5 The Greenspace Strategy and Action Plan attempt to directly target areas identified as being in deficiency or in need of improvement and suggests actions as necessary including listing potential new sites.
- 6.5.6 **Additional investment in sport and recreation facilities is required in line with the following Action Points to support the delivery of the Core Strategy** and help serve existing communities.

Approach and actions to support the delivery of sport and recreation facilities			
No.	Action	Status	Timeframe
1	Continue to work with Leisure Services to implement the Greenspace Strategy and Action Plan.	Required	2012-2029
2	Require housing developers to make a contribution towards the recreational needs of the prospective residents through SPD1 on Open Space, Sport and Recreation Provision in New Housing Development.	Required	2012-2029
3	Support the work carried out by other partners within the Council to address quantity, quality and accessibility deficiencies in open space.	Desirable	2012-2029
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Bury Council – Leisure Services and Children's Services</li> <li>▪ Play England</li> <li>▪ Sport England</li> <li>▪ Department for Education</li> <li>▪ Sports clubs and associations</li> </ul>			

## 6.6 Social Infrastructure

- 6.6.1 A key consideration of the Core Strategy approach to the provision of social infrastructure is to seek to ensure that facilities are accommodated at the appropriate scale, in areas of most need and in appropriate locations to make them accessible to as wide a range of the community as practicable. The focus is, therefore, on key centres, local/neighbourhood centres and regeneration areas, as appropriate.

### Health Facilities

- 6.6.2 Bury NHS have expanded their primary care estate with the recent completions of centres at Radcliffe and Moorgate Primary Care Centres, opened in 2009, and the new Primary Care Centre at Knowsley Place, opened in Summer 2010. Due to the current NHS financial challenges, the PCT's estate focus will be on the improvement of existing premises rather than the provision of new facilities. The provision of new primary care centres in accessible locations and the intention to improve existing centres means that the stall in progress with the LIFT Programme to provide new centres in Prestwich and Whitefield is not considered to be a critical issue for the delivery of the Core Strategy. Policy CO8 supports the delivery of improved health care facilities within each of the Borough's key centres.
- 6.6.3 Hospital services are provided at Fairfield Hospital in Bury, and Royal Bolton Hospital and North Manchester General are also easily accessible from the Borough. Fairfield Hospital maternity unit has recently closed with services moving to Royal Bolton Hospital as part of a £120 million revamp under the Coalition Government's 'Making It Better' project. This scheme will create 'supercentres' in Bolton and North Manchester Hospitals, with the former facility serving Bolton, Bury, Salford and surrounding areas. The Council will continue to monitor the impact of the decision to relocate maternity services in collaboration with Bury NHS, but do not consider it will have an impact on the delivery of the Core Strategy.
- 6.6.4 **Prestwich Hospital's** mental health facility is to be upgraded and rationalised to improve estate condition and increase bed capacity all within the existing site, including proposals for Edenfield Centre. **Bury Hospice** are to relocate from Radcliffe to a larger facility at Fairfield in Spring 2013.
- 6.6.5 In summary, therefore, additional **investment in health facilities is required in line with the following Action Point to support the delivery of the Core Strategy** and help serve existing communities.

Approach and actions to support the delivery of health infrastructure			
No.	Action	Status	Timeframe
1	Continue to support the delivery of the NHS capital programme and other programmes supporting the investment in Bury's	Desirable	2012-2029

primary care centres.		
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Bury NHS</li> <li>▪ Bury, Tameside &amp; Glossop Community Solutions Ltd</li> <li>▪ Greater Manchester West Mental Health NHS Foundation Trust</li> </ul>		

## Education Facilities

- 6.6.6 Extensive improvements to the provision of education facilities have been made over recent years. The Council believes that the quality of school buildings is a key factor in the success of schools and has a commitment, through its capital strategy, to improve access to quality community services through its primary, secondary and special schools and children's centres. Accommodating new development is not expected to generate demands which cannot be met within the existing facilities and proposed improvement plans.
- 6.6.7 Policy CO8 identifies that the Council will support new and improved education provision across the Borough, including the modernisation, rebuilding and refurbishment of primary and secondary schools and the expansion and enhancement of further education. With the demise of major school building programmes such as Building Schools for the Future and the Primary Capital Programme, the Council has developed a new capital strategy, implemented in 2012, which focuses investment on the maintenance of existing facilities and meeting future pupil place demand.
- 6.6.8 Demand for primary school places is growing at a modest rate and is sufficient to justify current overall capacities being maintained. Consideration may need to be given to increasing capacity in some parts of the Borough, in particular East Bury, Whitefield and Radcliffe where there is increased demand for primary school places. Millwood Special School in Radcliffe opened in April 2012 and in addition to catering for pupils with learning difficulties and disabilities, the facility offers co-located services delivered by the NHS and Council-run sensory support.
- 6.6.9 In terms of secondary school places, the current surplus capacity is forecast to fall significantly by 2017. Initially, the Council will work with its existing schools to address these demand pressures which are not seen as an issue at present as there is currently flexibility in admission numbers to deal with any increased demand in the resident population.
- 6.6.10 In relation to provision for younger children, the Bury Childcare Sufficiency Assessment 2012 has measured the supply of, and demand for childcare in Bury, and has helped to identify gaps and establish plans to meet the needs of parents. The overall quantity of childcare provision has received a 'Green' rating and is judged to be adequate, although there are parts of the Borough that are underserved. Parents across the Borough are now supported by 14 Children's Centres which offer a range of services for families with children under five years old.

6.6.11 In prioritising schools for capital investment, emphasis will be placed on schools where the potential impact of investment is the greatest in terms of addressing poor condition and suitability of buildings. Thanks to significant investment in recent years and the ability to accommodate future growth in demand in existing schools, no critical education infrastructure issues for the delivery of the Core Strategy are envisaged, other than to support the following Action Points.

Approach and actions to support the delivery of education infrastructure			
No.	Action	Status	Timeframe
1	Support initiatives to improve educational facilities at all levels.	Desirable	2012-2029
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Bury Council Children’s Services</li> <li>▪ Department for Education</li> <li>▪ Training and Development Agency for Schools</li> <li>▪ Partnership for Schools</li> </ul>			

## Emergency Services Facilities

6.6.12 Emergency Services cover fire, ambulance and police services.

6.6.13 The Borough is served by **Fire** and **Ambulance** stations at Bury, Ramsbottom and Whitefield giving satisfactory cover across the Borough. Bury Fire Station now operate from new premises at Chamberhall as of July 2012 after relocating from The Rock.

6.6.14 **Policing** is delivered via five local police stations at Bury, Ramsbottom, Radcliffe, Whitefield and Prestwich. A new Divisional Police station opened in June 2010 at Chamberhall, replacing the existing headquarters on Irwell Street. The new station comprises office accommodation together with facilities for conferencing, training, Major Incident and Crime, Crown Prosecution, judicial support, operation policing unit and a custody facility. The Domestic Violence Unit, formerly based at The Wylde, has been incorporated within the new headquarters. There are no plans for development at any of the five local police stations at present.

6.6.15 **No additional infrastructure investment is required at present** to maintain the emergency services network in the Borough. All three services have adequate coverage and operate in bases located within the majority of the key centres. Tottington is the only centre to be without any stations, although it is considered that this is not an issue as the area is in close proximity to services in Ramsbottom and will be within the catchment area of the new police and fire headquarters at Chamberhall.

Approach and actions to support the delivery of emergency services infrastructure			
No.	Action	Status	Timeframe
1	Endeavour to improve the relationship between the Council and service providers through continued engagement.	Desirable	2012-2029
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Greater Manchester Fire and Rescue Authority</li> <li>▪ North West Ambulance Service</li> <li>▪ Greater Manchester Police</li> </ul>			

## Libraries and Other Community Facilities

- 6.6.16 The social infrastructure in this section relates to neighbourhood-scale community facilities, and covers libraries, youth centres, leisure centres, civic venues, post offices, religious facilities, custodial services, adult care, cemeteries and recycling facilities.
- 6.6.17 Investment has recently been made in new and upgraded community **library provision**. Funding from the Big Lottery Fund has helped to deliver improved provision in Bury and Radcliffe, therefore supporting the development focus of the Core Strategy. There are 17 libraries spread across the Borough, and provision of new facilities is not considered necessary to deliver the Core Strategy.
- 6.6.18 There are eight **leisure centres** provided across the Borough, four of which are part of school sites. All non-school leisure centres have either recently been refurbished or have plans to expand or diversify their offer. Coney Green School is set to merge with Derby High School and is to relocate to a new site in Radcliffe, and will include a range of enhanced leisure facilities.
- 6.6.19 There is a long-term concern over provision of **youth centres** following the closure of centres at Elton, Radcliffe, Whitefield, Prestwich and Radcliffe due to budget cuts. The youth service has been restructured to focus on youth work. All staff are now based at the New Kershaw Centre in Bury, which is centrally located within a mile of the town centre, which is well served by public transport from across the Borough. Youth work is delivered at this facility and will potentially be broadened out to other locations across Bury using venues in partnership with other agencies. The potential impact of this restructure is not yet known and will be monitored closely.
- 6.6.20 There is currently adequate **cemetery capacity** at the current Bury, Radcliffe and Ramsbottom cemeteries for future requirements. Sites adjacent to Radcliffe and Ramsbottom Cemeteries have been earmarked for possible future extensions, although this is not expected to be necessary in the next

five years. In the short term efforts will be focussed on alleviating issues of poor drainage at Ramsbottom and Radcliffe, which can have an impact on availability of space both within the existing site and for expansion. Consideration will be given to whether potential cemetery expansion land needs to be protected by designations in the Site Allocations DPD.

- 6.6.21 **Adult care provision is set to be reconfigured** in response to rising population forecasts for older people in Bury. The £6 million 40-unit Red Bank extra care scheme in Radcliffe was completed in September 2012, and Adult Care Services are currently looking into a range of options for addressing changing demand.
- 6.6.22 **Post offices and religious facilities** are judged to be of a **satisfactory distribution in their current form** and, therefore, **no additional infrastructure investment is required**. There are no custodial services in Bury at present, although the Council will continue to monitor the situation with partners.
- 6.6.23 **The four civic venues within the Borough** are the subject of an independent review into the function and prospects of each of the four venues with the intention of appointing a specialist to put forward proposals for securing their long-term future. **There are no proposals to develop any new civic centres within the Borough.**
- 6.6.24 In summary, therefore, **youth centre provision** will be monitored following the restructure of the service, as will **cemetery capacity** and the reconfiguration of **adult care services, although these are not seen as being fundamental**. For the rest of the facilities the existing stock is judged to be sufficient. All programmes have emerging funding and monitoring mechanisms in place and, therefore, no infrastructure issues for the delivery of the Core Strategy are envisaged, other than to support the following Action Points.

Approach and actions to support the delivery of libraries and other community facilities infrastructure			
No.	Action	Status	Timeframe
1	Support investment in community facilities which aims to enhance and diversify provision.	Required	2012-2029
2	Liaise with partners within Council to ensure that any foreseen issues for social infrastructure i.e. for cemeteries and youth centres are discussed at an early stage to help facilitate replacement provision through the planning process	Desirable	2012-2022
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ Bury Council – Bereavement Services, Children’s Services, Leisure Services and Environment &amp; Development Services (Waste Management)</li> <li>▪ Religious organisations and faith groups</li> <li>▪ Six Town Housing</li> </ul>			

- Registered Social Landlords (RSLs)
- HM Prison Service
- National Offender Management Service (NOMS)
- Post Office Limited
- Greater Manchester Minerals and Waste Planning Unit

## 6.7 Other Infrastructure

### Communications and Digital Infrastructure

- 6.7.1 Work is currently underway as part of the Manchester Multi Area Agreement (MAA) to develop opportunities for investment in digital infrastructure with the aim of putting Greater Manchester at the forefront of ‘next generation’ broadband connectivity.
- 6.7.2 There are three main areas where it is considered that such investment would have the maximum impact:
- sustaining economic growth, especially through the digital/creative sector, as well as supporting new micro-businesses, digital social enterprises and creating e-traders;
  - promoting digital inclusion, ensuring that all residents can access the on-line services, technologies and applications they need and develop the skills and confidence to access job opportunities;
  - providing a platform for new applications which need next generation broadband, e.g. where digital technologies are used more innovatively to support energy management, intelligent buildings, teleworking, improved mobility, telecare and a greater quality of life generally.
- 6.7.3 A series of key nodes and development corridors are being developed to create a core fibre network and Bury is well placed to benefit from the roll out of this network as Metrolink Corridors are one of the prime opportunities for the routing of cables. The Core Strategy emphasis on strengthening Bury’s economy and attracting ‘knowledge based’ industries sees the availability of advanced digital infrastructure as an important element in creating the conditions necessary to attract investment.
- 6.7.4 In summary, therefore, it is recognised that **additional investment in digital infrastructure will be needed to support of the economic development aspirations of the Core Strategy** and further work will be required in line with the Action Point below:

Approach and actions to support the delivery of Communications and Digital Infrastructure			
No.	Action	Status	Timeframe
1	Continue to support the delivery of this infrastructure through our joint	Desirable	2012-2017



	working and AGMA Governance structures.		
<p><b>Main Partners Involved</b></p> <ul style="list-style-type: none"> <li>▪ Manchester Digital Development Agency (MDDA)</li> <li>▪ AGMA</li> <li>▪ Private sector telecommunications companies</li> </ul>			

## Waste Management Infrastructure

- 6.7.5 Not too long ago waste management relied almost entirely on disposal to landfill sites. A more sustainable approach is now being developed which requires a range of waste management facilities to promote such activities as composting, recycling and energy recovery.
- 6.7.6 In order to make provision for the new facilities which will be needed the Greater Manchester authorities are working together.
- 6.7.7 A Joint Waste Development Plan Document for Greater Manchester was adopted on 1 April 2012. This identifies how Greater Manchester will deliver the spatial vision for waste development to 2027. The Waste Plan sets out policies to guide future waste development and identifies sites and areas suitable for the location of waste development across Greater Manchester to 2027. The purpose of the Waste Plan is to provide sufficient opportunities for new waste management facilities to come forward within Greater Manchester that are of the right type, in the right place and provided at the right time. However, it is anticipated that future waste management facilities will be developed and operated by the private sector and, therefore, not require direct public investment.
- 6.7.8 Bury's civic amenity and recycling sites have been upgraded as part of the Waste PFI agreement between GMWDA and Viridor Laing, and facilities for the treatment of household waste have been safeguarded in the Joint Waste Development Plan Document.
- 6.7.9 Municipal waste management in Greater Manchester is the responsibility of the Greater Manchester Waste Disposal Authority (GMWDA) and is being undertaken at present through a PFI contract with Viridor Laing (Greater Manchester) Limited.
- 6.7.10 Other waste streams such as Commercial and Industrial, and Construction and Demolition wastes are largely handled directly by the private sector.
- 6.7.11 The Core Strategy recognises that additional waste infrastructure to manage municipal, commercial/industrial and construction/demolition waste will be required. **However, this is not critical to the delivery of the Core Strategy** and will be addressed through the Waste PFI agreement with Viridor Laing and the Joint Waste DPD.

Approach and actions to support the delivery of waste management infrastructure			
No.	Action	Status	Timeframe
1	Use the Adopted Greater Manchester Joint Waste DPD to determine planning applications for waste management infrastructure.	Required	2011-2027
2	Include guidance in a review of the Design and Layout SPD in consultation with Waste Management Services which requires developers to incorporate space for a dedicated bin storage area within developments involving multi-occupancy, therefore allowing segregation between general waste and recycling facilities.	Desirable	2012-2017
<b>Main Partners Involved</b> <ul style="list-style-type: none"> <li>▪ GMWDA</li> <li>▪ Greater Manchester Minerals and Waste Planning Unit</li> <li>▪ Viridor / Viridor Laing</li> <li>▪ AGMA</li> </ul>			

## 6.8 Co-ordinating Delivery and Infrastructure Provision

### What we are seeking to achieve

- 6.8.1 Delivering development and infrastructure in a co-ordinated and timely manner is fundamental to delivering our economic growth aspirations and creation of sustainable communities. However, it is important to remember that spatial planning is not comprehensive and that whilst specific infrastructure requirements for individual sites can be brought forward e.g. access, upgrades to electricity sub stations; most of the infrastructure required to support new development is provided by local partners and private sector companies operating within the utilities market.
- 6.8.2 Currently the Council may require developers to make provisions or financial contributions to mitigate the impacts of new development through Section 106 Planning Obligations. However, the Government has now made provision for standard charges to be applied through the introduction of the Community Infrastructure Levy (CIL). This new mechanism will empower but not require Local Authorities to levy a charge on most types of new development.
- 6.8.3 S106 planning obligations are required to follow the statutory requirements under the Community Infrastructure Levy Regulations 2010 as amended (CIL Regulations) and guidance in the NPPF. The CIL Regulations and the NPPF

include three tests which govern the use of planning obligations, and these state that planning obligations must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

6.8.4 In Bury it is intended that S106 Planning Obligations will continue to be used during a transitional period in advance of the adoption of a CIL system, prior to 1 April 2014. Following the adoption of the CIL charging schedule, planning obligations will be scaled back to ensure that they are compliant with Reg. 123 of the Community Infrastructure Levy Regulations, and that the local use of the levy and S106 planning obligations do not overlap. Currently, affordable housing will continue to be delivered through planning obligations, as set out in Policy CO5, rather than through the Community Infrastructure Levy.

6.8.5 Following the adoption of a levy most new build development will make a contribution towards additional infrastructure that is needed as a result of development. In setting the charge the Council will have to strike an appropriate balance between securing additional investment for infrastructure to support development and the impact of the levy on economic viability of development across the Borough.

6.8.6 Unlike S106, CIL funds are not tied to a specific development or the provision of specific infrastructure. CIL funds can be used flexibly to fund any infrastructure as defined within the regulations, including facilitating better use of existing infrastructure or facilities. The definition of infrastructure is deliberately broad, but includes roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces. Funds collected through the CIL will be used to support the delivery of the infrastructure needed to support sustainable development.

### How we are seeking to achieve it

6.8.7 Development Management Policy DEL1 sets out the basis on which the current and future systems will operate.

<p><b>DELIVERING SUSTAINABLE DEVELOPMENT</b></p>	<p><b>DM Policy DEL1</b></p>
<p>Development proposals will be expected to provide or contribute towards the cost of providing appropriate infrastructure, and of meeting social and environmental requirements, where these are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Arrangements for the management and maintenance of services and facilities provided through an obligation may also be required where appropriate.</p>	

The range and level of contributions required will be assessed in a comprehensive manner, taking into account strategic infrastructure requirements and using standard charges where appropriate. Standards and formulae for calculating contributions will be set out in separate Supplementary Planning Documents, Development Plan Documents or the Community Infrastructure Levy Charging Schedule.

Where appropriate, the particular requirements of specific sites, including any additional or special requirements will be set out in other DPDs.

The Council will safeguard against situations whereby a landowner/developer seeks to avoid making contributions through the sub-division or phased development of a larger site. Therefore, requirements will be calculated on the complete developable area.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.

Contributions that may be required include the following:

- Affordable housing;
- Recreation - including leisure, children's play and sports facilities;
- Green infrastructure and biodiversity enhancement/mitigation;
- Waterside improvement;
- Transport – including travel planning, public transport, provisions for walking and cycling, parking and highways;
- Economic development – compensation for loss of employment land and providing for employment skills and training;
- Community facilities - including library and information services, youth activities, cultural facilities and meeting places;
- Education, health and social care and community safety;
- Utilities infrastructure and low carbon/renewable energy;
- Emergency and essential services;
- Public realm and environmental improvements;
- Drainage/flood prevention and protection;
- Waste recycling facilities; and
- Public art, heritage and archaeology.

## The reasons for our approach

- 6.8.8 Increased investment in infrastructure is required to mitigate the impact of development and enable growing communities to be as sustainable as possible. Development can place additional demands upon physical infrastructure and social facilities, as well as having impacts upon the environment. In many cases planning obligations will be required, so that provision is made for the necessary improvements to services and facilities, or to secure compensatory provision for any loss or damage arising, for instance the loss of open space. Obligations may also be necessary for corporate planning objectives to be secured, in particular, the provision of affordable housing where this is justified.
- 6.8.9 This approach highlights the general principle that obligations will be required where necessary in planning terms, and indicates the broad range of matters that may need to be addressed. The detailed framework for calculating and negotiating obligations will be set out in separate Supplementary Planning Documents which will be updated on a regular basis. Details of the Community Infrastructure Levy will be set out in the CIL Charging Schedule which will be subject to independent examination.
- 6.8.10 Bury forms part of the wider Manchester City region growth area, and some of the items for which contributions will be required will be strategic in nature.
- 6.8.11 The Council will liaise with other stakeholders who provide infrastructure and other facilities to contribute to the achievement of their aspirations and objectives, insofar as their activities may be affected by the changes resulting from delivery of this Core Strategy. This may involve infrastructure and facilities outside the Bury area. For example, liaison with the Environment Agency may require flood management measures on the River Irwell outside the Borough's boundaries.



# Chapter 7

## Monitoring Bury's Strategy

**In this Chapter we set out a monitoring framework that will be used to assess the effectiveness of the Core Strategy policies in delivering the Spatial Vision and Strategic Objectives for the Borough.**





# Monitoring Bury's Strategy

# 7

- 7.1 The Core Strategy must respond to changing needs and circumstances, nationally, regionally, sub-regionally and locally. In line with the Plan-Monitor-Manage approach, monitoring will assess the effectiveness of the Core Strategy policies in delivering the Spatial Vision and Strategic Objectives for the Borough.
- 7.2 Authority's Monitoring Reports will be prepared that will monitor the performance of policies against a series of indicators and targets, where appropriate. This will highlight instances where a policy may not be working as effectively as intended, any significant failures to meet targets and whether there are any unanticipated significant negative effects of policies. This will allow the Council to take early action to overcome barriers to delivery or, if necessary, trigger a review of the Core Strategy.
- 7.3 Not all the indicators will be influenced solely by the implementation of this Core Strategy and some will also depend on external events. However, given the sustainable development principles embodied in the Vision and Strategic Objectives for Bury, the indicators will provide the basis for identifying where the Strategy needs to be strengthened, maintained or changed in some way.
- 7.4 There are three types of indicators used to monitor the Core Strategy:
  - Output indicators – developed to monitor particular outputs of local policies;
  - Significant effects indicators – stem from the Sustainability Appraisal of the Core Strategy and will be used to assess whether the strategy is contributing to the creation of a sustainable Borough, and whether there are any unforeseen adverse effects. A full list of significant effects indicators can be found in the Sustainability Appraisal report; and
  - Contextual indicators – illustrate the context within which the Core Strategy is operating.
- 7.5 It is important that there are not too many indicators and that wherever possible the same indicators can be used for different documents, therefore, many of the indicators used to monitor the Core Strategy make use of national statistics or are local indicators from Bury's Sustainable Community Strategy.
- 7.6 The following table sets out proposed indicators related to each policy, grouped based on the Strategic Objectives to which they are most strongly related. The table also sets out how the policies will be implemented and the agencies responsible for implementation. Although the indicators are arranged by policy, some indicators will provide information that is of relevance to more than one policy. All indicators will be monitored annually unless otherwise stated.

## Objective 1: To deliver high quality development in sustainable locations

Policy	Targets	Indicators	Mechanisms	Delivery Partners
SF1: Bury's Spatial Framework	<ul style="list-style-type: none"> <li>As set out below for detailed policies.</li> </ul>	<ul style="list-style-type: none"> <li>Population;</li> <li>Households;</li> <li>Index of Multiple Deprivation (as and when updates are available);</li> <li>Housing, employment and retail completions by area, as set out below for detailed policies.</li> </ul>	<ul style="list-style-type: none"> <li>Site Allocations DPD;</li> <li>As identified under other policies below;</li> </ul>	<ul style="list-style-type: none"> <li>As identified under other policies below.</li> </ul>
CP1: Delivering high standards of design and layout in new development	<ul style="list-style-type: none"> <li>Progressive improvement in design quality of new housing developments, towards 100% achievement of 'very good' Building for Life standards by 2029;</li> <li>Year on year reduction in crime rates;</li> <li>Year on year reduction in road traffic deaths and serious injuries.</li> </ul>	<ul style="list-style-type: none"> <li>Housing quality – building for life assessments;</li> <li>Crime rates;</li> <li>People killed and seriously injured in road traffic accidents;</li> <li>Children killed or seriously injured in road traffic accidents;</li> <li>% of appeals based on CP1 dismissed;</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>Design and Layout of New Development SPD;</li> <li>Bury but Better Town Centre Vision and Development Strategy;</li> <li>Love Prestwich Town Centre Development Strategy;</li> <li>'Re-inventing Radcliffe' Town Centre Vision and Development Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Developers;</li> <li>Registered Social Landlords;</li> <li>Six Town Housing.</li> </ul>
DEL1:	<ul style="list-style-type: none"> <li>All appropriate</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure contributions secured;</li> </ul>	<ul style="list-style-type: none"> <li>Determination of</li> </ul>	<ul style="list-style-type: none"> <li>All developers.</li> </ul>

Delivering sustainable development	developments to contribute to infrastructure requirements.	<ul style="list-style-type: none"> <li>▪ Infrastructure delivered through contributions.</li> </ul>	<p>planning applications;</p> <ul style="list-style-type: none"> <li>▪ SPDs;</li> <li>▪ S106 agreements;</li> <li>▪ Development of Community Infrastructure Levy charging schedule.</li> </ul>	
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## Objective 2: To deliver a competitive and diverse local economy

Policy	Targets	Indicators	Mechanisms	Delivery Partners
EC1: Protecting existing and providing for new employment opportunities	<ul style="list-style-type: none"> <li>▪ No losses of appropriate and viable employment land and premises;</li> <li>▪ Allocate around 56 hectares of employment land in the Site Allocations DPD in line with LDS timescales.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Employment land available – by type;</li> <li>▪ Total amount of additional employment floorspace – by type;</li> <li>▪ Total amount of employment floorspace on previously developed land – by type;</li> <li>▪ Gross losses of employment land and premises that is (i) appropriate and viable and (ii) inappropriate and/or unviable;</li> <li>▪ Total amount of employment floorspace completed in Employment Development Areas – by type;</li> <li>▪ Overall employment rate;</li> <li>▪ Proportion of people aged 18-24 in full-time education or employment;</li> <li>▪ Worklessness;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Site Allocations DPD;</li> <li>▪ SPD14: Employment Land and Premises;</li> <li>▪ Bury but Better Town Centre Vision and Development Strategy;</li> <li>▪ Love Prestwich Town Centre Development Strategy;</li> <li>▪ 'Re-inventing Radcliffe' Town Centre Vision and Development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> <li>▪ Developers;</li> <li>▪ Landowners;</li> <li>▪ Manchester Commission for the New Economy;</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
		<ul style="list-style-type: none"> <li>▪ Working age people claiming out of work benefits;</li> <li>▪ Working age people claiming out of work benefits in the worst performing neighbourhoods;</li> <li>▪ Business birth, death and survival rates (Business demography);</li> <li>▪ Working age population qualified to at least Level 2, 3, 4 or higher.</li> <li>▪ Average earnings of employees in the area;</li> <li>▪ Average earnings of people living in the area;</li> <li>▪ Industry of employment;</li> <li>▪ Occupation;</li> <li>▪ Jobs density.</li> </ul>	Strategy.	
EC2: Employment generating areas	<ul style="list-style-type: none"> <li>▪ No gross loss of viable employment land and premises in employment generating areas.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Total amount of additional employment or waste management floorspace in EGAs (gross and net);</li> <li>▪ Floorspace completed for other uses in EGAs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ Greater Manchester Joint Waste DPD;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Landowners;</li> <li>▪ Local businesses.</li> </ul>
EC3: Existing employment sites outside employment generating areas	<ul style="list-style-type: none"> <li>▪ No gross loss of appropriate and viable employment land and premises.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Gross loss of employment land and premises that is (i) appropriate and viable and (ii) inappropriate and/or unviable;</li> <li>▪ Total value of financial contributions secured to compensate for economic harm.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ SPD14: Employment land and premises.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Landowners;</li> <li>▪ Local businesses.</li> </ul>
EC4: Creating thriving and competitive key centres	<ul style="list-style-type: none"> <li>▪ Maintain the vitality and viability of the Borough's key centres.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Amount and proportion of completed development for town centres uses located within each key centre;</li> <li>▪ Key centre health checks.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury but Better Town Centre Vision and Development Strategy;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> <li>▪ Developers.</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
			<ul style="list-style-type: none"> <li>▪ Love Prestwich Town Centre Development Strategy;</li> <li>▪ 'Re-inventing Radcliffe' Town Centre Vision and Development Strategy;</li> <li>▪ Site Allocations DPD.</li> </ul>	
EC5: Managing the location and scale of town centre uses	<ul style="list-style-type: none"> <li>▪ Maintain the vitality and viability of the Borough's hierarchy of centres;</li> <li>▪ Ensure that all permitted retail development does not have a significant adverse impact by virtue of its location and scale;</li> <li>▪ Maintain or reduce vacancy rates in identified centres.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Total amount of floorspace for town centre uses within (i) town centre areas and (ii) the local authority area;</li> <li>▪ Town, district, local and neighbourhood centre vacancy rates (Town and District Centres surveyed every 2 years, Local and Neighbourhood centres surveyed every 4 years).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ Bury but Better Town Centre Vision and Development Strategy;</li> <li>▪ Love Prestwich Town Centre Development Strategy;</li> <li>▪ 'Re-inventing Radcliffe' Town Centre Vision and Development Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Landowners;</li> <li>▪ Businesses.</li> </ul>
EC6: Accommodating New Retail Development	<ul style="list-style-type: none"> <li>▪ Provision of retail capacity consistent with timescales and need identified within the policy.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Total amount of completed convenience and comparison floorspace within (i) identified centres and (ii) the local authority area.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury but Better Town Centre Vision and Development Strategy;</li> <li>▪ Love Prestwich</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> <li>▪ Developers.</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
			Town Centre Development Strategy; <ul style="list-style-type: none"> <li>▪ 'Re-inventing Radcliffe' Town Centre Vision and Development Strategy;</li> <li>▪ Site Allocations DPD.</li> </ul>	
EC7: Primary shopping areas and frontages	<ul style="list-style-type: none"> <li>▪ No more than 10% of each primary shopping frontage and 40% of each secondary shopping frontages in non-retail use;</li> <li>▪ No more than 5% of each primary shopping frontage and 20% of each secondary shopping frontage in A5 use;</li> </ul> For frontages that currently exceed these thresholds the Council would wish to see a reduction in non retail and A5 uses.	<ul style="list-style-type: none"> <li>▪ Percentage of each primary and secondary shopping frontage in A1 use (biennial survey);</li> <li>▪ Percentage of each primary and secondary shopping frontage in A5 use (biennial survey);</li> <li>▪ Vacancy rates in primary and secondary shopping frontages;</li> <li>▪ Town centre footfall (biennial survey).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ Bury but Better Town Centre Vision and Development Strategy;</li> <li>▪ Love Prestwich Town Centre Development Strategy;</li> <li>▪ 'Re-inventing Radcliffe' Town Centre Vision and Development Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Landowners;</li> <li>▪ Businesses.</li> </ul>
EC8: Managing the loss of retail uses in all other areas	<ul style="list-style-type: none"> <li>▪ Retain class A1 retailing as the predominant use in local and neighbourhood centres.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Percentage of each local and neighbourhood centre in A1 use (surveyed every 4 years);</li> <li>▪ Local and neighbourhood centre vacancy rates (surveyed every 4 years).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Property owners;</li> <li>▪ Local businesses.</li> </ul>
EC9:	<ul style="list-style-type: none"> <li>▪ Progressive increase in</li> </ul>	<ul style="list-style-type: none"> <li>▪ Total tourist visitor spend per</li> </ul>	<ul style="list-style-type: none"> <li>▪ Manchester</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
Developing attractive tourism and cultural assets	visitor spend and visitor numbers.	annum (STEAM); <ul style="list-style-type: none"> <li>▪ Increased number of tourist visitors (STEAM);</li> </ul>	<ul style="list-style-type: none"> <li>▪ Countryside Campaign;</li> <li>▪ Industrial Heritage Campaign;</li> <li>▪ New Visit Bury website;</li> <li>▪ Bury Visitor Guide;</li> <li>▪ Bury but Better Town Centre Vision and Development Strategy;</li> <li>▪ Tourism Strategy for Greater Manchester and Destination Management Plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ East Lancashire Railway;</li> <li>▪ Visit Manchester;</li> <li>▪ Visitor attractions;</li> <li>▪ Tourism sector partners;</li> <li>▪ AGMA Tourism Forum;</li> <li>▪ Private sector developers.</li> </ul>

### Objective 3: To promote strong, vibrant and healthy communities

Policy	Targets	Indicators	Mechanisms	Delivery Partners
CO1: Delivering a choice of quality housing for everyone	<ul style="list-style-type: none"> <li>▪ Maintain a 5-year supply of housing land;</li> <li>▪ Average 400 net dwelling completions per annum between 2012 and 2029;</li> <li>▪ around 10% of housing completions to be in the</li> </ul>	<ul style="list-style-type: none"> <li>▪ Supply of ready to develop housing sites</li> <li>▪ Housing trajectory;</li> <li>▪ New and converted dwellings within the urban area;</li> <li>▪ House prices;</li> <li>▪ House price to income ratios;</li> <li>▪ Vacant dwellings (HSSA);</li> </ul>	<ul style="list-style-type: none"> <li>▪ Site Allocations DPD;</li> <li>▪ Site Allocations for Gypsies, Travellers and Travelling Showpeople DPD;</li> <li>▪ SPD7 – Managing</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> <li>▪ Developers;</li> <li>▪ Registered Providers;</li> <li>▪ Six Town Housing;</li> <li>▪ Homes and Communities</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
	<p>Ramsbottom, Tottington and North Manor township area;</p> <ul style="list-style-type: none"> <li>▪ around 10% of housing completions to be in the Bury West township area;</li> <li>▪ around 35% of housing completions to be in the Bury East township area;</li> <li>▪ around 35% of housing completions to be in the Radcliffe township area;</li> <li>▪ around 3% of housing completions to be in Whitefield and Unsworth township area;</li> <li>▪ around 7% of housing completions to be in the Prestwich township area;</li> <li>▪ 80% of completed dwellings on previously developed land.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Unfit dwellings (HSSA);</li> <li>▪ Life expectancy at birth.</li> </ul>	<p>the Supply of Housing Land in Bury;</p> <ul style="list-style-type: none"> <li>▪ SPD5 – Affordable Housing Provision in New Residential Development;</li> </ul>	<p>Agency.</p>
CO2: Managing 'windfall' housing development	<ul style="list-style-type: none"> <li>▪ Ensure that completions on windfall sites meet the criteria within the policy.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number and percentage of new and converted dwellings completed on unallocated sites (i) on previously developed land (ii) within the urban area (iii) Boroughwide;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Registered Providers.</li> </ul>
CO3: Managing the density of	<ul style="list-style-type: none"> <li>▪ 50 dwellings per hectare in key centres and within 400m of</li> </ul>	<ul style="list-style-type: none"> <li>▪ Percentage of dwellings in key centres and within 400 metres of the Borough's main transport nodes</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Registered Providers;</li> </ul>



Policy	Targets	Indicators	Mechanisms	Delivery Partners
new housing	<ul style="list-style-type: none"> <li>▪ transport nodes;</li> <li>▪ 30 dwellings per hectare elsewhere in the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>▪ completed at 50 dwellings per hectare or more;</li> <li>▪ Percentage of dwellings in elsewhere in the Borough completed at 30 dwellings per hectare or more.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Six Town Housing;</li> </ul>
CO4: Meeting housing needs	<ul style="list-style-type: none"> <li>▪ Delivery of an appropriate mix of housing to meet housing needs;</li> <li>▪ Progressive increase in the percentage of dwellings complying with lifetime homes standards.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Housing trajectory;</li> <li>▪ Dwelling completions by type and size;</li> <li>▪ Percentage of completed dwellings complying with lifetime homes standards.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ SPD7 – Managing the Supply of Housing Land in Bury.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Registered Providers.</li> </ul>
CO5: Providing for affordable housing	<ul style="list-style-type: none"> <li>▪ On developments incorporating 15 or more residential units or sites of 0.5 ha and above:                             <ul style="list-style-type: none"> <li>○ 10% of all units provided in Radcliffe Regeneration Area;</li> <li>○ 15% of units on sites within Bury Regeneration Area;</li> <li>○ 25% of units provided elsewhere;</li> </ul>                             should be affordable;</li> <li>▪ Affordable housing provision should be split 50% social rented accommodation and 50% intermediate affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Gross affordable housing completions – by type, broken down by area;</li> <li>▪ House prices;</li> <li>▪ House price to income ratios;</li> <li>▪ Number of households on the Council's housing waiting list (HSSA).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ SPD5 – Affordable Housing Provision in New Residential Development.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Registered Providers;</li> <li>▪ Six Town Housing;</li> <li>▪ Homes and Communities Agency.</li> </ul>
CO6: Meeting the needs of	<ul style="list-style-type: none"> <li>▪ Provide additional pitch provision through the Site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Net additional pitches (Gypsy and Traveller).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Site Allocations for Gypsies,</li> </ul>	<ul style="list-style-type: none"> <li>▪ Homes and Communities</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
gypsies, travellers and travelling showpeople	Allocations for Gypsies, Travellers and Travelling Showpeople DPD.		<ul style="list-style-type: none"> <li>Travellers and Travelling Showpeople DPD;</li> <li>Determination of planning applications.</li> </ul>	<ul style="list-style-type: none"> <li>Agency;</li> <li>Gypsy, traveller and travelling showpeople communities;</li> <li>Private sector.</li> </ul>
CO7: Addressing the needs of our regeneration areas	<ul style="list-style-type: none"> <li>Reduce the level of deprivation in the identified areas, based on the Index of Multiple Deprivation.</li> </ul>	<ul style="list-style-type: none"> <li>Amount of new development completed within and around the identified Regeneration Areas.</li> <li>Index of Multiple Deprivation</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>Sustainable Community Strategy;</li> <li>Site Allocations DPD.</li> </ul>	<ul style="list-style-type: none"> <li>Bury Council;</li> <li>Developers.</li> </ul>
CO8: Supporting the development of sustainable communities	<ul style="list-style-type: none"> <li>Expansion and enhancement of further education provision at Bury College and Holy Cross College;</li> <li>Provision of enhanced health care facilities in Ramsbottom, Tottington, Whitefield and Prestwich key centres.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of new and enhanced community facilities;</li> <li>Death rates by cause.</li> </ul>	<ul style="list-style-type: none"> <li>Bury Cultural Strategy;</li> <li>NHS Bury Joint Strategic Services Development Plan;</li> <li>NHS Bury Joint Strategic Needs Assessment.</li> </ul>	<ul style="list-style-type: none"> <li>Bury Council;</li> <li>NHS Bury;</li> <li>Bury, Tameside and Glossop Community Solutions Ltd.;</li> <li>Developers.</li> </ul>
CO9: Safeguarding and improving community facilities	<ul style="list-style-type: none"> <li>No loss of community facilities unless replaced or it can be demonstrated that the facility is no longer needed or economically viable.</li> </ul>	<ul style="list-style-type: none"> <li>Number of community facilities gained / lost (change of use or demolition).</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>Sustainable Community Strategy;</li> <li>Extended Services Programme;</li> </ul>	<ul style="list-style-type: none"> <li>Bury Council;</li> <li>NHS Bury;</li> <li>Bury, Tameside and Glossop Community Solutions Ltd.;</li> <li>Greater Manchester Police;</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
			<ul style="list-style-type: none"> <li>▪ Primary Capital Programme;</li> <li>▪ Building Schools for the Future;</li> <li>▪ Extended Schools Programme;</li> <li>▪ NHS plans.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Third Sector Development Agency;</li> <li>▪ Faith organisations;</li> <li>▪ The Theatres Trust;</li> <li>▪ Developers.</li> </ul>
CO10: Open space, sport and recreation provision in new housing development	<ul style="list-style-type: none"> <li>▪ Achievement of quantitative and qualitative standards set out in the Greenspace Strategy and other local standards set by supporting strategies.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Recreation provision in new housing development (on-site provision and commuted sums secured).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ Bury Greenspace Strategy;</li> <li>▪ SPD1: Recreation provision in new housing development.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> <li>▪ Developers.</li> </ul>
CO11: Protecting and enhancing open space, sport and recreation provision	<ul style="list-style-type: none"> <li>▪ Achievement of quantitative and qualitative standards set out in the Greenspace Strategy and other local standards set by supporting strategies.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Quantitative and qualitative assessment of open space, sport and recreation provision (full survey every 5 years)</li> <li>▪ Eligible open spaces managed to Green Flag Award standard.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ Bury Greenspace Strategy;</li> <li>▪ SPD1: Recreation provision in new housing development.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Council;</li> <li>▪ Landowners;</li> <li>▪ Sport England;</li> <li>▪ Play England;</li> <li>▪ Sports clubs;</li> <li>▪ Department for Education.</li> </ul>

## Objective 4: To improve and manage the Borough's environment

Policy	Targets	Indicators	Mechanisms	Delivery Partners
EN1: Green Belt	<ul style="list-style-type: none"> <li>No inappropriate development to be permitted in the Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>Area of land designated as Green Belt;</li> <li>Development permitted in the Green Belt</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>SPD8: New buildings and associated development in the Green Belt;</li> <li>SPD9: Conversion and re-use of buildings in the Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>Bury Council</li> </ul>
EN2: Development in the Green Belt	<ul style="list-style-type: none"> <li>No inappropriate development to be permitted in the Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>Development permitted in the Green Belt</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>SPD8: New buildings and associated development in the Green Belt;</li> <li>SPD9: Conversion and re-use of buildings in the Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>Bury Council</li> </ul>
EN3: Creating and enhancing a network of green infrastructure	<ul style="list-style-type: none"> <li>Develop and deliver green infrastructure strategies and investment programmes;</li> <li>To maintain or enhance areas of biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>Improved local biodiversity – proportion of local sites where active conservation management has been or is being implemented;</li> <li>Change in areas of biodiversity importance;</li> <li>Area of local nature reserve per</li> </ul>	<ul style="list-style-type: none"> <li>Greater Manchester Biodiversity Action Plan;</li> <li>GM Green Infrastructure Framework;</li> </ul>	<ul style="list-style-type: none"> <li>Environment Agency;</li> <li>United Utilities;</li> <li>Natural England;</li> <li>Red Rose Forest;</li> <li>Greater Manchester</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
	<p>importance;</p> <ul style="list-style-type: none"> <li>Progress towards Natural England target of 1 ha of local nature reserve per 1000 population.</li> </ul>	<p>1000 population.</p>	<ul style="list-style-type: none"> <li>Bury Greenspace Strategy;</li> <li>Proposed Green Infrastructure SPD;</li> <li>Determination of planning applications.</li> </ul>	<p>Ecology Unit;</p> <ul style="list-style-type: none"> <li>Developers.</li> </ul>
EN4: Protecting and enhancing the green infrastructure network	<ul style="list-style-type: none"> <li>No net loss of green infrastructure;</li> <li>Increase the area of the Borough where active conservation management is being implemented.</li> </ul>	<ul style="list-style-type: none"> <li>Types of development approved within the Borough's Green Infrastructure network;</li> <li>Percentage of completed residential and employment development in the Green Infrastructure network;</li> <li>Improved local biodiversity – proportion of local sites where active conservation management has been or is being implemented;</li> <li>Developer contributions secured for management of Green Infrastructure resources.</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>Bury Greenspace Strategy;</li> <li>Proposed Green Infrastructure SPD.</li> </ul>	<ul style="list-style-type: none"> <li>Developers;</li> <li>Environment Agency;</li> <li>United Utilities;</li> <li>Natural England;</li> <li>Red Rose Forest;</li> <li>National Trust</li> </ul>
EN5: Conserving an ecological network and promoting ecological enhancement	<ul style="list-style-type: none"> <li>To maintain or enhance areas of biodiversity importance;</li> <li>Expand and enhance areas of biodiversity importance in identified Ecological Enhancement Areas.</li> </ul>	<ul style="list-style-type: none"> <li>Change in areas of biodiversity importance;</li> <li>Improved local biodiversity – proportion of local sites where active conservation management has been or is being implemented.</li> </ul>	<ul style="list-style-type: none"> <li>Greater Manchester Biodiversity Action Plans;</li> <li>Proposed Green Infrastructure SPD.</li> </ul>	<ul style="list-style-type: none"> <li>Natural England;</li> <li>Red Rose Forest;</li> <li>Greater Manchester Ecology Unit;</li> <li>Wildlife Trust for Lancashire, Manchester and N. Merseyside;</li> <li>Developers.</li> </ul>
EN6: Conserving and enhancing the	<ul style="list-style-type: none"> <li>No net loss of the Borough's natural assets.</li> </ul>	<ul style="list-style-type: none"> <li>Change in areas of biodiversity importance;</li> <li>Improved local biodiversity –</li> </ul>	<ul style="list-style-type: none"> <li>Greater Manchester Biodiversity Action</li> </ul>	<ul style="list-style-type: none"> <li>Greater Manchester Ecology Unit;</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
Borough's natural assets		proportion of local sites where active conservation management has been or is being implemented.	Plans; <ul style="list-style-type: none"> <li>Proposed Green Infrastructure SPD.</li> </ul>	<ul style="list-style-type: none"> <li>Red Rose Forest;</li> <li>Natural England;</li> <li>Environment Agency;</li> <li>Wildlife Trust for Lancashire, Manchester and N. Merseyside;</li> <li>National Trust;</li> <li>Developers.</li> </ul>
EN7: Managing flood risk	<ul style="list-style-type: none"> <li>0 planning permissions granted contrary to EA advice on flooding grounds.</li> </ul>	<ul style="list-style-type: none"> <li>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds;</li> <li>Number of properties in flood risk areas.</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>	<ul style="list-style-type: none"> <li>Developers;</li> <li>Environment Agency;</li> <li>United Utilities;</li> <li>British Waterways.</li> </ul>
EN8: New development and flood risk	<ul style="list-style-type: none"> <li>0 planning permissions granted contrary to EA advice on flooding grounds.</li> </ul>	<ul style="list-style-type: none"> <li>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds;</li> <li>Number of properties in flood risk areas.</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications.</li> </ul>	<ul style="list-style-type: none"> <li>Developers;</li> <li>Environment Agency;</li> <li>United Utilities;</li> <li>British Waterways.</li> </ul>
EN9: Surface water management and drainage	<p>The following targets apply until AGMA targets are set:</p> <ul style="list-style-type: none"> <li>All new development on greenfield sites should deliver greenfield runoff up to a 1 in 100 year storm event, unless local variations allow otherwise;</li> <li>All new development on brownfield sites should aim for a minimum</li> </ul>	<ul style="list-style-type: none"> <li>Number of planning permission granted contrary to Environment Agency advice on flooding and water quality grounds;</li> <li>Number of applications approved incorporating SUDs;</li> <li>River water quality.</li> </ul>	<ul style="list-style-type: none"> <li>Determination of planning applications;</li> <li>GM Water Cycle Strategy;</li> <li>United Utilities Asset Management Plan;</li> <li>Development of Surface Water Management Plan;</li> <li>NW River Basin</li> </ul>	<ul style="list-style-type: none"> <li>Developers;</li> <li>Environment Agency;</li> <li>United Utilities.</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
	reduction in surface water runoff rates of 30% (50% in CDAs) up to a 1 in 100 year storm event, unless local variations allow otherwise.		Management Plan;	
EN10: Moving towards a zero carbon borough	<ul style="list-style-type: none"> <li>▪ Reduction in CO<sub>2</sub> emissions from new development in accordance with the national timetable for zero carbon buildings;</li> <li>▪ Deliver the identified low and zero carbon energy opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Renewable energy generation – installed capacity by type;</li> <li>▪ Per capita reduction in CO<sub>2</sub> emissions;</li> <li>▪ CO<sub>2</sub> emissions by sector;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Manchester Joint Waste DPD;</li> <li>▪ GM Decentralised Energy Planning Study;</li> <li>▪ Bury Town Centre Energy Framework;</li> <li>▪ Inner Radcliffe and Town Centre Energy Framework;</li> <li>▪ Love Prestwich Strategy;</li> <li>▪ Landscape Capacity for wind energy development in the South Pennines study;</li> <li>▪ Development of GM City Region ESCo Framework.</li> </ul>	<ul style="list-style-type: none"> <li>▪ United Utilities;</li> <li>▪ Electricity North West;</li> <li>▪ The Carbon Trust;</li> <li>▪ Viridor;</li> <li>▪ Developers.</li> </ul>
EN11: Reducing carbon	<ul style="list-style-type: none"> <li>▪ Reduction in CO<sub>2</sub> emissions from new development in</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number of new developments incorporating low and zero carbon technologies;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Electricity North West;</li> <li>▪ United Utilities;</li> </ul>

Policy	Targets	Indicators	Mechanisms	Delivery Partners
emissions from new buildings	accordance with the national timetable for zero carbon buildings.	<ul style="list-style-type: none"> <li>▪ Energy use (gas and electricity).</li> </ul>		<ul style="list-style-type: none"> <li>▪ The Carbon Trust;</li> <li>▪ Viridor;</li> <li>▪ Developers.</li> </ul>
EN12: Decentralised, low and zero carbon energy infrastructure	<ul style="list-style-type: none"> <li>▪ Progressive increase in the provision of low and zero carbon energy infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Renewable energy generation – installed capacity by type.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Electricity North West;</li> <li>▪ United Utilities;</li> <li>▪ The Carbon Trust;</li> <li>▪ Viridor;</li> <li>▪ Developers.</li> </ul>
EN13: Built heritage assets and landscape character areas	<ul style="list-style-type: none"> <li>▪ Reduction in the number of listed buildings at risk of decay;</li> <li>▪ Complete Conservation Area Character Appraisal's for all of the Borough's Conservation Areas;</li> <li>▪ Approval of Local List.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Key assets of the built environment: <ul style="list-style-type: none"> <li>○ Number of conservation areas;</li> <li>○ Conservation area character appraisals completed;</li> <li>○ Number of nationally listed buildings;</li> <li>○ Entries on local list;</li> <li>○ Number of listed buildings at risk of decay;</li> <li>○ Number of listed buildings protected from decay;</li> <li>○ Ancient monuments.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Conservation area management plans.</li> </ul>	<ul style="list-style-type: none"> <li>▪ English Heritage;</li> <li>▪ Developers;</li> <li>▪ Property owners;</li> <li>▪ Greater Manchester Archaeology Unit ;</li> <li>▪ Local Heritage and Community Groups.</li> </ul>
EN14: Conserving and enhancing the Borough's built heritage and landscape character	<ul style="list-style-type: none"> <li>▪ Reduction in the number of listed buildings at risk of decay;</li> <li>▪ Complete Conservation Area Character Appraisal's for all of the Borough's Conservation Areas;</li> <li>▪ Approval of Local List.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Key assets of the built environment: <ul style="list-style-type: none"> <li>○ Number of conservation areas;</li> <li>○ Conservation area character appraisals completed;</li> <li>○ Number of nationally listed buildings;</li> <li>○ Entries on local list;</li> <li>○ Number of listed buildings at risk of decay;</li> <li>○ Number of listed buildings protected from decay;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Conservation area management plans.</li> </ul>	<ul style="list-style-type: none"> <li>▪ English Heritage;</li> <li>▪ Developers;</li> <li>▪ Property owners;</li> <li>▪ Greater Manchester Archaeology Unit ;</li> <li>▪ Local Heritage and Community Groups.</li> </ul>



Policy	Targets	Indicators	Mechanisms	Delivery Partners
		<ul style="list-style-type: none"> <li>o Ancient monuments.</li> </ul>		
EN15: New development and contaminated and unstable land	<ul style="list-style-type: none"> <li>▪ Ensure that all development carried out on potentially contaminated sites is safe, as part of the planning process.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number of potentially contaminated sites safely developed through the use of planning conditions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bury Contaminated Land Strategy;</li> <li>▪ Proposed GM Contaminated Land SPD;</li> <li>▪ Use and enforcement of planning conditions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Environment Agency;</li> <li>▪ Health Protection Agency;</li> <li>▪ DEFRA;</li> <li>▪ Developers.</li> </ul>
EN16: Managing mineral resources	<ul style="list-style-type: none"> <li>▪ To be set through the emerging Greater Manchester Joint Minerals DPD.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Production of primary land won aggregates;</li> <li>▪ Production of secondary and recycled aggregates.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Manchester Joint Minerals DPD</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Manchester Minerals and Waste Planning Unit;</li> <li>▪ Mineral site operators;</li> <li>▪ Private sector developers.</li> </ul>
EN17: Sustainable waste management	<ul style="list-style-type: none"> <li>▪ Set through the Greater Manchester Joint Waste DPD.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Capacity of new waste management facilities;</li> <li>▪ Amount of municipal waste arising, and managed by management type;</li> <li>▪ Residual household waste per head.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Manchester Joint Waste DPD;</li> <li>▪ Municipal Waste Management Strategy for Greater Manchester.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Manchester Minerals and Waste Planning Unit;</li> <li>▪ GMWDA;</li> <li>▪ Waste site operators;</li> <li>▪ Developers.</li> </ul>

## Objective 5: To improve transport and connectivity

Policy	Targets	Indicators	Mechanisms	Delivery Partners
T1: Better connecting places and improving accessibility	<ul style="list-style-type: none"> <li>▪ 100% of new residential development within 30 minutes public transport time of 5 key services;</li> <li>▪ Increase in Metrolink patronage;</li> <li>▪ Increase in bus miles operated;</li> <li>▪ Increase park and ride capacity.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Amount of new residential development within 30 minutes public transport time of key services;</li> <li>▪ Working age people with access to employment by public transport;</li> <li>▪ Method of travel to work (Census data);</li> <li>▪ Metrolink patronage;</li> <li>▪ Bus miles operated;</li> <li>▪ Local bus passenger journeys originating in the authority area (data only available for GM);</li> <li>▪ Length of cycle routes in the Borough;</li> <li>▪ Capacity at Radcliffe, Whitefield and Prestwich Metrolink park and ride sites.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Manchester Local Transport Plan (LTP3);</li> <li>▪ Bury Cycling Strategy;</li> <li>▪ Site Allocations DPD.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Highways Agency;</li> <li>▪ Transport for Greater Manchester;</li> <li>▪ East Lancashire Railway;</li> <li>▪ Public transport operators.</li> </ul>
T2: Transport requirements in new development	<ul style="list-style-type: none"> <li>▪ Reduction in average daily traffic flows;</li> <li>▪ Increase in pedal cycle flows;</li> <li>▪ Reduction in atmospheric pollution;</li> <li>▪ 100% of completed non-residential development complying with parking standards.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Average daily traffic flows;</li> <li>▪ Pedal cycle flows;</li> <li>▪ Congestion – average journey time per mile during the morning peak ;</li> <li>▪ Atmospheric pollution;</li> <li>▪ Number and total extent of air quality management areas;</li> <li>▪ Percentage of completed development within UCOs A, B and D complying with parking standards.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Determination of planning applications;</li> <li>▪ Greater Manchester Local Transport Plan;</li> <li>▪ Bury Cycling Strategy;</li> <li>▪ SPD10 – Travel Plans in Bury;</li> <li>▪ SPD11 – Parking Standards in Bury;</li> <li>▪ GM Air Quality Management Plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Developers;</li> <li>▪ Highways Agency;</li> <li>▪ Public transport operators;</li> <li>▪ East Lancashire Railway;</li> <li>▪ Transport for Greater Manchester.</li> </ul>

# Appendices



# Bury's Hierarchy of Centres

# 1

The Strategy relating to Key Centres (Policy SDS1) as well as policies relating to retailing and other town centre uses make reference to the Borough's hierarchy of centres and this is set out below:

KEY CENTRES
<b>Sub-Regional Town Centre</b>
Bury
<b>Other Town Centres</b>
Ramsbottom
Radcliffe
Prestwich
<b>District Centres</b>
Tottington
Whitefield

OTHER CENTRES
<b>District Shopping Centre</b>
Sedgley Park
<b>Local Shopping Centres</b>
Bolton Road West/Bolton Street, Ramsbottom
Holcombe Brook
Ainsworth Village
Woolfold, Tottington Road, Bury
Bolton Road/Bury Bridge, Bury
Walmersley Road (South), Bury

Parkhills Road, Bury
Sunnybank Road, Bury
Unsworth Pole/Parr Lane, Bury
Ainsworth Road/Water Street, Radcliffe
Whitefield South
Kirkhams, Prestwich
Polefield/Bury Old Road, Prestwich
Bury Old Road/St. Margaret's Road, Prestwich
Whittaker Lane/Bury Old Road, Prestwich
Bury Old Road/Kings Road, Prestwich
<b>Neighbourhood Shopping Centres</b>
Hawkshaw Village
Greenmount Village
Vernon Road, Greenmount
Newcombe Road, Higher Summerseat
Brandlesholme Road, Bury
Tottington Road, Bury
Throstle Grove/Hebburn Drive, Bury
Walshaw Village
Mile Lane, Seddons Farm, Bury
Colville Drive, Bury
Bolton Road, Bury
Ainsworth Road, Bury
Crostons Road, Bury
Walmersley Old Road, Bury
Walmersley Road, Bury

Walmersley Road Precinct, Bury
Chesham Road, Bury
Chesham Fold Road, Bury
Topping Fold Road, Bury
Rochdale Road, Bury
Dorset Drive, Bury
Parkhills Road/Market Street, Bury
Radcliffe Road, Bury
Radcliffe Road/Kendal Drive, Bury
Redvales Road, Bury
Tennyson Avenue, Bury
Dumers Lane, Bury
Hollins Lane, Bury
Manchester Road, Sunnybank, Bury
Randale Drive/Parr Lane, Bury
Black Lane/Ainsworth Road, Radcliffe
Moss Shaw Way, Radcliffe
Coronation Road, Radcliffe
Ainsworth Road/Redbank Road, Radcliffe
Water Street, Edge of Radcliffe Town Centre
Cross Lane, Radcliffe
Outwood Road, Radcliffe
Stand Lane, Radcliffe
Radcliffe New Road, Whitefield
Bury New Road/West Avenue, Whitefield
Rufford Drive, Whitefield

Albert Place/Ribble Drive, Whitefield
Hazel Road, Whitefield
Thatch Leach Lane, Besses, Whitefield
Besses O' th' Barn, Bury Old Road, Whitefield
Park Lane, Whitefield
Bury New Road/Willow Road, Prestwich
Heywood Road/Mount Road, Prestwich
Heywood Road (adjacent to railway), Prestwich
Rectory Lane/Heywood Road, Prestwich
Bury New Road/Scholes Lane, Prestwich
Bury New Road/St. Anns Road, Prestwich
St. Anns Road/Shelly Road, Prestwich
Sandy Lane/Butterstile Lane, Prestwich
Sandy Lane/Agecroft Road East, Prestwich
Rainsough Brow, Prestwich
Chapel Road, Prestwich
Kings Road/Princess Avenue, Prestwich
Windsor Road, Prestwich
Middleton Road, Prestwich



# **Bury's Affordable Housing Regeneration Areas**

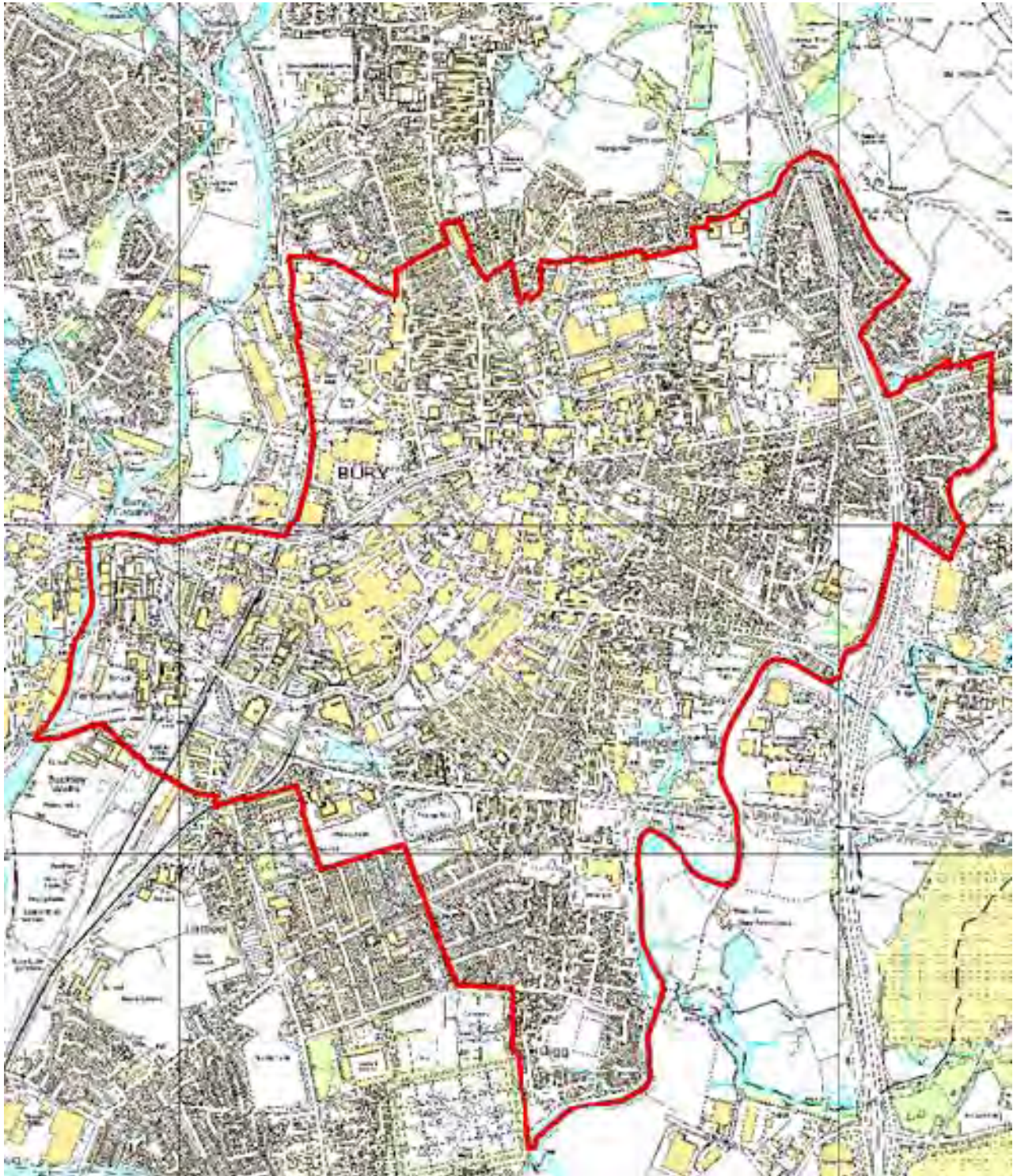
# **2**

Development Management Policy DM10 sets out the local targets for the types of affordable housing that is needed across the Borough and the circumstances when it will be required.

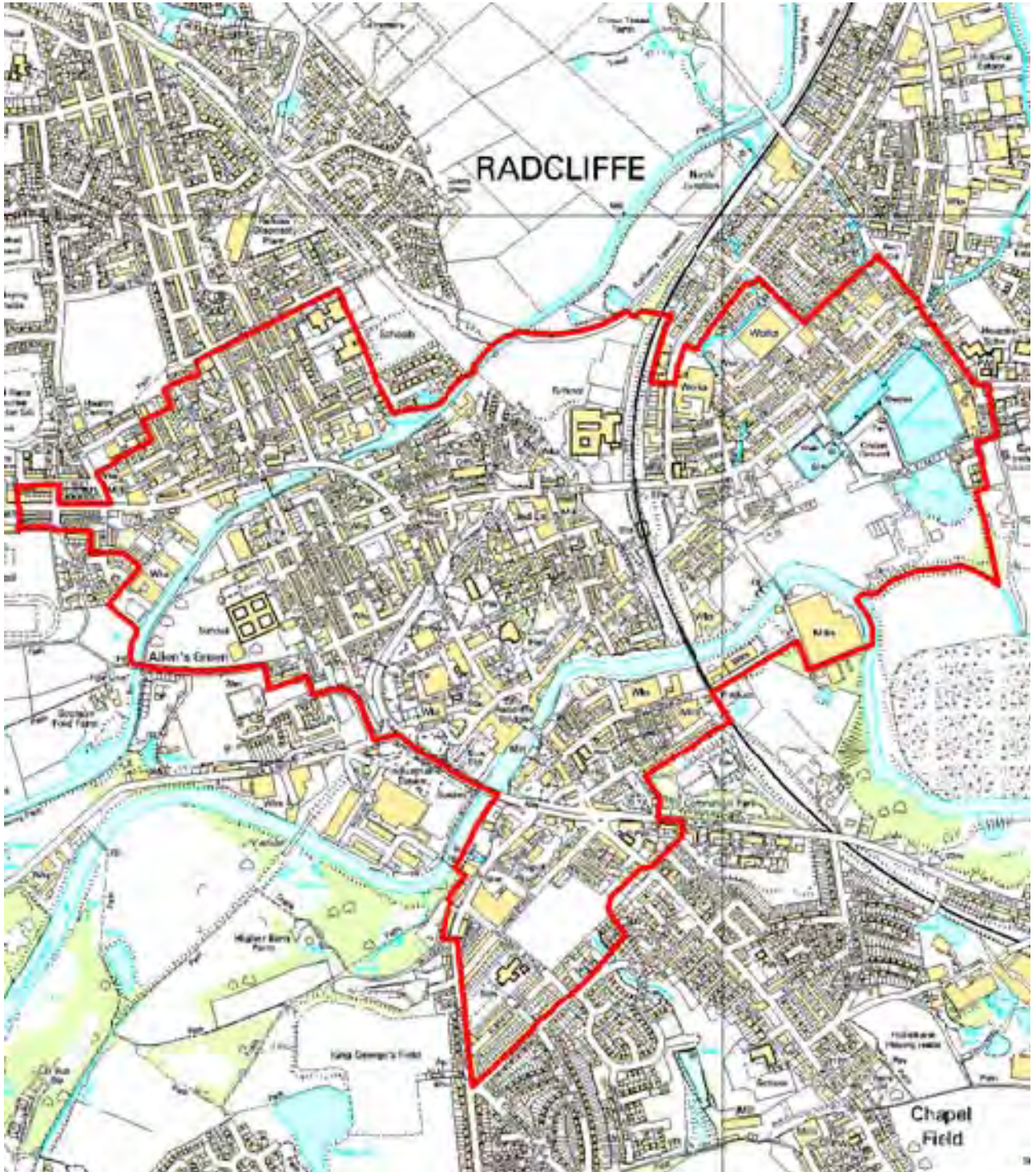
It should be noted that these boundaries are derived from a former version of the Supplementary Planning Document 7 (Managing the Supply of Housing in Bury) and have subsequently been used in the Affordable Housing Viability Assessment as being the 'regeneration areas' for the Policy. They are included in this appendix for illustration purposes and to provide clarity to Policy DM10.

It should be noted that the Core Strategy does not propose to make any amendments to these boundaries. If there are to be any future changes to the boundaries this will be done through the Site Allocations DPD.

**East Bury Affordable Housing Regeneration Area**



**Radcliffe Affordable Housing Regeneration Area**





# Bury's Parking Standards

# 3

The following table shows maximum car parking standards and minimum standards for cycle parking, TWMVs and for people who are disabled. The table has been divided into types of development that are based on the Town and Country Planning (Use Classes) Order 1987.<sup>1</sup> It is anticipated that the Council will prepare SPD in conjunction with these standards.

Parking provision for other uses that are not outlined in the table will be considered on merit and in line with the standards for similar uses as follows.

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<sup>1</sup> As amended 2005.

### Bury's Parking Standards

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<b>1a. Food retail (A1):</b> 900sqm or less	1 per 25 sqm	Up to and including 200 bays: 3 bays or 6% of total capacity, <i>which ever is the greatest</i>	1 per 200 sqm – minimum of 2  <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	Individual consideration	<p><b>Car Parking:</b></p> <p>Smaller developments, particularly those within local and neighbourhood shopping centres (see Glossary), that are assumed to be more local in nature that are accessible by other modes could have reduced levels of parking requirements (each proposal will be considered on its own merits).</p>
<b>1b. Food retail (A1):</b> over 900 sqm	1 per 16 sqm	Up to and including 200 bays: 3 bays or 6% of total capacity, <i>which ever is the greatest</i>  Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 200sqm  <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	1 per 600 sqm, minimum of 2 spaces	

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<b>2a. Non-food retail (other A1 uses):</b> 900sqm or less	1 per 30 sqm	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is greater.</i>	1 per 200 sqm, minimum of 2  <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	Individual consideration	<p><b>Car Parking:</b></p> <p>Smaller developments, particularly those within local and neighbourhood shopping centres (see Glossary), that are assumed to be more local in nature that are accessible by other modes could have reduced levels of parking requirements (each proposal will be considered on its own merits).</p>
<b>2b. Non-food retail (other A1 uses):</b> over 900sqm	1 per 22 sqm	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is greater.</i>  Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 200 sqm  <i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).	1 per 900 sqm, minimum of 2 spaces	

<p><b>3. Financial and professional services (A2)</b></p>	<p>1 per 35 sqm</p>	<p>Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is greater.</i></p> <p>Over 200 bays – 4 bays <i>plus</i> 4% of total capacity</p>	<p>1 per 400 sqm, minimum of 2 spaces</p> <p><i>Note:</i> 50% of cycle spaces should be allocated for customers (short-stay) and 50% for staff (long-stay).</p>	<p>Individual consideration</p>	
<p><b>4a. Food and Drink (A3):</b> Restaurants</p>	<p>1 per 7sqm public floor area</p>	<p>Up to and including 200 bays – 3 bays or 6% total capacity, <i>which ever is greater.</i></p> <p>Over 200 bays – 4 bays <i>plus</i> 4% of total capacity</p>	<p>1 per 140 sqm public floor area – minimum 2 spaces</p> <p><i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).</p>	<p>1 per 280 sqm public floor area – minimum of 2 spaces</p>	<p>Restaurants will require adequate levels of off-street parking and will be assessed on an individual basis.</p>



<p><b>4b. Food and Drink (A5):</b> Fast food, drive throughs</p>	<p>1 per 8.5 sqm gross floor area</p>	<p>Up to and including 200 bays – 3 bays or 6% total capacity, <i>which ever is greater.</i></p> <p>Over 200 bays – 4 bays <i>plus</i> 4% of total capacity</p>	<p>1 per 140 sqm public floor area – minimum 2 spaces</p> <p><i>Note:</i> 80% of cycle spaces should be allocated for customers (short-stay) and 20% for staff (long-stay).</p>	<p>1 per 280 sqm public floor area – minimum of 2 spaces</p>	<p>Car parking for takeaways (A5) will be assessed on an individual basis as they rely on short stay parking in close proximity and the amenity of surrounding properties needs careful consideration.</p>
<p><b>5a. Business (B1):</b> Stand alone offices</p>	<p>1 per 35 sqm</p>	<p>Up to and including 200 bays – <i>individual bays for each disabled employee plus 2 bays or 5% total capacity, which ever is greater.</i></p> <p>Over 200 bays – 6 bays <i>plus</i> 2% of total capacity</p>	<p>1 per 400 sqm – minimum of 2 spaces</p> <p><i>Note:</i> 40% of cycle spaces should be allocated for customers (short-stay) and 60% for staff (long-stay).</p>	<p>1 per 1,400 sqm – minimum of 2 spaces</p>	<p>Call centres (B1) will need to be assessed individually due to large amounts of staff numbers above general office use.</p> <p>Determined on individual merits of planning</p>

<p><b>5b. Business (B1):</b> Business parks</p> <p>Call Centres</p>	<p>1 per 40 sqm</p> <p>Individual consideration.</p>	<p>Up to and including 200 bays – <i>individual bays for each disabled employee plus 2 bays or 5% total capacity, which ever is greater.</i></p> <p>Over 200 bays – 6 bays <i>plus</i> 2% of total capacity</p> <p>Individual consideration.</p>	<p>1 per 400 sqm – minimum of 2 spaces</p> <p><i>Note:</i> 40% of cycle spaces should be allocated for customers (short-stay) and 60% for staff (long-stay).</p> <p>Individual consideration.</p>	<p>1 per 1,400 sqm – minimum of 2 spaces</p> <p>Individual consideration.</p>	
<p><b>6. General Industry (B2)</b></p>	<p>1 per 60 sqm</p>	<p>Up to and including 200 bays – individual bays for each disabled employee plus 2 bays or 5% total capacity, <i>which ever is greater.</i></p> <p>Over 200 bays – 6 bays <i>plus</i> 2% of total capacity</p>	<p>1 per 700 sqm – minimum of 2 spaces</p> <p><i>Note:</i> 10% of cycle spaces should be allocated for customers (short-stay) and 90% for staff (long-stay).</p>	<p>1 per 2,800 sqm – minimum of 2 spaces</p>	

<b>7. Storage or distribution (B8)</b>	1 per 100 sqm	Up to and including 200 bays – individual bays for each disabled employee plus 2 bays or 5% total capacity, <i>which ever is greater.</i>  Over 200 bays – 6 bays <i>plus</i> 2% of total capacity	1 per 850 sqm – minimum of 2 spaces  <i>Note:</i> 10% of cycle spaces should be allocated for customers (short-stay) and 90% for staff (long-stay).	1 per 4,000 sqm – minimum 2 spaces	See design advice for lorries in Section 6.
<b>8. Hotels (C1)</b>	1 per bedroom incl. staff considered.	Up to and including 200 bays – 3 bays or 6% of total capacity, <i>which ever is the greater</i>  Over 200 bays – 4 bays <i>plus</i> 4% of total capacity	1 per 10 bedrooms, minimum of 2 spaces  <i>Note:</i> 30% of cycle spaces should be allocated for customers (short-stay) and 70% for staff (long-stay).	1 per 40 bedrooms – minimum of 2 spaces	Leisure and conference facilities should be considered separately.  Proposals for C1 use within Bury Town Centre will be assessed on their own merits and in line with any Transport Assessment.
<b>9a. Residential Institutions (C2): Hospitals</b>	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	

<p><b>9b. Residential Institutions (C2):</b> Care / nursing homes</p>	<p>1 per 4 beds</p>	<p>Up to and including 200 bays – 3 bays or 6% total capacity, <i>which ever is greater.</i></p> <p>Over 200 bays – 4 bays <i>plus</i> 4% of total capacity</p>	<p>1 per 40 beds, minimum of 2 spaces</p> <p><i>Note:</i> 30% of cycle spaces should be allocated for visitors (short-stay) and 70% for staff (long-stay).</p>	<p>1 per 160 beds – minimum of 2 spaces</p>	<p><b>Car Parking</b> – Standards for care/nursing homes are for staff and visitors.</p> <p>Parking standards for care and nursing homes will be considered on their own merits and nature/location of proposal.</p>
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a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)		c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<p><b>10a. Dwelling Houses (C3)</b></p> <p><b>1 bed</b></p> <p><b>2 bed</b></p> <p><b>3 bed</b></p> <p><b>4 bed and above</b></p>	<p><b>High Access Area (No. per unit)</b></p> <p>1.0</p> <p>1.5</p> <p>2.0</p> <p>3.0</p>	<p><b>Low Access Area (No. per unit)</b></p> <p>2.0</p> <p>2.5</p> <p>3.0</p> <p>3.0</p>	<p>Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.</p>	<p>Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.</p>	<p>Individual consideration</p>	<p><b>Car Parking for all types of dwellings:</b> Visitor parking spaces should be shared.</p> <p>Lower parking thresholds will be applied to areas of high accessibility (see Appendix 3). These residential standards exclude garages.</p>
<p><b>10b. Sheltered Housing</b></p>	<p>1 per 3 units</p>		<p>10% of sheltered housing parking should be allocated for disabled people</p>			

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<b>11a. Non-Residential Institutions (D1):</b> Medical or health facilities	1 per 2 full-time equivalent staff + 3 per consulting room	Up to and including 200 bays – 3 bays or 6% of the total capacity, <i>which ever is the greater</i>	1 per 10 full time equivalent staff, minimum of 2 spaces	1 per 40 full time equivalent staff, minimum of 2 spaces	
<b>11b. Non-Residential Institutions (D1):</b> Crèche, day nursery or day centre	1 per full time equivalent staff	Over 200 Bays -4 bays <i>plus</i> 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard.	<b>Car Parking</b> - The provision of adequate drop off facilities for parents and for visitors would also need to be individually considered.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<b>11c. Non-Residential Institutions (D1):</b> Schools	1.5 spaces per classroom	<p>Up to and including 200 bays – 3 bays or 6% of the total capacity, <i>which ever is the greater</i></p> <p>Over 200 Bays -4 bays <i>plus</i> 4% of total capacity.</p>	1 per 10 full time equivalent staff plus 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces	<p><b>Car Parking</b> - Standard equates to 1 per full time member of staff with limited provision for visitors. <i>Only operational requirements should be provided for.</i> It is likely that Transport Assessments and Travel Plans will be required for new or expanded schools - see Development Control Guidance Note 12 – ‘Travel Plans in Bury’.</p>

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<p><b>11d. Non-Residential Institutions (D1):</b> Higher or further education</p>	<p>1 per 2 full time equivalent staff</p>	<p>Over 200 Bays - 4 bays <i>plus</i> 4% of total capacity.</p>	<p>1 per 20 full time equivalent staff plus 1 per 10 students</p>	<p>1 per 80 full time equivalent staff plus 1 per 600 students</p>	<p><b>Car Parking – <i>Only operational requirements should be provided for.</i></b> It is likely that Transport Assessments and Travel Plans will be required.</p> <p>Separate consideration will be required for parking for associated residential facilities.</p>
<p><b>11e. Non-residential institutions (D1):</b> Art gallery, museum, exhibition hall or library</p>	<p>1 per 30 sqm public floor area</p>	<p>Up to and including 200 Bays - 3 bays or 6% of the total capacity, <i>which ever is the greater.</i></p>	<p>1 per 300 sqm public floor area – minimum of 2 spaces.</p>	<p>1 per 1200 sqm public floor area – minimum of 2 spaces</p>	



a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<b>11f. Non-residential institutions (D1):</b> Public hall or place of worship	1 per 5 sqm public floor area	Over 200 Bays – 4 bays <i>plus</i> 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces	
<b>12a. Assembly &amp; Leisure (D2):</b> Cinema, bingo hall or casino, concert hall	1 per 8 seats	Up to and including 200 Bays - 3 bays or 6% of total capacity, <i>which ever is greater.</i>	1 per 80 seats – minimum of 2 spaces	1 per 320 seats – minimum of 2 spaces	
<b>12b. Assembly &amp; Leisure (D2):</b> Indoor sports or recreation	1 per 25 sqm	Over 200 Bays - 4 bays <i>plus</i> 4% of total capacity	1 per 250 sqm – minimum of 6 spaces	1 per 1,000 sqm – minimum of 2 spaces	
<b>12c. Assembly &amp; Leisure (D2):</b> Outdoor sports and recreation	Individual consideration.	Individual consideration.	Individual consideration.	Individual consideration.	Determined on individual merits of planning application.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
<p><b>13a. Miscellaneous:</b> Stadia/Spectator seating</p>	<p>1 space per 18 seats 1 coach parking space per 1000 seats (this is a minimum standard)</p>	<p>Up to and including 200 Bays - 3 bays or 6% of total capacity, <i>which ever is greater.</i>  Over 200 Bays - 4 bays <i>plus</i> 4% of total capacity</p>	<p>1 per 150 seats – minimum of 2 spaces  <i>Note:</i> 90% of cycle spaces should be allocated for spectators (short-stay) and 10% for staff (long-stay).</p>	<p>1 per 600 seats – minimum of 2 spaces</p>	<p>There is a need to mitigate impact of stadia traffic and on street parking in the vicinity of the stadium. Where development is considered major, a travel plan will be required. A Transport Assessment may also be required. Please refer to SPD12 for further information.</p>
<p><b>13b. Miscellaneous:</b> Railway / Bus stations, and tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration.</p>	<p>Minimum of 10 per station.  Individual consideration for tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration should be given to car parking to facilitate Park &amp; Ride and drop off places where appropriate and practical.</p>

# Key Evidence for Bury's Core Strategy

# 4

In addition to the need for the Core Strategy to be consistent with other national, regional and local policies, strategies and plans, the Government requires that Core Strategies are based on a robust and credible evidence base that provides appropriate justification for the approach that is being pursued.

Throughout the preparation of the Core Strategy, the Council has drawn upon what is considered to be a comprehensive evidence base to support the Core Strategy. The primary evidence base used in conjunction with the development of the Core Strategy is set out below.

All the background evidence supporting the Core Strategy can be accessed via the Council's web site at [www.bury.gov.uk/corestrategy](http://www.bury.gov.uk/corestrategy)

<b>a) Housing</b>		
Housing Topic Paper	October 2012	Bury Council
Greater Manchester Strategic Housing Market Assessment	December 2008	Deloitte and GVA Grimley
Greater Manchester Strategic Housing Market Assessment (Update Report)	May 2010	AGMA
Housing Needs and Demand Assessment	2012	DCA
Affordable Housing Viability Study	March 2009	Lambert Smith Hampton
Affordable Housing Viability Study Addendum	January 2011	Lambert Smith Hampton
Strategic Housing Land Availability Assessment – Summary	Annual Latest update April 2012	Bury Council
Strategic Housing Land Availability Assessment	Annual Latest update April 2012	Bury Council
Five Year Supply of Deliverable Housing Land	Annual Latest update April 2012	Bury Council
Annual Housing Monitoring Report	Annual Latest update April 2010	Bury Council
Gypsy and Travellers Accommodation Assessment	2008	Arc 4
Black and Minority Ethnic Housing Strategy	2003	Bury Council
Bury Housing Strategy	2004	Bury Council

<b>b) Economy and Employment</b>		
Employment Land Review	October 2012	Bury Council
Bury Economic Strategy 2010-2018	2010	Team Bury
Bury Employment Opportunities Study	December 2006	King Sturge
City Relationships: Economic Linkages in Northern City Regions	November 2009	The Work Foundation
Greater Manchester Forecasting Model Data	November 2011	Oxford Economics
<b>c) Retailing and Town Centres</b>		
Bury Retail Study	November 2011	Drivers Jonas
Bury but Better 2009 – Town Centre Vision and Development Strategy	November 2009	URBED
Reinventing Radcliffe: a Vision and Development Strategy for Inner Radcliffe	January 2004	URBED
Radcliffe 3 Sites Masterplan	April 2005	URBED
Radcliffe Town Centre Masterplan	March 2011	URBED
Love Prestwich Village: Town Centre Development Strategy	July 2009	URBED
<b>d) Climate Change, Energy and Environment</b>		
Environment Topic Paper	October 2012	Bury Council
Strategic Flood Risk Assessment	Level 1 completed August 2008 in conjunction with other Greater Manchester authorities.	Scott Wilson
	Level 2 completed November 2009, joint with Rochdale and Oldham.	JBA
Local Brownfield Strategy	June 2010	Bury Council
Landscape Character Assessment	2009	Bury Council
GM Ecological Framework	August 2008	GMEU / Salford University
GM Green Infrastructure Scoping Study (Towards a Green Infrastructure Framework for Greater Manchester)	September 2008	TEP / AGMA project
AGMA Green Infrastructure Study Phase 3 and Bury Green Infrastructure Assessment	April 2010	TEP
GM Biodiversity Action Plan	September 2009	GMEU
Greater Manchester Decentralised Energy Planning Study	June 2010	URBED, Faber Maunsell, Quantum and Aecom for AGMA
Bury Town Centre Energy Framework	March 2010	URBED / AECOM

Inner Radcliffe and Town Centre Energy Framework	March 2011	URBED / AECOM
Assessing the Economic Impact of EU and UK Climate Change Legislation on Manchester City Region and the North West (Mini Stern)	September 2008	Deloitte for AGMA
South Pennines Assessment on the Landscape Capacity to Inform Wind Energy Developments	January 2010	Alison Farmer Associates and Julie Martin Associates
Bury Urban Historic Landscape Characterisation	October 2008	GMAU
The River Irwell North Manchester Restoration Project	November 2009	The River Restoration Centre
Greater Manchester Sites of Biological Importance Selection Guidelines	June 2008	GMEU
River Basin Management Plan for the North West River Basin District	December 2009	DEFRA / Environment Agency
Guidance for Local Authorities on Implementing the Biodiversity Duty	May 2007	DEFRA
Safeguarding our Soils – A Strategy for England	September 2009	DEFRA
Survey of Great Crested Newts in the Metropolitan Borough of Bury	2004-2006	Dave Bentley, Ecological Consultant
Greater Manchester and Merseyside Inventory of Ancient Woodland	1988	Nature Conservancy Council
Bury Phase 1 Ecological Survey	1991	Lancashire Trust for Nature Conservation
Bury Habitat Survey	2001	TEP
<b>e) Built Environment</b>		
Ainsworth Village Conservation Area Appraisal	March 2008	Bury Council
All Saints Conservation Area Appraisal	August 2006	Bury Council
Brooksbottoms Conservation Area Appraisal	May 2010	Kathryn Sather & Associates
Bury Town Centre Conservation Area Appraisal	February 2007	Architectural History Practice
Holcombe Conservation Area Appraisal	May 2010	Kathryn Sather & Associates
Mount Pleasant Conservation Area Appraisal	July 2004	Bury Council
Poppythorn Conservation Area Appraisal	March 2006	Bury Council
Ramsbottom Conservation Area Appraisal	September 2006	Architectural History Practice
St. Mary's Conservation Area Appraisal	October 2009	Bury Council
Summerseat Conservation Area Appraisal	May 2010	Kathryn Sather & Associates

Bury Heritage Strategy	April 2002	Bury Council
<b>f) Open Space/Recreation</b>		
Greenspace Strategy (incorporating the Assessment of Needs and Opportunities for Open Space, Sport and Recreation 2009)	June 2010	Bury Council
Sports Pitch Strategy	September 2011	Bury Council
<b>g) Communities</b>		
Community Facilities Topic Paper	October 2012	Bury Council
Bury's Community Strategy 2008 – 2018	2008	Team Bury
Ramsbottom, Tottington and North Manor Area Profile	November 2011	Bury Council
Bury West Area Profile	November 2011	Bury Council
Bury East Area Profile	November 2011	Bury Council
Radcliffe Area Profile	November 2011	Bury Council
Whitefield and Unsworth Area Profile	November 2011	Bury Council
Prestwich Area Profile	November 2011	Bury Council
Future of Primary Learning in Bury: Primary Capital Programme	June 2008, amended February 2009	Bury Council
Future of Secondary Learning: Secondary Strategy for Change	January 2009	Bury Council
Bury Childcare Sufficiency Assessment Summary	September 2009	Bury Council
Joint Strategic Services Development Plan	2005	Bury NHS and Tameside and Glossop PCT
Bury Joint Strategic Needs Assessment	November 2010	Team Bury
Bury Cultural Strategy	2007	Bury Council
<b>h) Transport</b>		
Transport Topic Paper	October 2012	Bury Council
Bury Transport Statistics 2009	September 2010	GMTU
Greater Manchester Transport Modelling	December 2009	MVA Consultancy in association with David Simmonds Consultancy and GMTU
GM 3 <sup>rd</sup> Local Transport Plan 2011/12-2015/16	April 2011	Transport for Greater Manchester
<b>i) Infrastructure</b>		
Bury Infrastructure Delivery Plan	October 2012	Bury Council
<b>j) Waste</b>		
The Municipal Waste Management Strategy for Greater Manchester	April 2007	GMWDA

Joint Waste Development Plan Document for Greater Manchester – Adopted DPD	April 2012	GM Minerals and Waste Planning Unit
<b>k) Minerals</b>		
GM Minerals Joint Minerals DPD – Submission document	July 2011	GM Minerals and Waste Planning Unit
GM Joint Minerals DPD – Main Modifications	March 2012	GM Minerals and Waste Planning Unit
GM Joint Minerals DPD – Minor Modifications	March 2012	GM Minerals and Waste Planning Unit





# Treatment of Bury's UDP Policies

# 5

Regulation 13(5) of the Town and Country Planning (Local Development) (England) Regulations 2004 states that where a DPD contains a policy that is intended to supersede another policy, it must state that fact and identify the superseded policy.

The following table therefore sets out those UDP policies that will be superseded by new policies within the Core Strategy as well as identifying those that will be retained until superseded by the Site Allocations Plan or those that are now obsolete and will be deleted.

EXISTING POLICY		TREATMENT OF POLICY/PROPOSAL
<b>EC1</b>	<b>EMPLOYMENT LAND PROVISION</b>	Superseded by Spatial Policy EC1.
	EC1/1 – Land for Business (B1), General Industrial (B2) and Warehousing Uses (B8)	Saved. To be superseded by the Site Allocations Plan
	EC1/2 – Land Suitable for Business (B1) and Office Use	Saved. To be superseded by the Site Allocations Plan
	EC1/3 – Land Suitable for Business (B1), Office and Hotel/Conference Facility Uses	Saved. To be superseded by the Site Allocations Plan
<b>EC2</b>	<b>EXISTING INDUSTRIAL AREAS AND PREMISES</b>	Superseded by Spatial Policy EC1.
	EC2/1 – Employment Generating Areas	Superseded by Development Management Policy EC2.
	EC2/2 – Employment Land and Premises Outside the Employment Generating Areas	Superseded by Development Management Policy EC3.
<b>EC3</b>	<b>IMPROVEMENT OF OLDER INDUSTRIAL AREAS AND PREMISES</b>	Superseded by Spatial Policy EC1.
	EC3/1 – Measures to Improve Industrial Areas	
<b>EC4</b>	<b>SMALL AND GROWING BUSINESSES</b>	Policy deleted.
	EC4/1 – Small Businesses	
<b>EC5</b>	<b>OFFICES</b>	Superseded by Spatial Policy EC1.
	EC5/1 – Office Development in Bury Town Centre	Saved. To be superseded by the Site Allocations Plan
	EC5/2 – Other Centres and Preferred Office Locations	Saved. To be superseded by the Site Allocations Plan
	EC5/3 – Other Office Locations	Saved. To be superseded by the Site Allocations Plan
<b>EC6</b>	<b>NEW BUSINESS, INDUSTRIAL AND COMMERCIAL DEVELOPMENT</b>	Superseded by Development Management Policy CP1.
	EC6/1 – Assessing New Business, Industrial and Commercial Development	Superseded by Development Management Policy CP1.
	EC6/2 – Hazardous Installations	Policy deleted.

<b>H1</b>	<b>HOUSING LAND PROVISION</b>	Superseded by Spatial Policy CO1.
	H1/1 – Housing Land Allocations	Saved. To be superseded by the Site Allocations Plan
	H1/2 – Further Housing Development	Superseded by Development Management Policy CO2.
	H1/3 – Provision for Gypsies and Travellers	Superseded by Development Management Policy CO6 and the Gypsy and Traveller Site Allocations Development Plan Document.
<b>H2</b>	<b>HOUSING ENVIRONMENT AND DESIGN</b>	Superseded by Development Management Policy CP1.
	H2/1 – The Form of New Residential Development	Superseded by Development Management Policy CP1.
	H2/2 – The Layout of New Residential Development	Superseded by Development Management Policy CP1.
	H2/3 – Extensions and Alterations	Superseded by Development Management Policy CP1.
	H2/4 – Conversions	Superseded by Development Management Policy CP1.
	H2/5 – Conversions of Residential Property to Hotels and Guest Houses	Superseded by Development Management Policy CP1.
	H2/6 – Garden and Backland Development	Superseded by Development Management Policy CP1.
<b>H3</b>	<b>INCOMPATIBLE USES IN RESIDENTIAL AREAS</b>	Superseded by Development Management Policy CP1.
	H3/1 – Assessing Non-Conforming Uses	
	H3/2 – Existing Incompatible Uses	
<b>H4</b>	<b>HOUSING NEED</b>	Superseded by Development Management Policy CO4.
	H4/1 – Affordable Housing	Superseded by Development Management Policy CO5.
	H4/2 – Special Needs Housing	Superseded by Development Management Policy CO4.
<b>H5</b>	<b>HOUSING IMPROVEMENT</b>	Policies deleted.
	H5/1 – Area Improvement	
<b>EN1</b>	<b>ENVIRONMENT</b>	Superseded by Development Management Policy CP1.
	EN1/1 – Visual Amenity	Superseded by Development Management Policy CP1.

	EN1/2 – Townscape and Built Design	Superseded by Development Management Policy CP1.
	EN1/3 – Landscaping Provision	Superseded by Development Management Policy CP1.
	EN1/4 – Street Furniture	Superseded by Development Management Policy CP1.
	EN1/5 – Crime Prevention	Superseded by Development Management Policy CP1.
	EN1/6 – Public Art	Superseded by Development Management Policy CP1.
	EN1/7 – Throughroutes and Gateways	Superseded by Development Management Policy CP1.
	EN1/8 – Shop Fronts	Superseded by Development Management Policy CP1.
	EN1/9 – Advertisements	Superseded by Development Management Policy CP1.
	EN1/10 – Telecommunications	Policy deleted.
	EN1/11 – Public Utility Infrastructure	Policy deleted.
<b>EN2</b>	<b>CONSERVATION AND LISTED BUILDINGS</b>	Superseded by Spatial Policy EN13.
	EN2/1 – Character of Conservation Areas	Superseded by Spatial Policy EN13.
	EN2/2 – Conservation Area Control	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
	EN2/3 – Listed Buildings	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
	EN2/4 – Historic Parks	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
<b>EN3</b>	<b>ARCHAEOLOGY</b>	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
	EN3/1 – Impact of Development on Archaeological Sites	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
	EN3/2 – Development Affecting Archaeological Sites	Superseded by Spatial Policy EN13 and Development Management Policy EN14.

	EN3/3 – Ancient Monuments	Superseded by Spatial Policy EN13 and Development Management Policy EN14. Specific identification of ancient monuments in Site Allocations Plan.
<b>EN4</b>	<b>ENERGY CONSERVATION</b>	Superseded by Spatial Policy EN10 and Development Management Policies EN11 and EN12.
	EN4/1 – Renewable Energy	
	EN4/2 – Energy Efficiency	
<b>EN5</b>	<b>FLOOD PROTECTION AND DEFENCE</b>	Superseded by Spatial Policy EN7 and Development Management Policies EN8 and EN9.
	EN5/1 – New Development and Flood Risk	
<b>EN6</b>	<b>CONSERVATION OF THE NATURAL ENVIRONMENT</b>	Superseded by Development Management Policy EN4 and EN6. Specific identification of ecological features in the Site Allocations Plan.
	EN6/1 – Sites of Nature Conservation Interest (SSSIs, NNRs and Grade A SBIs)	
	EN6/2 – Sites of Nature Conservation Interest (LNRs and Grade B and C SBIs)	
	EN6/3 – Features of Ecological Value	
	EN6/4 – Wildlife Links and Corridors	Policy saved. Specific identification of the Green Infrastructure network to come forward through the Site Allocations Plan. In the interim, and for the purposes of development management, the Green Infrastructure network can, unless indicated otherwise, be interpreted as comprising River Valleys, Wildlife Links and Corridors and the West Pennine Moors as shown on the UDP Proposals Map.
	EN6/5 – Sites of Geological Interest	Superseded by Development Management Policy EN6. Specific identification of geological features in the Site Allocations Plan.
<b>EN7</b>	<b>POLLUTION- CONTROL</b>	Superseded by Development Management Policy EN18.
	EN7/1 – Atmospheric Pollution	Superseded by Development Management Policy EN18.
	EN7/2 – Noise Pollution	Superseded by Development Management Policy EN18.
	EN7/3 – Water Pollution	Superseded by Development Management Policy EN18.
	EN7/4 – Groundwater Protection	Superseded by Development Management Policy EN18.
	EN7/5 – Waste Water Management	Superseded by Development Management Policy EN18.

<b>EN8</b>	<b>WOODLAND AND TREES</b>	Superseded by Spatial Policies EN3 and EN5 and Development Management Policies CP1and EN4.
	EN8/1 – Tree Preservation Orders	Policy deleted
	EN8/2 – Woodland and Tree Planting	Superseded by Spatial Policies EN3 and EN5 and Development Management Policies CP1and EN4.
	EN8/3 – Red Rose Forest	Superseded by Spatial Policies EN3 and EN5 and Development Management Policies CP1and EN4.
<b>EN9</b>	<b>LANDSCAPE</b>	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
	EN9/1 – Special Landscape Area	Superseded by Spatial Policy EN13 and Development Management Policy EN14.
<b>EN10</b>	<b>ENVIRONMENTAL IMPROVEMENT</b>	Superseded by Development Management Policy CP1 and EN4.
	EN10/1 – Derelict Land	Superseded by Spatial Framework (SF1) .
	EN10/2 – Riverside and Canalside Improvement in Urban Areas	Superseded by Spatial Policy EN3 and Development Management Policy CP1.
<b>OL1</b>	<b>GREEN BELT</b>	Superseded by Spatial Policy EN1 and Development Management Policy EN2.
	OL1/1 – Designation of Green Belt	Superseded by Spatial Policy EN1. Specific identification of the extent of Green Belt through the Site Allocations Plan.
	OL1/2 – New Development in the Green Belt	Superseded by Development Management Policy EN2.
	OL1/3 – Infilling in Existing Villages in the Green Belt	Superseded by Spatial Policy EN1 and Development Management Policy EN2.
	OL1/4 – Conversion and Re-use of Buildings in the Green Belt	Superseded by Development Management Policy EN2.
	OL1/5 – Mineral Extraction and Other Development in the Green Belt	Superseded by Development Management Policy EN2.
	OL1/6 – Reuse/Redevelopment of Clifton House, Prestwich	Superseded by Spatial Policy EN1 and Development Management Policy EN2. Specific identification of major developed sites in the Green Belt through the Site Allocations Plan.

<b>OL2</b>	<b>OTHER PROTECTED OPEN LAND</b>	
	OL2/1 – Development on Other Protected Open Land	Policy deleted.
<b>OL3</b>	<b>URBAN OPEN SPACE</b>	
	OL3/1 – Protection of Urban Open Space	Superseded by Development Management Policy-CO11. Specific identification of sites through the Site Allocations Plan.
<b>OL4</b>	<b>AGRICULTURE</b>	Superseded by Development Management Policy EN6.
	OL4/1 – Agricultural Land Quality	Superseded by Development Management Policy EN6.
	OL4/2 – Protection of Farm Holdings	Policy deleted.
	OL4/3 – Development Impact on Farming Areas	Policy deleted.
	OL4/4 – Agricultural Diversification	Policy deleted.
	OL4/5 – Agricultural Development	Superseded by Development Management Policies EN2 and EN4.
	OL4/6 – Agricultural Dwellings	Superseded by Development Management Policies EN2 and EN4.
	OL4/7 – Development Involving Horses	Superseded by Development Management Policies EN2 and EN4.
<b>OL5</b>	<b>RIVER VALLEYS</b>	Superseded by Spatial Policy EN3 and Development Management Policy EN4.
	OL5/1 – Designation of River Valleys	Policy saved. Specific identification of the Green Infrastructure network to come forward through the Site Allocations Plan. In the interim, and for the purposes of development management, the Green Infrastructure network can, unless indicated otherwise, be interpreted as comprising River Valleys, Wildlife Links and Corridors and the West Pennine Moors as shown on the UDP Proposals Map.
	OL5/2 – Development in River Valleys	Superseded by Development Management Policy EN4.
	OL5/3 – Riverside and Canalside Development in Urban Areas	Superseded by Development Management Policy EN4.
<b>OL6</b>	<b>MULTI-FUNCTIONAL COUNTRYSIDE</b>	Superseded by Spatial Policy EN3.

	OL6/1 – New Uses and Development of the Countryside	Superseded by Development Management Policies CO11, EN6 and EN13.
<b>OL7</b>	<b>SPECIAL OPEN LAND AREAS</b>	Policy deleted.
	OL7/1 – East Lancashire Paper Mill Water Catchment Area	Policy deleted.
	OL7/2 – West Pennine Moors	Policy saved. Specific identification of the Green Infrastructure network to come forward through the Site Allocations. In the interim, and for the purposes of development management, the Green Infrastructure network can, unless indicated otherwise, be interpreted as comprising River Valleys, Wildlife Links and Corridors and the West Pennine Moors as shown on the UDP Proposals Map.
<b>RT1</b>	<b>EXISTING PROVISION FOR RECREATION IN THE URBAN AREA</b>	Superseded by Development Management Policy CO11.
	RT1/1 – Protection of Recreation Provision in the Urban Area	Superseded by Development Management Policy CO11. Specific sites for protected or improved recreation to be identified through the Site Allocations Plan.
	RT1/2 – Improvement of Recreation Facilities	
<b>RT2</b>	<b>NEW PROVISION FOR RECREATION IN THE URBAN AREA</b>	Superseded by Development Management Policy CO11.
	RT2/1 – Provision of New Recreation Sites	Superseded by Development Management Policy CO11. Specific sites for additional provision to be identified through the Site Allocations Plan.
	RT2/2 – Recreation Provision in New Housing Development	Superseded by Development Management Policy CO10.
	RT2/3 – Education Recreation Facilities	Superseded by Development Management Policy CO11.
	RT2/4 – Dual-Use of Education Facilities	
<b>RT3</b>	<b>RECREATION IN THE COUNTRYSIDE</b>	Superseded by Development Management Policy CO11.
	RT3/1 – Protection of Existing Recreation Provision in the Countryside	Superseded by Development Management Policy CO11.
	RT3/2 – Additional Provision for Recreation in the Countryside	Superseded by Development Management Policy CO11. Specific sites for additional provision to be identified through the Site Allocations Plan.
	RT3/3 – Access to the Countryside	Superseded by Development Management Policy CO11.



	RT3/4 – Recreation Routes	Superseded by Development Management Policy CO11. Specific recreation routes and proposals for improved routes to be identified through the Site Allocations Plan.
	RT3/5 – Noisy Sports	Superseded by Development Management Policy CP1.
<b>RT4</b>	<b>TOURISM</b>	Superseded by Spatial Policy EC9. Any specific proposals associated with tourism will be identified through the Site Allocations Plan.
	RT4/1 – Tourism Development	
	RT4/2 - Safeguarding Tourism Assets	
	RT4/3 – Visitor Accommodation	
	RT4/4 – Tourism Support Facilities	
	RT4/5 – Special Tourism and Leisure Provision	
	RT4/6 – East Lancashire Railway	
	RT4/7 – The Manchester, Bolton and Bury Canal	
<b>S1</b>	<b>EXISTING SHOPPING CENTRES</b>	Superseded by Spatial Policy EC6 and Development Management Policies EC5, EC7 and EC8.
	S1/1 – Shopping in Bury Town Centre	
	S1/2 – Shopping in Other Town Centres	
	S1/3 – Shopping in District Centres	
	S1/4 – Local Shopping Centres	
	S1/5 – Neighbourhood Centres and Local Shops	
	S1/6 – Additions to the Shopping Hierarchy	Policy Deleted
<b>S2</b>	<b>CONTROL OF NEW RETAIL AND NON-RETAIL DEVELOPMENT</b>	Superseded by Spatial Policy EC6 and Development Management Policies CP1, EC5 and EC7 and EC8.
	S2/1 – All New Retail Proposals: Assessment Criteria	Superseded by Development Management Policies CP1and EC5.

	S2/2 – Prime Shopping Areas and Frontages	Superseded by Development Management Policy EC7. The extent of the Primary Shopping Area and Primary Shopping Frontages will be established through the Site Allocations Plan.
	S2/3 – Secondary Shopping Areas and Frontages	Superseded by Development Management Policy EC7. The extent of the Primary Shopping Area and Primary Shopping Frontages will be established through the Site Allocations Plan.
	S2/4 – Control of Non-Retail Uses in All Other Areas	Superseded by Development Management Policy EC8.
	S2/5 – New Local Shopping Provision Outside Recognised Shopping Centres	Superseded by Core Strategy Development Management Policies CP1 and EC5.
	S2/6 – Food and Drink	Superseded by Development Management Policy CP1.
	S2/7 – Amusement Centres and Arcades	Superseded by Core Strategy Development Management Policies CP1 and EN14.
<b>S3</b>	<b>NEW RETAIL DEVELOPMENT AND ENVIRONMENTAL IMPROVEMENTS</b>	Superseded by Development Management Policies CP1 and EC5 .
	S3/1 – New Retail Development Opportunities Within or Adjoining Town Centres	Superseded by Spatial Policy EC6 and Development Management Policy EC5. If there is a need to do so, the identification of specific sites for retail use will come forward through the Site Allocations Plan.
	S3/2 – New retail Development Opportunities Within District Centres	
	S3/3 – Improvement and Enhancement (All Centres)	Superseded by Spatial Policies EC4 and EC6 and Development Management Policies EC5, EC7 and EC8.
	S3/4 – Markets	Superseded by Spatial Policy EC4.
<b>S4</b>	<b>NEW RETAIL DEVELOPMENT OUTSIDE TOWN AND DISTRICT CENTRES</b>	Superseded by Development Management Policy EC5
	S4/1 – Retail Development Outside Town and District Centres	Superseded by Development Management Policy EC5
	S4/2 – Assessing Out-of-Centre Retail Development	Superseded by Development Management Policy EC5
	S4/3 – Nurseries, Farm Shops and Garden Centres	Policy deleted.
	S4/4 – Car Showrooms, Car Sales Areas and Petrol Filling Stations	Policy deleted.
<b>S5</b>	<b>LARGE OUT-OF-TOWN SHOPPING CENTRES</b>	Policy deleted.

<b>HT1</b>	<b>A BALANCED TRANSPORTATION STRATEGY</b>	Superseded by Spatial Policy T1.
<b>HT2</b>	<b>HIGHWAY NETWORK</b>	Superseded by Spatial Policy T1.
	HT2/1 – The Strategic Route Network	Superseded by Spatial Policy T1. Any specific proposals to arise from T1 will be identified through the Site Allocations Plan.
	HT2/2 – Improvements to the Strategic Route Network	
	HT2/3 – Improvements to Other Roads	
	HT2/4 – Car Parking and New Development	Superseded by Development Management Policy T2.
	HT2/5 – Public Car Parks	Superseded by Spatial Policy T1. Any specific proposals to arise from T1 will be identified through the Site Allocations Plan.
	HT2/6 – Replacement Car Parking	
	HT2/7 – Lorry Parking	
	HT2/8 – Taxi and Private Hire Business	Superseded by Development Management Policies CP1 and T2.
	HT2/9 – Highways Agency Road Schemes	Policy deleted.
	HT2/10 – Development Affecting Trunk Roads	Superseded by Development Management Policy T2.
<b>HT3</b>	<b>PUBLIC TRANSPORT</b>	Superseded by Spatial Policy T1.
	HT3/1 – Schemes to Assist Bus Movement	Superseded by Spatial Policy T1. Any specific proposals to arise from T1 will be identified through the Site Allocations Plan.
	HT3/2 – Bus Services	Superseded by Spatial Policy T1. Any specific proposals to arise from T1 will be identified through the Site Allocations Plan.
	HT3/3 – Design of Roads for Bus Routes	Superseded by Development Management Policy <del>DM1</del> CP1.
	HT3/4 – Schemes to Assist Metrolink	Superseded by Spatial Policy T1. Any specific proposals to arise from T1 will be identified through the Site Allocations Plan.
<b>HT4</b>	<b>NEW DEVELOPMENT</b>	Superseded by Spatial Policy SF1.
<b>HT5</b>	<b>ACCESSIBILITY FOR THOSE WITH SPECIAL NEEDS</b>	Superseded by Development Management Policies CP1, CO4 and T2.

	HT5/1 – Access for Those with Special Needs	Superseded by Development Management Policies CP1, CO4 and T2.
<b>HT6</b>	<b>PEDESTRIANS AND CYCLISTS</b>	Superseded by Spatial Policy T1 and Development Management Policies CP1, CO11 and T2.
	HT6/1 – Pedestrian and Cyclist Movement	Superseded by Spatial Policy T1 and Development Management Policies CP1, CO11 and T2.
	HT6/2 – Pedestrian/Vehicular Conflict	Superseded by Development Management Policy CP1.
	HT6/3 – Cycle Routes	Superseded by Spatial Policy T1 and Development Management Policy CO11. If necessary, specific cycle routes will be identified through the Site Allocations Plan.
<b>HT7</b>	<b>FREIGHT</b>	Policies deleted.
	HT7/1 – Freight Facilities	
<b>CF1</b>	<b>PROPOSALS FOR NEW AND IMPROVED COMMUNITY FACILITIES</b>	Superseded by Spatial Policy CO8 and Development Management Policy CO9.
	CF1/1 – Location of New Community Facilities	Superseded by Spatial Policy CO8 and Development Management Policy CO9. Any specific proposals for new and improved community facilities will be identified through the Site Allocations Plan.
<b>CF2</b>	<b>EDUCATION LAND AND BUILDINGS</b>	Superseded by Spatial Policy CO8 and Development Management Policy CO9.
	CF2/1 – Bury College	Superseded by Spatial Policy CO8 and Development Management Policy CO9. Any specific proposals for new and improved community facilities will be identified through the Site Allocations Plan.
<b>CF3</b>	<b>SOCIAL SERVICIES</b>	Superseded by Spatial Policy CO8 and Development Management Policy CO9.
	CF3/1 – Residential Care Homes and Nursing Facilities	Superseded by Development Management Policy CO9.
<b>CF4</b>	<b>HEALTHCARE FACILITIES</b>	Superseded by Spatial Policy CO8 and Development Management Policy CO9.
	CF4/1 – Fairfield General Hospital	Policy deleted.

<b>CF5</b>	<b>CHILDCARE FACILITIES</b>	Superseded by Development Management Policy CO9.
	CF5/1 – Childcare Facilities in New Developments	Superseded by Development Management Policy CO9.
<b>MW1</b>	<b>PROTECTION OF MINERAL RESOURCES</b>	Superseded by Spatial Policy EN15.
	MW1/1 – Areas of Search	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW1/2 – Mineral Working Within Areas of Search	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW1/3 – Sterilisation of Mineral Deposits	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW1/4 – The Need for Aggregates	Saved. To be superseded by Greater Manchester Joint Minerals DPD
<b>MW2</b>	<b>ENVIRONMENTAL CONSIDERATIONS FOR MINERAL WORKINGS</b>	Superseded by Spatial Policy EN15.
	MW2/1 – Assessing Mineral Extraction Proposals	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/2 – Planning Applications for Mineral Workings	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/3 – Development Control Conditions (Minerals)	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/4 – Longstanding Planning Permissions	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/5 – Derelict or Degraded Land (minerals)	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/6 – Alternatives to Newly Won Minerals	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/7 – Transport Routes for Minerals and Minerals Waste	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/8 – Materials for Restoration	Saved. To be superseded by Greater Manchester Joint Minerals DPD
	MW2/9 – Standards of Restoration (Minerals)	Saved. To be superseded by Greater Manchester Joint Minerals DPD
<b>MW3</b>	<b>WASTE DISPOSAL FACILITIES</b>	Superseded by Spatial Policy EN16.
	MW3/1 – Derelict or Degraded Land (Waste)	Superseded by Greater Manchester Joint Waste DPD
	MW3/2 – Waste Recycling and Bulk Reduction	Superseded by Greater Manchester Joint Waste DPD

<b>MW4</b>	<b>ENVIRONMENTAL CONSIDERATIONS FOR WASTE DISPOSAL SITES</b>	Superseded by Greater Manchester Joint Waste DPD
	MW4/1 – Assessing Waste Disposal Proposals	Superseded by Greater Manchester Joint Waste DPD
	MW4/2 – Development Control Conditions (Waste)	Superseded by Greater Manchester Joint Waste DPD
	MW4/3 – Household Waste Disposal	Superseded by Greater Manchester Joint Waste DPD
	MW4/4 – Transport Routes for Waste Disposal Sites	Superseded by Greater Manchester Joint Waste DPD
	MW4/5 – Land Contamination	Superseded by Greater Manchester Joint Waste DPD
	MW4/6 – Standards of Restoration (Waste)	Superseded by Greater Manchester Joint Waste DPD
<b>TC1</b>	<b>TOWN CENTRES</b>	Superseded by Spatial Policies EC4, EC5 and EC9 and Development Management Policies EC6 and EC7.
	TC1/1 – Open Space in Town Centres	Superseded by Development Management Policy CO11. Specific identification of sites through the Site Allocations Plan.
	TC1/2 – Pedestrian/Vehicular Conflict in Town Centres	Superseded by Spatial Policy EC4 and Development Management Policy CP1. Any specific proposals to reduce pedestrian/vehicular conflict in town centres will be identified through the Site Allocations Plan.
<b>TC2</b>	<b>TOWN CENTRE ENHANCEMENT AND DEVELOPMENT</b>	Superseded by Spatial Policies Policies EC4, EC6 and EC9 and Development Management Policies EC5 and EC7.
	TC2/1 – Upper Floors	Superseded by Spatial Policy EC4.
	TC2/2 – Mixed Use Development	Superseded by Spatial Policy EC4.
	TC2/3 – Vacant And Cleared Sites	Superseded by Spatial Policy EC4.
<b>TC3</b>	<b>BURY TOWN CENTRE</b>	Superseded by Spatial Policies Policies EC4, EC6 and EC9 and Development Management Policies EC5 and EC7.
	<b>BURY TOWN CENTRE</b>	Superseded by Spatial Policy EC4. Any specific proposals will be identified through the Site Allocations Plan.
	Area BY1 – Tengersfield/Millet Street/Tenterden Street	

	Area BY2 – Bridge Road/Buckley Wells	
	Area BY3 – Bolton Street/Market Street	
	Area BY4 – Manchester Road/Knowsley Street	
	Area BY5 – The Rock/Peel Way	
	Area BY6 – Central Shopping Area	
	Area BY7 – Townside/Market Street	
	Area BY8 – The Rock/Moorgate	
	Area BY9 – George Street	
	Area BY10 – Rochdale Road/Lord Street/York Street	
	Area BY11- Heywood Street/Spring Street	
	<b>RAMSBOTTOM TOWN CENTRE</b>	
	Area RM1 – Market Place/Carr Street/Ramsbottom Lane	Superseded by Spatial Policy EC4. Any specific proposals will be identified through the Site Allocations Plan.
	Area RM2 – St Paul's/Crow Lane	
	Area RM3 – Bolton Street/Bridge Street	
	Area RM4 – Square Street	
	Area RM5 – Railway Street/Bridge Street/Peel Brow	
	<b>RADCLIFFE TOWN CENTRE</b>	Superseded by Spatial Policies Policies EC4, EC6 and EC9 and Development Management Policies EC5 and EC7.
	Area RD1 – Blackburn Street/Dale Street/Church Street West	Superseded by Spatial Policy EC4. Any specific proposals will be identified through the Site Allocations Plan.
	Area RD2 – Green Street/New Church Street	

	Area RD3 – South of Pilkington Way	
	Area RD4 – Stand Lane/Milltown Street	
	Area RD5 – St Thomas's/Bridgefield Street	
	Area RD6 – Spring Lane/Church Street West/Radcliffe Metrolink Station	
	<b>PRESTWICH TOWN CENTRE</b>	Superseded by Spatial Policies Policies EC4, EC6 and EC9 and Development Management Policies EC5 and EC7.
	Area PR1 – The Longfield Centre/Bury New Road	Superseded by Spatial Policy EC4. Any specific proposals will be identified through the Site Allocations Plan.
	Area PR2 – Warwick Street/Derby Street	
	Area PR3 – Rectory Lane	
	Area PR4 – Church Lane/Bury New Road/Clark's Hill	



# Glossary

# 6

The following defines the commonly used and more technical terms within the Core Strategy Document:

**4NW**

4NW is no longer in existence but was previously the Regional Leaders Forum for the northwest of England, responsible for housing, planning, transport and economic development.

**Adoption**

The point at which the final agreed version of a document is formally brought into use.

**Affordable Housing**

Social rented and intermediate housing available to people who cannot afford to occupy houses generally available on the open market. Social-rented housing is rented housing owned by local authorities and registered social landlords for which guideline target rents are determined through the national rent regime. Also rented housing owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or funded with grant from the Housing Corporation, as provided for in the Housing Act 2004. Intermediate housing is housing at prices or rents above those of social rent but below market prices or rents. This can include shared equity products and intermediate rent (i.e. rents above social-rented level but below market rents).

**Air Quality Management Area**

An area where national air quality objectives are not likely to be achieved, where the local authority will put together a Local Air Quality Action Plan.

**Amenity**

An element of a location or neighbourhood which helps to make it attractive or enjoyable for residents and visitors.

**Annual Monitoring Report (AMR)**

Document produced each year to report on progress in producing the *Local Plan* and the extent to which policies in *Local Development Documents* are being successfully implemented.

**Appropriate Assessment**

Assessment of whether policies will affect designated European sites protected for nature conservation. Also known as a habitat regulations assessment.

**Association of Greater Manchester Authorities (AGMA)**

A joint working team with a representative from each of the Greater Manchester Authorities

**Biodiversity**

The whole variety of life encompassing all genetics, species and ecosystem variations.

**BREEAM**

BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance.

**Brownfield**

*See Previously Developed Land.*

**Carbon / Energy Budget Statement**

A statement setting out the predicted CO2 emissions of a development and the arrangements for how these can be reduced through the on-site generation of renewable energy.

**Catchment Flood Management Plan**

A strategic planning tool through which the Environment Agency will seek to work with other key decision makers within a river catchment to identify and agree policies for sustainable flood risk management.

**Code for Sustainable Homes**

A standard designed to improve the overall sustainability of new homes. It measures the sustainability of a new home against nine categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home.

**Combined Heat and Power (CHP) System**

A highly fuel-efficient technology which produces electricity and useable heat from a single generation facility.

**Community Infrastructure Levy (CIL)**

A new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

**Community Strategy**

Strategy produced by the *Local Strategic Partnership* (LSP) setting out ambitions for the future of the Borough, together with activities planned for the next three years which will help to achieve these ambitions.

**Comparison Retailing**

The provision of items not obtained on a frequent basis. These include non-food items such as clothing, footwear, household and recreational goods.

**Compulsory Purchase Order (CPO)**

Notice issued by the Government or a Local Authority to acquire land or buildings for public interest purposes, which may include development by private developers.

**Conservation Area**

A designated area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.

**Convenience Retailing**

The provision of everyday essential items, including food, drinks, newspapers / magazines and confectionery.

**Core Strategy**

The main document in the *Local Plan*. It is a *Development Plan Document* containing the long term spatial vision for the Borough, as well as spatial objectives, strategic policies and key development management policies that will contribute towards achieving the vision.

**Critical Drainage Areas**

Areas with surface water and sewer capacity issues.

**Cultural Assets**

Linked closely to tourism assets and include attractions such as museums, galleries and theatres.

**Curtilage**

The area occupied by a property and land closely associated with that property. e.g. in terms of a house and garden, the garden normally forms the curtilage of the property, but fields and paddocks would be outside the curtilage.

**Decentralised Energy**

Decentralised energy generation involves the generation of energy at, or very near to, the point of energy use. It consists of efficient, and low carbon technologies, such as cogeneration or on-site renewable energy.

**Department for Communities and Local Government (DCLG)**

The Government department responsible for planning and production of planning guidance

**Derelict Land**

Land which has been so damaged by past development that it is incapable of beneficial use without treatment.

**Design and Access Statements**

Statements that explain the design thinking behind a planning application. For example, they should show that the person applying for permission (the applicant) has thought carefully about how everyone, including disabled people,

older people and very young children, will be able to use the places they want to build.

**Development**

The carrying out of building, engineering, mining or other operations, in, on, over or under land, or the making of any material change in the use of any buildings or other land. (See Section 55 of the Town and Country Planning Act, 1990).

**Development Brief**

A statement of land use opportunities and constraints on a particular site, prepared for the guidance of potential developers. It will generally give details of the favoured land uses for a site and the standards which any development should meet.

**Development Management**

The process through which the local planning authority determines whether applications for consent should be granted (often subject to conditions or a legal agreement) or refused. It also involves the planning enforcement function and giving advice on planning matters. Consideration of these matters must be done by taking into account the development plan and any other material considerations.

**Development Management Policies**

Policies within the Core Strategy which describe what will be required from specific development proposals.

**Development Plan**

The development plan documents which together provide the main point of reference when considering planning proposals.

**Development Plan Documents (DPDs)**

A document containing local planning policies or proposals which form part of the statutory *Development Plan*, which has been subject to independent examination. The *Core Strategy* is a Development Plan Document.

**District Centres**

Groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

**Ecological Enhancement Areas**

Areas which are considered to be most in need of ecological enhancement.

**Ecological Framework**

A spatial model developed using the principles of landscape ecology to inform and guide habitat creation and repair.

**Economic Inactivity**

Those people who are not in work but do not satisfy all the criteria for unemployment. This includes those who want a job but who have not been

seeking work in the last four weeks, those who want a job but are not available to start work and those who do not want a job.

**Edge-of-Centre**

For retail purposes, a location that is well connected to and within easy walking distance (i.e. up to 300 metres) of the primary shopping area. For all other main town centre uses, this is likely to be within 300 metres of a town centre boundary, taking into account local circumstances.

**Employment Development Areas**

Broad locations that will be the main focus for employment growth and development.

**Employment Generating Area**

An area defined by the Plan where concentrations of employment uses are to be found, and where policies restricting non-employment use are in operation.

**Employment Land Review**

A study of the demand for and supply of employment land and premises that involves a quantitative and qualitative review of existing employment land and premises; an examination of current and potential employment land supply and the identification of future employment land needs up to 2028.

**Energy Hierarchy**

A hierarchy that establishes a series of priorities aimed at reducing carbon emissions.

**Environmental Impact Assessment (EIA)**

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) require an EIA to be carried out for certain types of development where there are likely to be significant environmental effects on the environment. Where EIA is required the developer must produce an environmental statement (ES) describing the likely significant effects of proposed development on the environment and proposed mitigation measures. A local planning authority must take the ES into account and comments on the ES from the public and statutory consultees before they reach a decision on whether to grant development consent.

**European Sites**

Consist of Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Offshore Marine Sites (OMS) (there are no OMS designated at present), in accordance with Regulation 10 of the 1994 Habitats Regulations.

**Evidence Base**

An evidence base is the evidence that any development plan document, especially a core strategy, is based on. It is made up of the views of stakeholders and background facts about the area.

**Examination**

This is designed to test the *soundness* of documents produced as part of the *Local Plan*. A *Development Plan Document* is considered sound if it has been produced based on good evidence and prepared in accordance with procedures

including those outlined in the *Statement of Community Involvement* as well as PPS12. Whether or not there are comments in support of or opposed to policies produced, this examination will consider all policies and the inspector's report is binding.

**Flood Plain**

Area of land adjacent to a watercourse, an estuary or the sea over which water flows during flooding, or would flow but for the presence of flood defences where they are in place.

**Flood Risk Assessment**

An assessment of the likelihood and consequences of flooding in a development area so that development needs and mitigation measures can be carefully considered.

**Government Circular**

A form of guidance issued by Central Government that provides non-statutory advice and guidance on particular issues to expand on subjects referred to in legislation.

**Greater Manchester Joint Minerals Development Plan Document**

A Development Plan Document covering minerals issues in Greater Manchester that is being prepared jointly by the 10 Greater Manchester districts. It will include detailed development control policies and the identification of locations where minerals extraction may take place and where land with future potential for minerals extraction will be safeguarded.

**Greater Manchester Joint Waste Development Plan Document**

A Development Plan Document covering waste issues in Greater Manchester that is being prepared jointly by the 10 Greater Manchester districts. It will include detailed development control policies and the identification of sites and preferred area for a range of waste management facilities required up until 2020.

**Green Belt**

Specially designated areas of land where development is particularly tightly controlled. The purposes of Green Belt are to check the unrestricted sprawl of large built-up areas, to prevent neighbouring towns from merging into one another, to assist in safeguarding the countryside from encroachment and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

**Greenfield**

Land which has not been previously developed. It can include land which used to have built development on it but where little development remains; land where the development on it is limited by a planning condition which requires the land to be restored to its original pre-development condition when its useful life ends (i.e. a quarry); and land where development has been used for forestry or agriculture and that development is no longer needed for that purpose.

**Green spaces**

Publicly accessible spaces, including local parks, sports grounds, cemeteries, school grounds, allotments, commons and historic parks and gardens.

**Habitat**

The natural home or environment of a plant or animal.

**Household**

The CLG household estimates define a household as "one person living alone or a group of people living at the same address with common housekeeping - that is, sharing either a living room or at least one meal a day".

**Housing Association**

A non-profit making organisation registered with the Tenant Services Authority whose purpose is to provide, construct, improve or manage houses for sale or rent.

**Impact Assessment**

An assessment by an applicant of the likely impacts of additional retail or commercial leisure floor space.

**Index of Multiple Deprivation (IMD)**

An index that measures deprivation against six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services). Areas which are deprived against a number of these indicators are described as suffering from multiple deprivation and have formed the basis for the identification of Regeneration Areas in the Core Strategy.

**Infilling**

The filling of a small gap in an otherwise built-up frontage e.g. a small gap which could be filled by one or two houses.

**Informal Recreation**

Leisure activities which tend not to require marked out areas or detailed organisation, such as walking, horse riding and cycling.

**Infrastructure**

Services necessary to serve development, such as roads and footpaths, electricity, water and sewerage, schools and health facilities.

**Issues, Options and Preferred Options**

The pre-publication consultation stages on Development Plan Documents with the objective of gaining public consensus over proposals ahead of submission to government for independent examination.

**Job density**

Ratio of the number of jobs in the Borough per working age resident.

**Key Centres**

The Borough's most recognisable centres which offer a wide range of facilities and services.

**Key Diagram**

The diagrammatic interpretation of the spatial strategy as set out in the *Core Strategy*.

**Knowledge Economy**

High technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge based services (for example telecommunications, information technology, finance, insurance, and business services), which are important to economic development.

**Landscape Character Assessment**

A tool to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement. Helps to inform policy and decisions about how the landscape may change in the future.

**Lifetime Homes**

Are ordinary homes incorporating design features that can be universally applied to new homes in order to add to the comfort and convenience of the home and support the changing needs of individuals and families at different stages of life.

**Listed Building**

A building of special architectural or historic interest included within a list compiled by the Secretary of State for Culture, Media and Sport under the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Buildings are graded according to their importance, Grade I (highest grade), Grade II\* (intermediate) and Grade II (standard grade). Listed Buildings cannot be altered or demolished without specific consent being granted.

**Local Centres**

Centres that include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.

**Local Development Documents (LDDs)**

These include *Development Plan Documents* (which form part of the statutory *Development Plan*) and *Supplementary Planning Documents* (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

**Local Plan**

The portfolio of *Local Development Documents* consisting of *Development Plan Documents*, *Supplementary Planning Documents*, the *Statement of Community Involvement*, the *Local Development Scheme* and *Annual Monitoring Reports*.

**Local Development Scheme**

Sets out the Council's programme for preparing *Development Plan Documents*.



**Local Housing Market Assessment**

An assessment of how housing markets operate, particularly in terms of need and demand in their communities, primarily intended to assist local authorities and their stakeholders to plan for housing.

**Locally Listed Buildings**

These are buildings designated by the local planning authority to be of local significance and included in a local list. Although they are not statutorily protected, in general, close scrutiny will be given to any development affecting them.

**Local Nature Reserve (LNR)**

An identified area of wildlife interest which is protected for public education and interest. A Local Nature Reserve is declared under the National Parks and Access to the Countryside Act, 1949.

**Local Strategic Partnership (LSP)**

The Local Strategic Partnership, also known as 'Team Bury' is a partnership body which brings together representatives from the voluntary, community, public and business sectors who work together to deliver the ambitions for the Borough.

**Local Transport Plan**

Statutory document prepared under the Transport Act 2000. It is a 5-year strategy of the management, maintenance, development and monitoring of the areas transport system. Bury is covered by the Greater Manchester Local Transport Plan which was put together by the ten Greater Manchester Council's and Greater Manchester Passenger Transport Authority with the input of local stakeholders. In future, Local Transport Plans for Greater Manchester will be prepared by the Greater Manchester Integrated Transport Authority.

**Low Emission Strategies**

Can complement Transport Assessments and Travel Plans and offer the opportunity to assemble a package of measures designed to reduce transport emissions by accelerating the uptake of low emission fuels and technologies during both the construction and operational phases of a development.

**Manchester City Region**

For the purposes of the Core Strategy, the Manchester City Region covers the ten Greater Manchester Districts.

**Market Housing**

Private housing for rent or sale where the price is set in the open market.

**Material consideration**

A matter which should be taken into account in deciding on a planning application or an appeal against a planning decision.

**Mitigation measures**

These are measures requested/ carried out in order to limit the damage by a particular development/ activity.

**Mixed Use Development**

Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

**Mobility Impaired**

Those members of the community whose movement is hindered either by personal physical disability or other personal circumstances, such as people with pushchairs, toddlers or bulky shopping.

**Municipal Waste**

Waste collected by or on behalf of local authorities.

**National Planning Policy Framework (NPPF)**

A document outlining the Government's policies on various aspects of planning. The document was released in March 2012 and replaces the previous suite of Planning Policy Guidance and Statements.

**Neighbourhood Centres**

The smallest of the Borough's centres that include a limited range of local shops and services serving its immediate neighbourhood. Typically, a neighbourhood centre may comprise a small parade of shops.

**Non-Commercial Leisure**

Leisure facilities operated by a local authority, such as leisure centres, swimming baths etc.

**Other Protected Open Land**

Land on the edge of the urban area that is not designated as Green Belt but which is seen to be worthy of protection as open land in its own right. This includes areas of land that are used for recreation purposes, which in certain cases, act as a useful transition between agricultural and urban uses.

**Out-of-Centre**

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Overland Flow Paths**

Specifically designed or retained paths to channel surface water away from a development in a managed way in instances where underground drainage systems have reached their capacity.

**Park and Ride**

A scheme to enable private vehicle users to park at a convenient location where they transfer to public transport to complete their journey into central urban areas.

**Planning Obligation**

An undertaking made by agreement between the Council and a developer or unilaterally by a developer regarding actions that must be taken in order to make a proposed development acceptable, usually made in connection with the granting of planning permission. (See Section 106 of the Town and Country Planning Act, 1990).

**Previously Developed Land (PDL)**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure (see PPS3: Housing, Annex B for details of exclusions).

**Primary Aggregates**

Naturally occurring sand, gravel and crushed rock used for construction purposes.

**Primary Shopping Area**

The areas within key centres where retail development is concentrated. Primary Shopping Areas will be defined on the Proposals Map.

**Primary Shopping Frontage**

Key frontages within the Primary Shopping Area of the Borough's Town Centres, where the Council wishes to maintain Class A1 retailing as the predominant use.

**Proposals Map**

A required component of the Local Plan showing the location of proposals in the plan on an Ordnance Survey base map.

**Protected Species**

Plant and animal species, including all wild birds, protected under the Conservation (Natural Habitats and Conservation) Regulations 1994, the Wildlife and Countryside Act 1981 and subsequent amendments, or other species protected under legislation specific to them.

**Quality Bus Corridors**

A road which includes dedicated space and priority to buses with the aim of reducing bus journey times and improve service consistency in order to encourage people to change from cars to buses and thus reduce traffic congestion.

**Regeneration Areas**

Areas of the Borough that suffer from multiple issues of deprivation and are consequently in greatest need of regeneration.

**Regional Spatial Strategy (RSS)**

The overarching strategy produced by 4NW covering the Northwest region, with broad land use, transport and other policies to inform the *Local Plan* which forms part of the statutory *Development Plan*. The Government has announced its intention to abolish the Regional Spatial Strategy through the Localism Bill.

**Registered Social Landlords**

Independent housing organisations registered with the Tenant Services Authority (TSA) under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.

**Regulated CO<sub>2</sub> Emissions**

CO<sub>2</sub> Emissions from buildings that are currently regulated by the Building Regulations (i.e. emissions from space heating, ventilation, hot water and fixed lighting).

**Renewable Energy**

Energy flows that occur naturally and repeatedly in the environment, such as energy from the wind, waves, the sun and from biomass. Biomass includes landfill gas, sewage sludge digestion, waste combustion, animal biomass and plant biomass.

**Residential Care Home**

An institution providing both residential accommodation and care facilities for those in need of care such as the elderly, mentally ill and mentally handicapped.

**Retail Warehouse**

Large store specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods that typically aren't suitable for a Prime Shopping Area location.

**Safeguarded Land**

Land identified on the edge of the urban area that may be suitable for meeting long-term development needs.

**Saved Policies/Saved Plan**

Policies within the Bury Unitary Development Plan that are saved for a time period during replacement production of Local Development Documents.

**Scheduled Ancient Monument**

A structure or archaeological remains of national importance placed on a schedule compiled by English Heritage, where the provisions of the Ancient Monuments and Archaeological Areas Act 1979 apply.

**Secondary Aggregates**

Includes by-product waste, synthetic materials and soft rock used with or without processing as a secondary aggregate.

**Secondary Shopping Frontage**

Retail frontages within Town and District Centres which contain a wider diversity of retail and non-retail uses than the more significant Primary Shopping Frontages.

**Sequential Approach**

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, *previously developed land* before *greenfield* sites, or town centre retail sites before edge-of or out-of-centre sites.

**Sheltered Housing**

Housing for use by the elderly and supported by a package of estate management services. Accommodation usually consists of grouped, self-contained dwellings with an emergency alarm system, communal facilities and a residential warden.

**Site of Biological Importance (SBI)**

A protected area of ecological significance in terms of flora, fauna, geological or physiological features and listed in a register produced by the Greater Manchester Ecology Unit. Sites are Graded A, B or C depending on their scientific significance and the register has been updated annually since 1984.

**Site of Special Scientific Interest (SSSI)**

A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora and fauna geological or physiological features (basically plants, animals and natural features).

**Social Rented Housing**

Social Rented Housing is housing available to rent at below market levels.

**Soundness**

Founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives. For something to be sound it must also be deliverable, flexible and able to be monitored.

**Source Protection Zone**

The Environment Agency identifies Source Protection Zones to protect groundwater (especially public water supply) from developments that may damage its quality.

**Spatial Development Strategy**

Comprises a series of policies that establish the framework for the quantity and broad location for future growth, investment and regeneration in the Borough as well as locations where built development will be subject to restrictions and/or limitations.

**Spatial Planning**

An approach to planning that ensures the most efficient use of land by balancing competing demands. Does not consider just the physical aspects of location / land use but also economic, social and environmental matters.

**Special Needs Housing**

Relates to accommodation that caters specifically for a household that has a physical and/or learning difficulty.

**Statement of Community Involvement**

The document that sets out how the Local Planning Authority will involve and consult the public in the production of the Local Plan and on major development control matters.

**Statement of Compliance**

A report or statement issued by the local planning authority explaining how they have complied with the Town and Country Planning Regulations 2004 and their Statement of Community Involvement during consultation on Development Plan Documents.

**Statutory Development Plan**

The Development Plan for an area which has been taken to statutory adoption. In other words, it has been through all the formal stages and has been approved by the relevant Government office and adopted by the Council.

**Statutory Organisations**

Organisations the Local Authority has to consult with at consultation stages of the Local Plan.

**Statutory Undertaker**

Persons or agencies authorised to undertake any rail, road or water transport operation, or provide gas, electricity or water supplies/disposal.

**Strategic Environmental Assessment (SEA)**

An assessment of the potential impacts of policies and proposals on the environment, to include proposals for the mitigation of impacts. (Requirement of the EU Directive 2001/42 known as the SEA Directive). This is incorporated within the *Sustainability Appraisal* process.

**Strategic Flood Risk Assessment (SFRA)**

A SFRA provides information on areas at risk from all sources of flooding. The SFRA should form the basis for flood risk management decisions, and provides the basis from which to apply the Sequential Test and Exception Test (as defined in PPS25) in development allocation and development control process.

**Strategic Housing Land Availability Assessment (SHLAA)**

A study intended to assess overall potential for housing development in an area, including the identification of specific housing sites with development potential over a 15 year time span, as required by Planning Policy Statement 3 (PPS3): Housing.

**Strategic Housing Market Assessment (SHMA)**

Document setting out the characteristics of the housing market area and identifying issues that need to be addressed. A Sub-Regional Strategic Housing Market Assessment has been undertaken for Greater Manchester. A Local Housing Market Assessment has also been completed providing more detailed information about the Borough's housing market.

**Submission**

Point at which a *Development Plan Document* is submitted to the Secretary of State for examination.

**Supermarket**

Self-service store selling mainly food, with a trading floorspace less than 2,500 square metres, often with car parking.

**Super Output Areas (SOAs)**

SOAs are a new geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. The lower layer SOAs used in the Index of Multiple Deprivation have a minimum population of 1,000 and an average of 1,500. SOAs allow national comparisons because they are similar in population size and will not be subject to boundary changes.

**Superstore**

Self-service store selling mainly food, or food and non-food goods, usually with more than 2,500 square metres trading floorspace, with supporting car parking.

**Supplementary Planning Documents**

Provides additional guidance on the interpretation or application of policies and proposals in a *Development Plan Document*.

**Supplementary Planning Guidance**

Provides additional guidance on the interpretation or application of policies and proposals in the Bury *Unitary Development Plan*. Under the Planning and Compulsory Purchase Act 2004 this will be phased out and replaced by *Supplementary Planning Documents*.

**Surface Water Management Plan (SWMP)**

A tool to manage surface water flood risk on a local basis by improving and optimising coordination between relevant stakeholders. SWMPs will build on SFRA and provide the vehicle for local organisations to develop a shared understanding of local flood risk, including setting out priorities for action, maintenance needs and links into local plans and emergency plans.

**Sustainability Appraisal (SA)**

The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability appraisal is a systematic appraisal process. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable principles.

**Sustainable Development**

In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs

**Sustainable Drainage System (SuDS)**

A sequence of management practices and control measures designed to mimic natural drainage processes by allowing rainfall to infiltrate and by attenuating and conveying surface water runoff slowly compared to conventional drainage. SUDS can operate at different levels; ideally in a hierarchy of source control, local control and regional control.

**Sustainable Transport Corridors**

Routes through the Borough which offer opportunities for people to make more sustainable transport choices, such as frequent bus routes and the Metrolink.

**Tenure**

Refers to the way in which a property is held e.g. freehold, leasehold, shared equity or rented.

**Town Centres**

Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.

**Town Centre Uses**

Retail, leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), offices, arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Township Forums**

Partnership comprising local ward councillors, service providers and community members, created to promote engagement and team work at the local level. There are six Local Area Partnerships across the Borough covering the areas of Bury West; Bury East; Ramsbottom, Tottington & North Manor; Radcliffe, Prestwich and Whitefield & Unsworth.

**Traffic Impact Assessment (TIA)**

An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.

**Transport Assessments**

An assessment of the availability of, and levels of access to, all forms of transportation.

**Transport Nodes**

Main points of access to public transport, such as bus stations and Metrolink stops.

**Travel Plans**

A travel plan aims to promote sustainable travel choices (for example cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new development.

**Tree Preservation Order (TPO)**

An Order made by the Council to protect trees, groups of trees or woodlands of high amenity value which may be under threat. Consent of the Council is required to fell, lop or prune trees which are covered by an Order.

**Unemployment**

The definition of unemployment covers people who are not in employment but want a job, have actively sought work in the last four weeks and are available



to start work in the next fortnight, or, those who are out of work and have accepted a job which they are waiting to start in the next fortnight.

**Unitary Development Plan (UDP)**

This is the former statutory development plan system and contains the framework to guide development in the Borough. It covers a wide range of issues from strategic to detailed policies. Under the new plan making system of *Local Plans*, UDP policies can be saved until new policies replace them.

**Unregulated CO<sub>2</sub> emissions**

CO<sub>2</sub> emissions from buildings that are cannot be controlled by Building Regulations. These may, for example, included energy use by TVs, kettles etc.

**Urban area**

The built-up area is the existing built form excluding:

- buildings that are clearly detached from the main body of the settlement;
- gardens and other undeveloped land within the curtilage of buildings at the edge of the settlement, where these relate more to the surrounding countryside than they do to the built-up parts of the village; and
- agricultural buildings where they are on the edge of the settlement.

**Urban Neighbourhoods**

Distinct areas of the Borough that contain recognisable local communities, often focused on and supported by a town, district, local or neighbourhood centre.

**Use Class Orders**

The Town and Country Planning (Use Classes) Order 1987, as amended, puts uses of land and buildings into various categories. For further details of the uses included in each class please refer to:

[www.planningportal.gov.uk/permission/commonprojects/changeofuse/](http://www.planningportal.gov.uk/permission/commonprojects/changeofuse/)

**Vitality and Viability**

Is a term used to describe the health of a centre in terms of how busy it is and its capacity for attracting continued investment.

**Windfall site**

A site not specifically allocated for development in a UDP or DPD but which becomes available for development or is granted planning permission during the lifetime of the plan.

**Zero carbon building**

A building with a net energy consumption of zero over a typical year. This can be measured in different ways relating to cost, energy or carbon emissions.

