

AGENDA FOR

OVERVIEW AND SCRUTINY COMMITTEE

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To: All Members of Overview and Scrutiny Committee

Councillors : R Caserta (Chair), T Cummings, R Gold, J Harris, K Leach, B Mortenson, M Powell, S Smith, Susan Southworth, D.Vernon, R Walker and C Walsh

Dear Member/Colleague

Overview and Scrutiny Committee

You are invited to attend a meeting of the Overview and Scrutiny Committee which will be held as follows:-

Date:	Monday, 30 November 2020
Place:	Virtual meeting via Microsoft Teams
Time:	7.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	https://councilstream.com/burycouncil

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

Members of the Overview and Scrutiny Committee are asked to consider whether they have an interest in any matters on the agenda and, if so, to formally declare that interest.

3 PUBLIC QUESTION TIME

A period of 30 minutes has been set aside for members of the public to ask questions in relation to the called in item on the agenda for tonight's meeting.

4 CALL IN OF CABINET DECISION- GMSF (Pages 5 - 230)

Following the receipt of a Notice of Call-in within the required deadline, from Councillor Nick Jones calling in the decision of the Cabinet set out in Minute CA.6 of the meeting held on the 11th November 2020, a meeting of the Committee has been convened in order to consider the matter in accordance with the reasons set out on the Notice of Call-In.

In considering the matter, the options available to the Scrutiny Committee are as follows:

1. The Scrutiny Committee decides not to offer any comments on the Notice. In this situation the decision of the Cabinet will stand.
2. The Scrutiny Committee decides to offer comments or objections, which will be referred back to the Cabinet at the meeting arranged for the 16th December 2020.
3. The Scrutiny Committee may refer the Notice, without comment, to the Council. The matter will then be considered by the Council on the 10th February 2021 (a standard item appears on all Council summons to consider referrals from Scrutiny Committees). Any comments or objections from Council will be referred back to the Cabinet at the earliest opportunity, in accordance with the Council Constitution.

The Cabinet will be required to consider any objections and comments but will not be bound by them unless "it is contrary to the Policy Framework or contrary to or not wholly consistent with the Budget" (Overview and Scrutiny Procedure Rules - Paragraph 16(g) of the Council Constitution)."

The decision Minute, Call –in notice and a report along with supporting documentation are attached in the agenda pack.

The below listed documents of the original paperwork considered by Cabinet can be found under the respective headings at:

<https://www.greatermanchester-ca.gov.uk/what->

wedo/housing/gmsf2020/supporting-documents/

Appendix 1 – Index of Documents

Appendix 2A. GM1.1 Heywood Pilsworth Topic Paper October 2020

Appendix 2B. GM1.2 Simister Bowlee Topic Paper October 2020

Appendix 2C. GM7 Elton Reservoir Topic Paper October 2020

Appendix 2D. GM 9 Walshaw Topic Paper October 2020

Appendix 2E. GM8 Seedfield Topic Paper October 2020

Appendix 3. Treatment of UDP Policies

Appendix 4. Equality Analysis Form

5 URGENT BUSINESS

Any other business which by reason of special circumstances the Chair agrees may be considered as a matter of urgency.

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Minutes of: CABINET

Date of Meeting: 11 November 2020

Present: Councillor E O'Brien (in the Chair)
Councillors L Smith, C Cummins, D Jones, A Simpson,
A Quinn, T Tariq, J Black and T Rafiq

Also in attendance: Councillor N Jones
Councillor J Mason
Councillor M Powell

Public Attendance: No members of the public were present at the meeting.

Apologies for Absence: None

CA.6 GMSF

The Leader of the Council, Councillor O'Brien presented a report setting out some background information that gives a summary of what the GMSF is and why it is being produced.

Following consultation on two previous drafts in 2016 and 2019, Greater Manchester's Plan for Homes, Jobs and the Environment (the Greater Manchester Spatial Framework [GMSF]) has now progressed to the Publication stage.

This Publication GMSF is the version that each of the Greater Manchester districts believe should be submitted to the Government for Examination.

It then sets out a strategic overview of what the GMSF is planning for across Greater Manchester and highlights the key proposals for Bury in terms of homes, jobs, the environment, infrastructure and other background information. It also describes the key benefits that the GMSF will bring to Bury and examines the implications of Covid and the recently released Planning White Paper before setting out when and how consultation on the Publication GMSF will take place.

Delegated decisions:

That Cabinet:

1. Approves the GMSF: Publication Draft 2020, including strategic site allocations and green belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period for representations between 1 December 2020 and 26 January 2021.;
2. Recommends that Council approves the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;

3. Delegates to the Director of Economic Regeneration & Capital Growth authority to approve the relevant Statement of Common Ground(s) required pursuant to the National Planning Policy Framework 2019;
4. Delegates authority to the Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with the Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

Reasons for the decision:

An up-to-date plan – Bury’s current development plan is the Unitary Development Plan which was adopted in 1997 and is now significantly out of date. The Council has twice tried and failed to get a replacement plan in place over that time but this met with significant challenge as it did not meet housing needs.

The Government has indicated that it will intervene in and potentially take over the plan-making process where local authorities do not have an up-to-date plan by December 2023 – which could remove local controls over plan-making.

The GMSF will enable Bury to avoid these sanctions by meeting its statutory requirement to have an up-to-date plan in place covering strategic planning issues.

A stronger local economy – One of the key aims of the GMSF is to significantly boost the competitiveness and economic output from the north of the conurbation in order to address the current imbalance in the Greater Manchester economy. The proposal at the Northern Gateway (Heywood/Pilsworth) is key to the delivery of this objective. The jobs and investment generated from this site will help to create a sustained reduction in inequalities and improve the lives of our residents whilst also helping in post-Brexit and post-Covid recovery.

Significant infrastructure investment - In contrast to identifying smaller, short-term sites, the GMSF also allows us to bring forward a small number of large, strategic sites that can pave the way for significant investment in the physical and social infrastructure required to support development.

Reduced impact on the Green Belt - Collaborative working on the GMSF by the ten Greater Manchester districts has allowed for a redistribution of housing needs to enable more development to be focussed in more sustainable locations, such as in the inner core areas of Manchester and Salford. This has enabled Bury to off-set 2,547 homes from our Local Housing Need to other districts which would otherwise have to be accommodated within the Borough. This has allowed Bury to reduce the amount of Green Belt land required for development.

If the GMSF did not exist or if Bury were not a participant in the process, the strategic matters that are currently dealt with through the GMSF would still need to be covered by the Local Plan. However, the advantages of collaborative working outlined above would be lost.

Other option considered and rejected:

To reject the recommendations contained within the report.

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Bury Council

To: **CHIEF EXECUTIVE** For Urgent Delivery
 For the immediate attention of the Democratic Services Manager, Corporate Core, Town Hall, Bury

From: **CLLR. NICHOLAS JONES**

NOTICE OF ‘CALL-IN’ OF A LEADER/CABINET MEMBER DECISION

in accordance with the Overview and Scrutiny Procedure Rules in the Council Constitution

This notice shall require the Chief Executive to call a meeting of the appropriate Scrutiny Committee within 5 clear working days of the receipt of this Notice.

DECISION TO BE CALLED IN:

DECISION TAKER	Yes Or No	Meeting Date:	Minute No:
Leader/Cabinet Member Decision	YES	WEDNESDAY 11 NOVEMBER	
Officer Key Decision	NO		
Subject of Decision: Greater Manchester Spatial Framework			
Reason for ‘Call-In’			

DECISION CALLED IN BY:

(Any 8 Members or the Chair or any 2 or more Members of the appropriate Scrutiny Committee)

Name of Councillor	Signature
Cllr Nick Jones	
Cllr. Paul Cropper	
Cllr. James Daly	
Cllr. Oliver Kersh	
Cllr. Ian Schofield	
Cllr. Iain Gartside	
Cllr. Yvonne Wright	
Cllr Sam Hurst	

Note: This notice to be sent to the Chief Executive or the Democratic Services Manger or

Reason for 'Call-In' (continued)

Following the Cabinet Meeting in November, I and the 7 Conservative Councillors signed give notice to call-in the Greater Manchester Spatial Framework paper.

We believe the Cabinet of Bury Council has got this decision wrong because this does not reflect the view of the residents of Bury. The prosperity of our towns should not be put at risk based on a "gamble" of this magnitude.

More needs to be done to identify suitable brownfield sites to fulfil the housing targets. A Brownfield first approach should be adopted to save the green lungs of Bury.

If the Cabinet believe this is a good deal for Bury, why is the consultation period so short and why has there not been a widespread public awareness campaign to ensure residents know the plans. Further scrutiny is required to explain the current approach.

We firmly believe there needs to be scrutiny of the Cabinet decision to justify why the Council should be taking this gamble that will ensure the destruction of Bury's greenbelt, not just for the people of today but the children of tomorrow. We believe the greenbelt should be protected for future generations to enjoy just as we have been able to do throughout our lives and more recently the COVID-19 pandemic.

The current proposals are no longer fit for purpose, they were drawn up in a pre-covid world. The pandemic has and will have a great impact in how we live and work. Further scrutiny is needed to review if Bury still requires the proposed Northern Gateway in its current form.

Bury in recent years has suffered greatly from flooding which has had a terrible impact on people's homes and businesses. The current plans include building in areas which have flooded thus more needs to be done to fully understand the impact building houses will have on these communities.

Overall, more scrutiny needs to take place to review plans in detail and for the Cabinet to explain and justify why they believe the GMSF is suitable for Bury.

The Leader of the Council has stated that this is a gamble and that this is not necessarily the right plan for Bury, on this basis further scrutiny of the whole report is required.



Classification	Item No.
Open	

Meeting:	CABINET
Meeting date:	11 NOVEMBER 2020
Title of report:	PUBLICATION OF THE GREATER MANCHESTER SPATIAL FRAMEWORK
Report by:	Cllr. Eamonn O'Brien – Leader of the Council
Decision Type:	Key Decision
Ward(s) to which report relates	All

EXECUTIVE SUMMARY

Following consultation on two previous drafts in 2016 and 2019, Greater Manchester's Plan for Homes, Jobs and the Environment (the Greater Manchester Spatial Framework [GMSF]) has now progressed to the Publication stage.

This Publication GMSF is the version that each of the Greater Manchester districts believe should be submitted to the Government for Examination.

This report sets out some background information that gives a summary of what the GMSF is and why it is being produced. It then sets out a strategic overview of what the GMSF is planning for across Greater Manchester and highlights the key proposals for Bury in terms of homes, jobs, the environment, infrastructure and other background information. It also describes the key benefits that the GMSF will bring to Bury and examines the implications of Covid and the recently released Planning White Paper before setting out when and how consultation on the Publication GMSF will take place.

Member approval is sought for the GMSF: Publication Draft 2020 and to make it available for comment over an 8-week period between **1 December 2020 November and 26 January 2021.**

RECOMMENDATION(S)

It is recommended that Cabinet:

1. Approves the GMSF: Publication Draft 2020, including strategic site allocations and green belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period for representations between 1 December 2020 November and 26 January 2021.;
2. Recommends that Council approves the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;
3. Delegates to the Director of Economic Regeneration & Capital Growth authority to approve the relevant Statement of Common Ground(s) required pursuant to the National Planning Policy Framework 2019;
4. Delegates authority to the Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with the Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

1 GREATER MANCHESTER SPATIAL FRAMEWORK – STRATEGIC OVERVIEW

- 1.1 There is a statutory requirement for local authorities to have an up-to-date development plan in place that identifies enough land to accommodate new homes and jobs for a growing population.
- 1.2 The Greater Manchester Spatial Framework (GMSF) is a plan that will meet this requirement. It seeks to provide the opportunities for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. The full GMSF document is available via the Combined Authority's web site at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/the-plan/>.
- 1.3 The GMSF is not being prepared in isolation. It is one of the suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside other plans and strategies, including the Transport 2040 Delivery Plan, Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital Strategy and Cultural Strategy. Each of these plans is part of a coherent set of measures that will seek to meet our overall objectives.
- 1.4 The GMSF is a high level, strategic plan and does not cover everything that a district local plan would. Bury will still need to produce a Local Plan that will complement and help to take forward the GMSF's strategic policies and also provide more detailed policies to support the creation of locally distinctive high quality places/neighbourhoods. Work is already underway on Bury's Local Plan and progress on this will run alongside the GMSF process. However, the GMSF will need to advance ahead of the Local Plan to provide the strategic basis for local planning policies.
- 1.5 The GMSF is supported by a wide range of GM-wide and site-specific evidence that has been prepared to inform and support the content of the GMSF. Appendix 1 to this report sets out all relevant documents together with links to the Combined Authority's web site which holds these documents.
- 1.6 In addition, a series of Topic Papers have prepared for each of the proposed site allocations in Bury, These pull together the key findings from the evidence gathered in connection with each of the proposed site allocations. The Topic Papers for each of the proposed site allocations are attached at Appendix 2.

GMSF - Process

- 1.7 In November 2014, AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (Joint DPD), called the Greater Manchester Spatial Framework

(GMSF). Further, the recommendation was that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.

- 1.8 Over the course of 2014/15, the 10 authorities secured the approvals required to enable the GMSF to be prepared and for that preparation to be carried out by AGMA on their behalf. The first draft of the GMSF Joint DPD was published for consultation on 31st October 2016, ending on 16th January 2017. The consultation generated significant interest and over 27,000 responses were received.
- 1.9 A further consultation on the Revised Draft GMSF took place between January and March 2019 and over 17,000 responses were received at that stage. Since the consultation closed, work has been underway to analyse the responses (a consultation summary report was published in October 2019), finalise the evidence base and prepare a further version of the plan.
- 1.10 Progress on the GMSF was delayed due to the Covid-19 pandemic but it was agreed that:
- The GMSF should continue to be progressed as a Joint Development Plan Document of the 10 authorities;
 - The next version of the plan would be the Publication Plan; and
 - Consultation on the Publication Plan would start in late 2020.
- 1.11 The 'Publication stage' is a formal consultation on the draft joint DPD pursuant to Reg. 19 of the Local Planning Regulations. It is a statutory stage that provides an opportunity for organisations and individuals to submit their final views on the content of the plan. The decision to 'Publish' the draft joint DPD is an Executive decision for the GM local authorities.
- 1.12 Following consultation on the Publication Plan, the draft GMSF and the representations made at the Publication stage are sent to the Secretary of State – this is called the 'Submission stage', pursuant to Reg. 22 of the Local Planning Regulations. Upon completion of the consultation on the Publication early in 2021, a post-consultation report will be prepared and then the plan will be submitted to the Secretary of State for Examination in mid- 2021. Submission requires approval of each of the 10 Full Councils of the GM local authorities. Whilst anyone can make a representation on any point, only those pertaining to the four tests of soundness¹ will be taken into account by the Inspector(s). If major new issues arise at the Publication consultation stage there would need to be further consultation prior to any submission of the plan.

¹ As set out in NPPF para 35

- 1.13 Following submission, an Examination in Public takes place at which a Planning Inspector(s) will consider the joint DPD and representations made in respect of it and determine whether the DPD is capable of being adopted, either with or without amendments.
- 1.14 Assuming that the document is capable of adoption, whether with or without amendments, the ultimate decision to adopt must be taken by each of the 10 Full Councils.
- 1.15 For Bury, the policies and proposals set out in the Publication GMSF will replace some of the current Unitary Development Plan (UDP) policies when formally adopted and will form part of Bury's statutory development plan. A list of the UDP policies that will be replaced by the GMSF can be found in Appendix 3. The Local Plan will then provide more detailed local policies, replacing the remaining UDP policies.

GMSF 2020: Publication Plan

- 1.16 The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Publication Plan 2020 (GMSF 2020) is our plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:
- set out how Greater Manchester should develop up to the year 2037;
 - identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
 - identify the important environmental assets across the conurbation which will be protected and enhanced;
 - allocate sites for employment and housing outside of the urban area;
 - support the delivery of key infrastructure, such as transport and utilities;
 - define a new Green Belt boundary for Greater Manchester.
- 1.17 The Publication GMSF includes a spatial strategy which seeks to deliver sustainable and inclusive growth through three key elements:
- **Significant growth in jobs and housing at the core** – continuing development in the 'core growth area' encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth and a significant amount of the overall housing supply is proposed in this area;

- **Boosting the competitiveness of the northern districts** – provision of new employment opportunities and a commitment that collectively the northern districts meet their own local housing need;
- **Sustaining the competitiveness of the southern districts** – supporting key economic drivers, such as around Wythenshawe hospital and the Airport, realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Statement of Common Ground

- 1.18 One key supporting document will be a strategic Statement of Common Ground. This will set out the key matters between the ten authorities agreeing on the distribution and quantum of development contained in the Publication Plan. It will also deal with any matters with other organisations that require to be agreed to enable the Publication Plan to be submitted next year. There may be a need for additional Statements of Common Ground to deal with specific matters linked to the proposed site allocations and these will be the responsibility of the relevant local authority to draw up if required. The recommendation requests that responsibility for this is delegated to the Director of Economic Regeneration and Capital Growth.

2 PLAN FOR HOMES

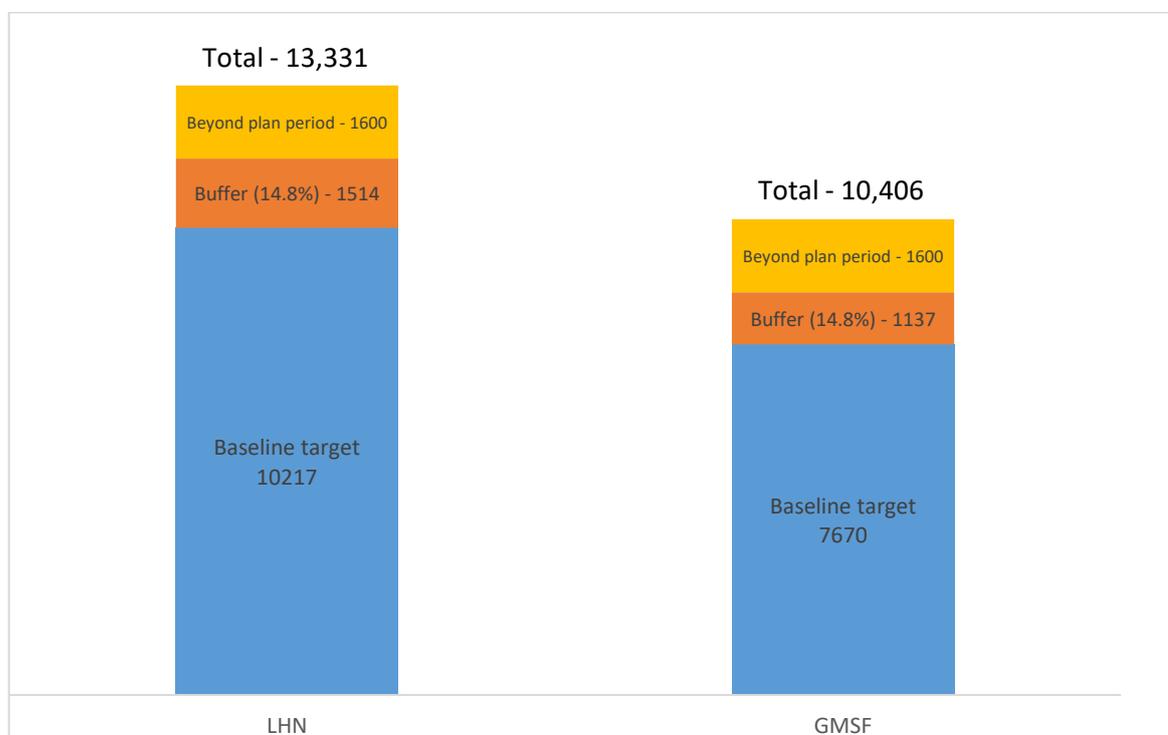
- 2.1 It is important that we plan to provide a range of new homes to accommodate the housing needs of a growing population, including much needed affordable homes.
- 2.2 The Government has introduced a standard methodology for calculating Local Housing Needs (LHN) to provide local authorities with a clear and consistent understanding of the number of new homes needed in an area. If insufficient new homes are provided to meet increasing demand, then there is a risk that affordability levels will worsen and people will not have access to suitable accommodation that meets their needs. The construction of new housing is also an important part of the economy, providing large numbers of jobs and often securing the redevelopment of derelict and underused sites.
- 2.3 Applying the current methodology means that a minimum of 179,078 new homes will be required across Greater Manchester over the plan period (2020-2037).
- 2.4 The plan sets out Greater Manchester's commitment to deliver a significant proportion of these as affordable housing - 50,000 units over the plan period, including 30,000 for social rent.

Plan for Homes – Bury

- 2.5 For Bury, the Government’s standard methodology gives a Local Housing Need (LHN) target of 10,217 homes over the plan period (601 homes per year). This is the baseline starting point for a plan to consider.
- 2.6 The GMSF process allows for a redistribution of Bury’s LHN within the conurbation to reflect the availability of land or to reflect strategic policies. As a result, Bury has been able to reduce the baseline housing target over the plan period to 7,670 homes (average of 451 homes per year).
- 2.7 Bury’s proposed housing target in the GMSF therefore represents 4.2% of the total Greater Manchester housing target, which is the lowest in Greater Manchester.
- 2.8 This is a reduction of 2,547 units on the Governments minimum LHN for the Borough. The GMSF target is therefore 75% of the LHN, which is a fall from 82% on the previous version of the GMSF.
- 2.9 However, as a Borough, we do not have enough land within the urban area or on brownfield sites to meet even this reduced target. Bury’s Strategic Housing Land Availability Assessment identifies that there is only enough land to accommodate 3,963 homes. This supply largely consists of brownfield sites within the existing urban area, including the potential development sites within our town centres and other brownfield sites such as the former East Lancashire Paper Mill site and the former Tetrosyl site at Bevis Green in Walmersley.
- 2.10 This supply shortfall means that the following Green Belt sites are proposed to be released through the GMSF to meet the reduced target as well as providing a defensible buffer on top of the supply.

Site	No. of homes within the plan period
Castle Road, Unsworth (Northern Gateway)	200
Simister/Bowlee (Northern Gateway)	1,350
Walshaw	1,250
Elton Reservoir	1,900 (further 1,600 post plan)
Seedfield	140
Total	4,840

- 2.11 Together, the baseline supply and the proposed housing within the plan period on Green Belt sites are estimated to have the capacity to deliver around 8,803 units. This provides a 14.8% buffer on top of the supply to allow for sites not coming forward as envisaged over the plan period. Buffers are a standard requirement in development plans to provide flexibility in the supply and there is a 17% buffer against the total Greater Manchester target.
- 2.12 The GMSF proposals include the release of Green Belt land beyond the plan period for residential development at the Elton Reservoir site (which has been consulted on in the previous two iterations). This is because the site is key to delivering significant upfront investment into essential strategic infrastructure and the site needs the long term certainty on the scale of development to withstand the costs. The natural development of this site, using standard build out rates, will mean that the scale of delivery will extend beyond the plan period.
- 2.13 It should be noted that if the GMSF had a baseline housing target for Bury that reflected the minimum LHN (10,217), there would still be a need for a buffer to be identified on top of this. At 14.8% this would equate to an additional 1,514 units. It would still only be feasible for the Elton Reservoir site to deliver 1,900 within the plan period, with 1,600 post plan. The total housing figures (including post-plan) would therefore equate to 13,331 as opposed to the current GMSF figures of 10,406 (an increase of 2,925). This is illustrated in the diagram below.



- 2.14 Importantly, the reduction in Bury's housing target within the Publication GMSF means that the amount of Green Belt that is proposed to be released for residential development has been reduced by 192 hectares since the 2019 draft GMSF. This has been met through the removal of the Whitefield site (600 units) and a significant reduction of land in the Simister / Bowlee allocation (reduction of 700 units).

Strategic Sites

- 2.15 Not only does the GMSF help to reduce the amount of Green Belt needed to meet the local housing need in Bury, it also means that the sites that are proposed are those that deliver strategic benefits over the longer term. This is because the GMSF gives Bury a lower housing target in the early years of the plan which will give us time to bring forward and develop essential infrastructure in and around the strategic sites proposed (as well as our limited supply of brownfield sites). This includes a strategic link road through the Elton site that will provide much needed resilience and extra capacity on our highway network, as well as public transport and education investments.
- 2.16 A higher target earlier in the plan period would require additional small sites that could be brought forward in the short term. However, such sites would not be able to deliver any tangible new infrastructure provision of the scale needed.

Type of Housing

- 2.17 During the previous GMSF consultations there was a general acceptance that the Borough needs more housing of all types and sizes and across a range of tenures. Whilst we would like to meet the full housing needs of all of our residents over the plan period, the constraints of the Green Belt and ability to deliver infrastructure means that there are significant challenges in doing so. It is considered that the GMSF strikes the right balance in providing new homes and infrastructure, whilst reducing the amount of Green Belt released.
- 2.18 The housing sites proposed through the GMSF will include a mix of house types, sizes and tenures. This will include 1 and 2 bedroom properties as well as 3 and 4 bedroom properties.
- 2.19 It will also include a significant amount of affordable housing in line with local policy requirements designed to meet the needs identified in Bury's Housing Needs Survey and the emerging Housing Strategy. It is estimated that, in addition to provision of affordable housing provided on sites within the existing land supply, the sites identified in the GMSF will deliver over 1,200 affordable homes during the plan period (25% of the total homes proposed in the GMSF).

- 2.20 New housing will also include provision for special needs housing, such as accommodation for the elderly.

3 PLAN FOR JOBS

- 3.1 Economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life and generating the finances to deliver better infrastructure, services and facilities.
- 3.2 Greater Manchester has the opportunity to lead with the 'levelling up' agenda by helping to deliver a more successful North of England and aiding the long-term economic success of the country as a whole.
- 3.3 As such, the GMSF supports high levels of economic growth across Greater Manchester and seeks to put in place the measures that will enable such growth to continue in the longer-term. However, delivering these high levels of growth means that Greater Manchester will need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region, and supporting the continued progress towards a low-carbon economy.
- 3.4 In pursuit of this, the GMSF proposes at least 2,500,000 sq.m. of new office floorspace and at least 4,100,000 sq.m. of industrial and warehousing floorspace across Greater Manchester over the plan period.

Plan for Jobs – Bury

- 3.5 Over recent years, the northern areas of Greater Manchester, including Bury, have seen relatively low levels of growth overall compared to other parts of the city region, particularly in the south of the sub-region. In Bury, a major contributing factor to this has been an inadequate supply of employment land which has undoubtedly held back the Borough's economy due to the lack of opportunities for attracting new inward investment and for the Borough's existing businesses to grow.
- 3.6 If these disparities between the northern and southern areas increase, this will be harmful not only to the prospects for the north but also to those of Greater Manchester as a whole. As a result, a key aim of the GMSF is to significantly boost the competitiveness of and economic output from the northern parts of Greater Manchester to deliver more balanced and inclusive growth across the sub-region. As a northern Borough, Bury has a key role to play in achieving this aim.
- 3.7 In terms of office development, 40,206 sq.m. is proposed in Bury over the plan period. This equates to 1.2% of the total proposed for Greater

Manchester reflecting the fact that the majority of office development will take place in the inner core areas of Manchester and Salford.

- 3.8 However, it is through industrial and warehousing development that Bury is well placed to play a more significant role and this will not only help Bury to contribute towards an improved economic output from the north of the city region but will also help to address the longstanding local issue around the severe lack of land for industrial and warehousing development in Bury.
- 3.9 At present, the Borough has by far the lowest existing baseline supply of land for industrial and warehousing of any Greater Manchester district with a supply that is capable of accommodating only 10,231 sq,m, of floorspace - equating to only 0.5% of Greater Manchester's total existing supply. This has been a longstanding issue for Bury that has, without doubt, held back the Borough's economy and has led to a number of Bury companies having to relocate elsewhere due to a lack of opportunity to expand or relocate within the Borough.
- 3.10 The GMSF seeks to increase the supply of industry and warehousing in Bury through the proposals for employment-led development at the Northern Gateway (Heywood/Pilsworth). It is estimated that the full development of this site across Bury and Rochdale could generate 1.2 million sq.m. of industrial and warehousing floorspace (including an Advanced Manufacturing Park), creating a large amount of new job opportunities that would be highly accessible to Bury residents.
- 3.11 Of this 1.2million sq.m, around 856,000 sq.m. is proposed for Bury – 491,000 sq.m. of which is expected to come forward within the plan period. Together with the existing supply of 10,231sq.m. the addition of the Heywood/Pilsworth site would give Bury a total supply of industrial and warehousing land capable of accommodating 501,231 sq.m within the plan period with further potential beyond 2037.
- 3.12 The total proposed supply of 501,231 sq.m. would significantly increase Bury's contribution to 11.6% of Greater Manchester's total supply of industrial and warehousing floorspace within the plan period.
- 3.13 The remaining potential (365,000sqm) is expected to follow post-plan.
- 3.14 At 310 hectares of land, these employment proposals represent the largest proposed release of land in Bury under the GMSF (net Green Belt loss in Bury is proposed to be 520 hectares).

4 PLAN FOR THE ENVIRONMENT

4.1 The GMSF is not just about accommodating development. It also includes a range of policies designed to protect and enhance Greater Manchester's many and varied green spaces and features which are used in many different ways and afforded many different values by the people who live, work or visit the city-region.

4.2 The GMSF supports the important role of Greater Manchester's natural assets by:

- Valuing the special qualities and key sensitivities of Greater Manchester's landscapes;
- Seeking to protect and enhance Greater Manchester's network of green and blue infrastructure;
- Seeking a significant overall enhancement of biodiversity and geodiversity; and
- Seeking to maintain a new and defensible Green Belt which will endure beyond this plan period.

4.3 Furthermore, the GMSF supports wider strategies around clean air, walking and cycling and underpins Greater Manchester's ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 and to keep fossil fuels in the ground.

Plan for the Environment – Bury

4.4 The GMSF's strategic environmental policies are high-level and generic policies that will, where applicable, apply to development proposals in Bury. They cover a wide range of environmental issues, include policies relating to:

- Carbon reduction and energy;
- Flood risk;
- Clean air;
- Landscapes;
- Green infrastructure;
- River valleys and waterways;
- Lowland wetlands and mosslands;
- Uplands;
- Urban green space;

- Trees and woodlands;
- Biodiversity and geodiversity; and
- Heritage.

4.5 These policies will either replace some of the current local policies contained in Bury's UDP and/or provide additional policy support for the protection of the Borough's built and natural environments.

5 PLAN FOR INFRASTRUCTURE

5.1 The GMSF will need to be supported by significant investment in the sub-region's infrastructure including roads, public transport, energy and utilities as well as schools and health facilities.

5.2 Future climate change pressures will also require the city-region to adapt to bigger shocks and stresses, such as increased heat, drought and flood risk.

5.3 The quality, distribution and resilience of infrastructure will be important in ensuring that the GMSF is successfully implemented and delivered. Infrastructure is essential to support the delivery of the GMSF's vision and objectives.

5.4 The capacity of the utility network to accommodate increased demand is considered generally robust. However, an increasing population, economic growth and changes in technology will increase demand, both for new and existing infrastructure. Combined with a backlog of capital investment, historically low levels of investment compared to other countries and continually growing and changing expectations for infrastructure, requirements over the next thirty years will be substantial.

5.5 As mentioned, the GMSF is one of a suite of complementary documents designed to support the long-term aspirations for Greater Manchester. This includes the Greater Manchester Infrastructure Framework which is a precursor to the development of a Greater Manchester Infrastructure Strategy. It frames the key issues and priorities which the Infrastructure Strategy should seek to address.

5.6 A Greater Manchester Strategic Infrastructure Board has been established which includes representatives from United Utilities, Electricity North West, Cadent, Environment Agency, Transport for Greater Manchester as well as GMCA officers and Chief Resilience Officer. The Strategic Infrastructure Board will consider and respond to the issues and challenges raised by the Infrastructure Framework and will help shape the Infrastructure Strategy.

5.7 Importantly, the Transport for Greater Manchester (TfGM) 2040 Implementation Plan has been drafted and this will seek to deliver some of the

key highway and public transport infrastructure interventions associated with some of the GMSF proposals and other developments.

Plan for infrastructure - Bury

5.8 The GMSF identifies a range of physical and social infrastructure interventions that will be required to support the new development proposals in Bury, including:

- New link roads – to improve connectivity and traffic movement and help to address issues on the existing road network. For example, the Elton Reservoir site will require the provision of a strategic spine road connecting Bury and Bolton Road (A58) to Bury Road in Radcliffe in order to provide an alternative route to Bury Bridge/around Bury Town centre.
- Junction improvements – to improve accessibility and traffic movement, significant junction improvements and reconfiguration (in and around sites) are required. Whilst there will be a more obvious requirement for improvements to directly support and mitigate for the impact of new traffic associated with the development sites, there will also be a requirement to implement improvements further afield. Improvements will be required on both the strategic road network (e.g. motorway junctions) as well as those on the local road network.
- Public transport – including improving access to public transport, providing more sustainable transport options through the provision of a new Metrolink station at Warth to support the development of the Elton Reservoir area and a potential tram-train operation along the route of the East Lancashire Railway between Bury and Rochdale to improve access to the proposed employment development at Heywood/Pilsworth.
- Pedestrian/cycle routes – to allow effective integration between the sites and their surrounding communities there will be a need for improved linkages and connections for pedestrians and cyclists.
- Education – the provision of primary schools to specifically support development proposals for Walshaw, the Elton Reservoir area and the Simister/Bowlee site; and contributions towards improving capacity at existing schools.
- Flood Risk – the proposed development sites will need to ensure that the developments would not pose any additional risk of flooding, and where possible, seek to reduce flood risk. This includes fluvial and surface water flood risk and sites will need to incorporate sustainable urban drainage systems to address this issue.
- Healthcare - Additional healthcare provision where required.

- Other infrastructure - Provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points.

5.9 These infrastructure requirements will be embedded within the GMSF's statutory planning policies for each of the proposed site allocations and any planning applications for development on these sites will need to be in line with these policy requirements for them to be approved. Planning conditions and legal agreements will ensure that the necessary infrastructure is delivered at an appropriate stage in the development.

6 PLAN FOR GREEN BELT

6.1 The Publication GMSF proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt across Greater Manchester is 1,939 ha. This represents a reduction of over 60% (60.3%) from what was proposed in the first draft of the GMSF in 2016 and a 19% reduction from 2019 draft. This has been achieved through:

- Reducing the number of proposed sites;
- Reducing the extent of Green Belt release within sites; and
- Proposing a limited number of Green Belt additions.

6.2 The current Greater Manchester Green Belt covers 46.9% of the land area of Greater Manchester. The proposals in the Publication GMSF would reduce this by around 1.5% meaning that 45.3% of Greater Manchester land area would remain designated Green Belt.

Plan for Green Belt – Bury

6.3 The sites in Bury that have been proposed for employment and housing development in the GMSF have evolved as the GMSF has progressed through its various stages of preparation. These changes to the sites have been made to reflect new and updated evidence and public views expressed in response to consultation on the previous drafts.

6.4 The changes have resulted in a significant reduction in the proposed net loss of Green Belt in the current Publication GMSF compared to what was originally proposed in the first draft in 2016 and what was subsequently proposed in the revised draft in 2019.

6.5 The original 2016 draft proposed the release of 1,210 hectares (20%) of the Borough's Green Belt. However, the subsequent removal of sites at Baldingstone and Holcombe Brook; reductions to the loss of Green Belt at Walshaw, Elton and Heywood/Pilsworth; and a number of new additions to the Green Belt meant that the revised 2019 draft involved a reduced net loss of 714 hectares (12%) of the Green Belt.

- 6.6 Further revisions have been made to the sites proposed in the Publication GMSF. In particular, the site at Whitefield has now been removed and there has been a significant reduction in the extent of the site at Simister/Bowlee which retains Simister Village within the Green Belt. These additional amendments mean that the Publication GMSF is now proposing a net loss of 520 hectares (9%) of the Borough's Green Belt.
- 6.7 The majority of the proposed Green Belt release in the Borough is for employment development at the Northern Gateway site, which accounts for 310 hectares of the total 520 hectares proposed for release.
- 6.8 Bury's Green Belt currently covers 5,904 hectares of the total land area of the Borough (i.e. 59.5%). The proposals in the Publication GMSF to reduce this by 520 hectares would mean that 5,384 hectares would remain as Green Belt land. This would mean that 54.5% of the Borough would remain Green Belt land, which is the third highest proportion of any district in Greater Manchester, behind only Rochdale and Wigan.

7 SITE SELECTION

- 7.1 In November 2015, a 'Call for Sites' exercise was launched whereby local residents, businesses, land owners and developers were invited to identify sites that they thought could be suitable for housing or employment development.
- 7.2 Following the 'Call for Sites', all sites were assessed against a series of key principles to determine their suitability as potential sites to be included within the GMSF.
- 7.3 The approach to site selection used for the 2016 draft has been reviewed and refined at each subsequent stage. This was partly in response to comments raised during consultation, but also because the preparation of a development plan is, by its very nature, an iterative process that needs to evolve and be justifiable as 'an appropriate strategy' in accordance with paragraph 35 of the National Planning Policy Framework.
- 7.4 Furthermore, it should also be noted that, as part of the process of preparing the drafts of the GMSF, it has also been necessary to consider all the evidence base to ensure that sites are deliverable. The site selection process is just one part of that evidence.
- 7.5 In Bury, the Publication GMSF proposes a small number of large sites. In doing so, the sites are of sufficient scale for them to include the provision of essential, strategic infrastructure.

- 7.6 Pursuing an alternative approach of identifying a large number of small sites would mean that the sites would be unable to deliver the scale of infrastructure required to support the overall level of development needed which, in turn, would lead to an unacceptable increase in pressure on existing infrastructure. As indicated above, the GMSF gives Bury a lower housing target in the early part of the plan period to give these sites the time to bring forward the necessary infrastructure.
- 7.7 In terms of their location, Bury's sites are largely contained within or well-related to the existing urban area which helps to promote 'inward growth' as opposed to urban sprawl. This will enable any development to build on opportunities to access or improve existing infrastructure.

8 IMPLICATIONS OF COVID-19

- 8.1 Covid-19 has had a major impact on the way people live and work over the shorter term and there remains a degree of uncertainty over its impact in the long term.
- 8.2 However, the Government has been very clear that we need to positively plan for recovery. The Prime Minister made his 'Build, Build, Build' announcement at the end of June 2020 setting a context for England as we continue to live through the pandemic.
- 8.3 The need for a spatial plan to provide certainty and guide development, investment and infrastructure has never been stronger. There is a very strong message that Covid-19 should not be a reason to delay either the preparation of statutory plans or the determination of planning applications. The Government has published updated planning guidance, including temporary measures for the planning system (<https://www.gov.uk/guidance/coronavirus-covid-19-planning-update>).
- 8.4 In terms of Local Plans, the guidance is clear that the Government want to see Local Plans progressing through the system as a vital means for supporting economic recovery in line with the Government's aspirations to have up-to-date plans in place across the country by 2023.
- 8.5 The GMSF is an essential building block of the city-region's long term success and recovery. In short, it will demonstrate what 'building back better' means spatially for Greater Manchester.
- 8.6 To assist in progressing plans, Government has introduced temporary arrangements through the Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020 which change the requirements to make certain documents available for inspection and on request. These regulations make temporary changes to how documents are

required to be made available under regulation 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (“the 2012 Regulations”). They temporarily remove the requirement on a local planning authority to make documents available for public inspection at the authority’s principal office and at such other places as the authority considers appropriate. They also make temporary changes to regulation 36 of the 2012 Regulations to remove the requirement on a local planning authority to provide hard copies of documents made available under regulation 35. Documents are still required to be made available on the local planning authority’s website.

- 8.7 These temporary arrangements are in place until 31 December 2020 but it is expected that the Government will extend these, particularly in light of current circumstances with Covid-19. Nevertheless, the situation will be kept under constant review and, if necessary, arrangements will be adapted to respond to any change in circumstances.

9 CONSULTATION ON THE PUBLICATION GMSF

- 9.1 Following consultation on two previous drafts of the GMSF in 2016 and 2019, the document has now progressed to the Publication stage which is effectively the final draft of the plan and that which each of the Greater Manchester districts consider should be the final plan to be submitted to Government.
- 9.2 It is now proposed that the Publication GMSF should be subject to a further eight-week period of public consultation between **1 December 2020** **November and 26 January 2021.**
- 9.3 The GMSF and key supporting evidence will have been in the public domain for over five weeks before the start of formal consultation, allowing people to view and familiarise themselves with the content.
- 9.4 This is an important consultation stage in the plan-making process because it will be the comments made at this stage that will be submitted to Government and considered by the appointed Planning Inspector(s) as part of the Examination of the plan. Comments made at previous stages have been used to inform the production of the plan to this point and these will also be summarised in a Consultation Report as part of the submitted documentation.
- 9.5 Whilst anyone can make a representation on any point in the plan, only those pertaining to the four tests of soundness set out in the National Planning Policy Framework (NPPF) will be taken into account by the Planning Inspectorate i.e. whether the plan is:
- a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by

agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

- b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the NPPF.

9.6 The Government has been clear that the challenge posed by Covid-19 is not a sufficient reason to delay plan preparation. The Council has recently consulted on revisions to its Statement of Community Involvement to respond to current Covid-19 guidance that affects how we would normally consult including, for example, holding of face-to-face community events or the provision of physical documents for inspection in public buildings.

9.7 However, effective community engagement will still be promoted by means which are reasonably practicable. Government guidance strongly encourages the use of online engagement methods. Engagement strategies are being prepared which consider the use of the following:

- virtual exhibitions;
- digital consultations;
- video conferencing; and
- social media and online chat functions.

9.8 Reasonable steps will also be taken to ensure sections of the community that don't have internet access are involved and consider alternative and creative ways to achieve this. This could include:

- Posting information on request (e.g. particular information on a site);
- Deposit points for the plan (subject to restrictions);
- Engaging sections of the community, that do not have internet access, through representative groups rather than directly;
- Using existing networks;
- Allowing individuals to nominate an advocate to share views on their behalf;
- Providing telephone information lines; and
- Providing timed face-to-face information sessions for community representatives (depending on restrictions at that point in time).

- 9.9 Given the uncertainty around the type of local/national lockdown which may be in place at the time the consultation, different methods will be developed to respond to different levels of social distancing/public interaction which may be possible.

What happens following consultation?

- 9.10 Following this consultation, it is proposed that the Publication GMSF be formally submitted to the Government alongside all supporting evidence and the Government will then appoint a Planning Inspector (or a panel of Inspectors) to undertake an Examination of the GMSF. Agreement to formally submit the GMSF to the Government will be sought from Full Council on 25 November 2020.
- 9.11 Importantly, all representations made at the Publication stage will also be submitted to the Government and these will be considered by the Inspector(s) as part of the Examination of the plan (where the representation is considered relevant to the NPPF's four tests of soundness).
- 9.12 An Examination in Public will then take place at which a Planning Inspector will consider the GMSF, its supporting evidence and representations made in respect of it and determine whether it is capable of being adopted, either with or without amendments.
- 9.13 Assuming that the GMSF is found to be capable of adoption, the ultimate decision to adopt it must be taken by each of the 10 Full Councils.

10 SUMMARY

- 10.1 It is considered that working with our Greater Manchester colleagues through the GMSF brings a number of important advantages:
- **An up-to-date plan** – Bury's current development plan is the Unitary Development Plan which was adopted in 1997 and is now significantly out of date. The Council has twice tried and failed to get a replacement plan in place over that time but this met with significant challenge as it did not meet housing needs. The Government has indicated that it will intervene in and potentially take over the plan-making process where local authorities do not have an up-to-date plan by December 2023 – which could remove local controls over plan-making. The GMSF will enable Bury to avoid these sanctions by meeting its statutory requirement to have an up-to-date plan in place covering strategic planning issues.
 - **A stronger local economy** – One of the key aims of the GMSF is to significantly boost the competitiveness and economic output from the north of the conurbation in order to address the current imbalance in the Greater Manchester economy. The proposal at the Northern Gateway

(Heywood/Pilsworth) is key to the delivery of this objective. The jobs and investment generated from this site will help to create a sustained reduction in inequalities and improve the lives of our residents whilst also helping in post-Brexit and post-Covid recovery.

- **Significant infrastructure investment** - In contrast to identifying smaller, short-term sites, the GMSF also allows us to bring forward a small number of large, strategic sites that can pave the way for significant investment in the physical and social infrastructure required to support development.
- **Reduced impact on the Green Belt** - Collaborative working on the GMSF by the ten Greater Manchester districts has allowed for a redistribution of housing needs to enable more development to be focussed in more sustainable locations, such as in the inner core areas of Manchester and Salford. This has enabled Bury to off-set 2,547 homes from our Local Housing Need to other districts which would otherwise have to be accommodated within the Borough. This has allowed Bury to reduce the amount of Green Belt land required for development.

10.2 It is important to recognise that if the GMSF did not exist or if Bury were not a participant in the process, the strategic matters that are currently dealt with through the GMSF would still need to be covered by the Local Plan. However, the advantages of collaborative working outlined above would be lost.

Other alternative options considered

For Bury to withdraw from the GMSF process and to only produce a Local Plan – the implications of this option are set out in the report.

Community impact

The GMSF is about providing the right homes, in the right places, for people across our city region, including Bury, up to 2037. It's also about creating jobs and improving infrastructure to ensure the future prosperity of Greater Manchester and Bury.

Whilst one of the key purposes of the GMSF is to make provision for the homes and jobs needed across Greater Manchester, it is also about establishing a framework for reducing inequalities, improving the lives of our residents, and transforming Greater Manchester into the world-leading city-region for the benefit of Greater Manchester's communities.

Equality Impact and considerations:

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

Equality Analysis	<i>Please provide a written explanation of the outcome(s) of either conducting an initial or full EA.</i>
An Equality Analysis has been undertaken in respect of the Manchester Spatial Framework and the outcomes of this analysis can be seen at Appendix 4.	

**Please note: Approval of a cabinet report is paused when the 'Equality/Diversity implications' section is left blank and approval will only be considered when this section is completed.*

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Potential risk to the public and council staff in holding public consultation during the Covid-19 pandemic.	In line with government guidance, the Council will temporarily cease forms of engagement that involve public gatherings and/or face-to-face contact whilst social distancing measures are in place. In the interim period alternative methods of engagement will be utilised - for example holding

	virtual exhibitions, digital consultations, video conferencing and utilising social media platforms.
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Consultation:

See section on consultation within the main body of the report.

Legal Implications:

The Greater Manchester Spatial Framework will form part of the statutory development plan for each of the Greater Manchester districts and, alongside the emerging Bury Local Plan, will replace the Bury Unitary Development Plan. All development plans must be prepared in accordance with statutory processes. This report sets out an overview of the latest publication Greater Manchester Spatial Framework, highlighting some of the key proposals in Bury and seeks approval for the document to be subject to a formal period of consultation to ensure that all interested parties have an opportunity to make their views known before these are submitted to the Government to be considered as part of the Examination of the GMSF. The formal submission of the GMSF will have to be approved by the Council as part of the Policy Framework. There are no other legal concerns at this point, but if the proposal is approved, further detailed input will be required from the Council Solicitor in due course.

The legislative and constitutional requirements for the preparation of a joint Development Plan Document (DPD) are set out in the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. These have been complied with and legal advice provided at all stages.

The joint DPD will now be the subject of two further stages as it will be submitted to the Secretary of State for independent examination under the 2004 Act, along with the documents prescribed by the 2012 Regulations and prior to submission to the Secretary of State, it must be published and representations invited, pursuant to the 2012 Regulations. This will involve, a formal consultation on the draft.

The decision to publish the draft joint DPD is an executive decision for all of the GM local authorities and in Bury must be made by Cabinet. At the end of the consultation period, the draft joint DPD and all representations received are then sent to the Secretary of State. This final submission is likely to happen in summer 2021 and requires approval to submit of each of the 10 Full Councils of the GM local authorities, as it is a Council decision to submit the joint DPD.

Financial Implications:

This report does not commit the Council to any financial decisions but seeks to establish a strategic planning policy framework for Greater Manchester, including Bury. Implementing any schemes aligned to the framework will be subject to decision making at that time which will include a full assessment of the financial implications including affordability that will take into account costs and additional revenue income that may be generated.

Report Author and Contact Details:

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Background papers:

- The Greater Manchester Spatial Framework: Publication Draft 2020.
- Key supporting evidence.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
Greater Manchester Spatial Framework (GMSF)	The GMSF is Greater Manchester's Plan for Homes, Jobs and the Environment. It is a statutory Development Plan Document that provides the strategic basis for planning future growth and development in Greater Manchester up to 2037.
Brownfield Land	Brownfield land is land that has previously been developed. It might be overgrown and look like a green space, still have buildings on it or be derelict.
Greenfield Land	Greenfield sites are undeveloped green spaces found in both urban and rural areas. Greenfield sites are not all found within the Green Belt. A park in an urban

	area, for example, would also be defined as a greenfield site.
Local Housing Need (LHN)	The minimum number of homes needed in a particular area calculated using the Government's standard methodology.

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Appendix 1 – Links to Greater Manchester Spatial Framework and Supporting Documents

GREATER MANCHESTER SPATIAL FRAMEWORK
Publication GMSF 2020 - https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/the-plan/
SUPPORTING DOCUMENTS
The following documents support the Greater Manchester Spatial Framework and can be found under the respective headings at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/
Plan Wide
1A. GMSF Integrated Appraisal Report
1B. GMSF Integrated Appraisal Addendum Report
1C. GMSF Integrated Appraisal Non-Technical Summary
1D. GMSF Integrated Assessment Scoping Report 2020
1E. Integrated Assessment of GMSF 2020 Growth and Spatial Options Paper
2. Habitats Regulations Appraisal
4A. Land Supply Data (Housing)
4B. Land Supply Data (Industry and Warehousing)
4C. Land Supply Data (Office)
5. Site Selection Process
6. Growth and Spatial Options
7A. GMSF Strategic Viability Assessment Stage 1
7B. GMSF Strategic Viability Assessment Stage 1 Technical Appendices
7C. GMSF Strategic Viability Assessment Stage 2 Allocated Sites
Chapter 5- A Sustainable and Resilient GM
8A. Carbon & Energy Implementation Part 1- Technical Analysis
8B. Carbon & Energy Implementation Part 2-Carbon Offsetting
8C. Carbon & Energy Implementation Part 2-Fund Size Appendix B
9A. Strategic Flood Risk Assessment Level 1
9L. Strategic Flood Risk Assessment Level 1 Appendix B Site Assessment Part 1
9M. Strategic Flood Risk Assessment Level 1 Appendix B Site Assessment Part 2
9N. Strategic Flood Risk Assessment Level 1 Appendix C - Development Site Assessment Summary Reports
9O. Strategic Flood Risk Assessment Level 1 Appendix D - Functional Floodplain Methodology
9P. Strategic Flood Risk Assessment Level 1 Appendix E - GMCA Climate Change Models
9Q. Strategic Flood Risk Assessment Level 1 Appendix F - SUDS Techniques and Suitability
10. GM Flood Risk Management Framework
11. Strategic Flood Risk Assessment Level 2 - Report and Appendices
12. Flood Risk Sequential Test and Exception Test Evidence Paper

13. Carbon & Fracking
Chapter 6- A Prosperous Greater Manchester
14. Economic Forecasts for Greater Manchester
15. Employment Land Needs in Greater Manchester
16. Covid-19 and the GMSF Growth Options
Chapter 7- Homes for Greater Manchester
17. GM Strategic Housing Market Assessment (SHMA)
18. Greater Manchester Gypsy and Traveller and Traveling Show person Accommodation Assessment Update 2018
Chapter 8- A Greener Greater Manchester
19A. Green Infrastructure Policy Context
19B. Guidance for GM- Embedding Green Infrastructure Principles
20A. BNG Proposed Guidance for GM
20B. GM BNG Summary Report
21A. Stage 1 GM Green Belt Assessment (2016)
21B. Stage 1 GM Green Belt Assessment - Appendices (2016)
21C. Landscape Character Assessment (2018)
21D. Stage 2 GM Green Belt Study- Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions (2020)
21E. Stage 2 GM Green Belt Study- Assessment of Proposed 2019 GMSF Allocations (2020)
21F. Stage 2 GM Green Belt Study- Assessment of Proposed 2019 GMSF Allocations Appendix B (2020)
21G. Stage 2 GM Green Belt Study- Addendum Assessment of Proposed 2020 GMSF Allocations (2020)
21H. Stage 2 GM Green Belt Study- Contribution Assessment of Proposed 2020 GMSF Green Belt Additions (2020)
21I. Stage 2 GM Green Belt Study- Identification of Opportunities to Enhance the Beneficial use of the Green Belt (2020)
22. Our Case for Exceptional Circumstances
Chapter 9- A Greater Manchester for Everyone
23A. GMSF 1 Historic Environment Assess Summary Report
23B. GMSF 2 Northern Gateway Historic Environment Assess
23F. GMSF 6 Bury Historic Environment Assess
24. Historic Environment Background Paper
Chapter 10- A Connected Greater Manchester
25. Greater Manchester Transport Strategy 2040 Refresh
26. Our 5 Year Transport Delivery Plan 2020-2025
27. GM Transport Strategy 2040- Right Mix Technical Note

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28A. Transport Locality Assessment- Introductory Note and Assessments- Cross Boundary Allocations
28C. Transport Locality Assessment- Introductory Note and Assessments- Bury
29. Transport Strategic Modelling Technical Note
30. Existing Land Supply and Transport Technical Note
31. GM Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside-Strategic Case
Northern Gateway - Heywood and Pilsworth
GM1.1 Illustrative Dev Framework Plan, 2020
GM1.1 - Flood Risk and Drainage Report, 2020
GM1.1 - Flood Risk and Drainage Report, 2020
GM1.1 Ecological Report, 2020
GM1.1 Landscape and Visual Analysis Report, 2020
GM1.1 Archaeology and Heritage Report, 2020
GM1.1 Geo Environmental Report, 2020
GM1.1 Noise and Air Quality Report, 2020
GM1.1 Initial Heritage Appraisal, 2020
GM1.1 Utilities Statement, 2020
Northern Gateway - Economic Benefits Summary, 2020
Rochdale Preliminary Ecological Appraisal, 2020
Rochdale NG Historic Environment Assessment, 2020
Northern Gateway – Simister Bowlee
GM1.2 Illustrative Dev Framework Plan, 2020
GM1.2 Flood Risk and Drainage Report, 2020
GM1.2 Ecological Report, 2020
GM1.2 Landscape and Visual Appraisal Report, 2020
GM1.2 Archaeology and Heritage Report, 2020
GM1.2 - Geo Environmental Report, 2020
GM1.2 Initial Heritage Appraisal, 2020
GM1.2 Utilities Statement, 2020
Northern Gateway - Economic Benefits Summary, 2020
Rochdale Preliminary Ecological Appraisal, 2020
Rochdale NG Historic Environment Assessment, 2020
Elton
Elton Parkland Indicative Masterplan, 2020
Elton Parkland Agricultural Land Quality, 2019
Elton Parkland Air Quality Statement, 2019
Elton Parkland Strategy, 2020

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Elton Parkland Phase 1 Habitat Survey, 2019
Elton Parkland Wintering & Breeding Bird Surveys, 2017
Elton Parkland Results of Desktop Scope & Ecological Surveys, 2019
Elton Parkland Great Crested Newts Survey, 2017
Elton Parkland Bat Activity Surveys & Assessment, 2019
Elton Parkland Water Vole & Otter Survey, 2017
Elton Parkland Outline Ecological Mitigation and Enhancement Strategy, 2019
Elton Parkland Flood Risk Assessment and Outline Drainage Strategy, 2020
Elton Parkland Reservoir Flood Study - Impact of Development, 2020
Elton Parkland Dam Breach & Flood Inundation Report, 2018
Elton Parkland Phase 1 Preliminary Risk Assessment, 2019
Elton Parkland Initial Heritage Assessment, 2020
Elton Parkland Archaeological & Historic Landscape Character Assessment, 2020
Elton Parkland Noise Screening Assessment, 2019
Elton Parkland Utility Statement, 2019
Walshaw
Walshaw Indicative Masterplan, 2020
Walshaw Masterplan Drainage Strategy Executive Technical Summary, 2020
Walshaw Masterplan Drainage Strategy, 2020
Walshaw Himor Flood Risk Assessment, 2020
Walshaw Redrow Flood Risk Assessment, 2020
Walshaw VHW Flood Risk Assessment, 2020
Walshaw Phase 1 Desk Studies Executive Summary, 2020
Walshaw Himor Phase 1 Desk Study Report, 2019
Walshaw Redrow Phase 1 Geo Environmental Site Assessment, 2019
Walshaw Vernon Phase 1 Desk Study Report, 2019
Walshaw Heritage Environment Assessment, 2020
Walshaw Christ Church, 2020
Walshaw Himor & VHW Landscape and Visual Technical Note, 2017
Walshaw Redrow Preliminary Landscape and Visual Overview, 2020
Walshaw Arboriculture Technical Note, 2017
Walshaw Redrow Tree Survey Report, 2019
Walshaw Noise Screening Assessment, 2020
Walshaw Himor Utility Feasibility Report, 2020
Walshaw Redrow Utilities Report, 2020
Walshaw VHW Utility Feasibility Report, 2020

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Walshaw Himor & VHW Ecology Technical Note, 2020
Walshaw Redrow Preliminary Ecology Appraisal, 2019
Walshaw Air Quality Assesment, 2019

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GM 1.1 - Heywood/Pilsworth

Topic Paper

October 2020

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Appendices

Section A – Background

1 Introduction

- 1.1 The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises two key sites within the wider North-East Growth Corridor:
- Heywood / Pilsworth (Bury and Rochdale)
 - Simister and Bowlee (Bury and Rochdale)
- 1.2 The Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key locations that will help to deliver these fundamental objectives.
- 1.3 This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.
- 1.4 The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the GMSF plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.
- 1.5 This Topic Paper brings together a wide range of information and evidence in connection with the proposed strategic site allocation at Heywood and Pilsworth (GM1.1). However, it should be read in conjunction with the separate Topic Paper relating to the Simister/Bowlee allocation (GM1.2). The paper may be subject to further technical amendments in advance of the formal commencement of consultation.

2 Site Details

- 2.1 GM1.1 lies wholly north of the M62 and extends to approximately 330 hectares. The land is situated to the east of Bury and to the south of Heywood. Its southern boundary borders onto the M62, its western boundary follows the M66 and eastern boundary straddles Hareshill Road. To the north, it borders directly onto Pilsworth Road and Heywood Distribution Park. The allocation is approximately:
- 3.2km from Bury Town Centre;
 - 3.7km from Heywood Town Centre;
 - 4.5km from Whitefield Town Centre;
 - 6.4km from Middleton Town Centre; and
 - 7.7km from Rochdale Town Centre
- 2.2 The allocation currently comprises a number of large agricultural fields, a fishery and a golf course.

3 Proposed Development

- 3.1 Development within this allocation seeks to deliver a total of around 1,200,000 sq.m of industrial and warehousing space (with around 700,000 sq.m. being delivered within the plan period). This will comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors, including the development of an Advanced Manufacturing Park. Such development will have the potential to create up to 17,000 jobs with a further 1,700 jobs created through supply chains and employee spending.
- 3.2 Around 1,200 new homes will be delivered within the allocation. 1,000 homes, coupled with a new primary school, will be located in the eastern part of the allocation (within Rochdale) to support early delivery of the infrastructure and provide a planned buffer between existing housing and new employment development. A further 200 homes will be created in the west of the allocation off Castle Road. An appropriate buffer will be incorporated to separate this part of the allocation from the wider employment area and appropriate highways measures will be put in place to prevent the use of residential roads by traffic associated with the wider employment area. The housing is proposed to include a mix of house types, including affordable housing.
- 3.3 The design and layout within the allocation will allow for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (GM1.2). High quality, publicly accessible multifunctional green and blue infrastructure within the allocation will provide health benefits to workers and residents as well as creating a visually attractive environment.
- 3.4 Appendix 1 sets out the GM1.1 Heywood/Pilsworth policy wording.
- 3.5 The allocation boundary or the area proposed to be released from the Green Belt has not been amended from that proposed in the 2019 GMSF. However, land to the southwest and south that was proposed to be released (GM1.3 – Whitefield and part of GM1.2 – Simister Bowlee) in the 2019 Draft GMSF are now proposed to be retained within the Green Belt.

4 Site Selection

- 4.1 The GMSF Site Selection work had the purpose of identifying the most sustainable locations for residential and employment development that can achieve the GMSF Vision, Objectives and Spatial Strategy.
- 4.2 This allocation forms part of the wider Northern Gateway allocation and straddles the districts of Bury and Rochdale. The allocation provides the opportunity to deliver a large nationally significant employment opportunity to attract high quality business and investment with complementary residential development.
- 4.3 The allocation is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester, with wider benefits on a regional and national level.
- 4.4 Due to the current undeveloped nature of the allocation, much of the immediate highway network is not of a nature that could accommodate strategic development without an appropriate upgrade. Key to delivery of the allocation will therefore be the provision of significant improvements to highway infrastructure, delivery of improved public transport infrastructure through the allocation (potentially including Bus Rapid Transport corridor) and

- close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) and the provision of high quality walking and cycling routes.
- 4.5 The scale of the development will help to deliver a significant jobs boost to the northern and eastern parts of Greater Manchester, increasing the economic output from this area. It will also enable new residential and community facilities to come forward in what is currently an area with significant pockets of deprivation, low skills and worklessness.
- 4.6 The GMSF site selection process considered the entire Northern Gateway allocation when considering sites for inclusion in the GMSF. On this basis the Northern Gateway allocation was selected for inclusion based on:
- Criteria 1 (land which has been previously developed and/or land which is served by public transport);
 - Criteria 3 (land that can maximise existing opportunities which have significant capacity to deliver transformational change and/or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth);
 - Criteria 5 (land which would have a direct significant impact on delivering urban regeneration);
 - Criteria 6 (land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long term viable sustainable travel options and delivers significant wider community benefits);
 - Criteria 7 – Land that would deliver significant local benefits by addressing a major local problem/issue.
- 4.7 Further detail is provided within in the GMSF Site Selection Paper available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 4.8 The Heywood/Pilsworth allocation forms part of the GMSF North East Corridor Policy (GM-Strat 7) and offers an opportunity to deliver a significant mixed use, housing and employment development which is of a transformative scale and significantly change the economic growth potential of the wider area. Development could capitalise on the existing successful employment locations at Heywood/Pilsworth and further exploit the important connection to the M62 corridor. The location of this allocation will make it particularly attractive to the logistics and advanced manufacturing sectors.
- 4.9 Development could also contribute towards regeneration of adjacent areas of deprivation and this would help deliver one the GMSF's key aims of boosting the competitiveness of the northern Greater Manchester Boroughs and supporting long-term economic growth in Greater Manchester.
- 4.10 Given this, the allocation is relevant to the GMSF objectives of:
- Objective 1 – Meet our housing need;
 - Objective 3 – Ensure a thriving and productive economy in all parts of Greater Manchester;
 - Objective 4 – Maximise the potential arising from our national and international assets;
 - Objective 5 – Reduce inequalities and improve prosperity;
 - Objective 6 – Promote the sustainable movement of people, good and information.

5 Planning History

- 5.1 In Bury, planning permission has not been granted for any significant uses within the allocation.
- 5.2 In Rochdale, planning permission was granted in March 2020 for land within the north eastern part of the allocation. The scheme comprised a new link road between Junction 19 of the M62 and Pilsworth Road, approximately 135,000 sqm of employment floorspace, 1000 new homes, a new local centre and primary school and associated landscaping and sports pitches. This scheme is currently being delivered.

6 GMSF 2019 Consultation Responses

- 6.1 The consultation responses and consultation summary report is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 6.2 345 comments were received in relation to the GM1.1 Heywood and Pilsworth during the consultation on the Revised Draft GMSF in 2019. A summary of the key issues are as follows:

Principle / Scale of development
<ul style="list-style-type: none"> ▪ Disproportionate distribution of employment land. ▪ Large scale of site is a concern as it has potential to give rise to traffic impacts due to it being close to motorways. ▪ No need when existing estates in area are below capacity. ▪ Economic growth should not be at the expense of the community and the environment. ▪ Considerable impact on local agriculture. ▪ Pilsworth landfill – include within developable area/unsuitable for development but could be a country park/should remain rural. ▪ Highly accessible and sustainable location for growth.
Housing (inc affordable housing)
<ul style="list-style-type: none"> ▪ Should be set back from motorways and at high densities. ▪ Will be expensive executive homes. Affordable home prices will not be affordable. Must provide for elderly. Need terraced homes. ▪ Land is available for development. More housing needed closer to the planned jobs.
Employment and Economy
<ul style="list-style-type: none"> ▪ Over-reliance on logistics and warehouses which have low-skilled and low wage jobs, needs to attract high technology industries. Will not solve the issue of a lack of suitable premises. ▪ More detail required on jobs created, investors. ▪ Should expand existing under-capacity industrial estates. ▪ New jobs should be for local residents. ▪ Consider impact of automation and Brexit. ▪ Need to promote business growth in town centres.

<ul style="list-style-type: none"> ▪ Provides significant employment opportunities and new impetus for regeneration.
<p>Green Belt</p>
<ul style="list-style-type: none"> ▪ Release of Green Belt disproportionate in this area of the Borough and compared to other districts. ▪ Will result in the merging of towns and urban sprawl. ▪ Retained Green Belt includes land that is not appropriate such as Pilsworth Quarry.
<p>Brownfield</p>
<ul style="list-style-type: none"> ▪ Must use brownfield land within the urban areas before considering greenfield land.

7 GMSF 2019 Integrated Assessment

- 7.1 The 2019 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 7.2 The IA reviewed how the draft GMSF policies could impact upon the environment, the economy, local communities, equality and public health. The IA also recommended ways in which the GMSF can be improved to ensure that the policies are as sustainable as possible.
- 7.3 The Northern Gateway draft allocations were considered together against the 2019 Integrated Assessment objectives. The allocations performed well although a number of recommendations were made:
- Ensure that all three allocations refer to a mix of housing types;
 - Make specific reference to energy efficiency of the housing stock;
 - The policy should also highlight the importance of local employment during construction;
 - Consider feasibility study into requirements and ability of local network to support development;
 - Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider benefits to deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.
 - The allocation needs to encourage integration with existing communities and provision of a range of housing tenures.
 - Ensure any new health provision is accessible to all and that local capacity is considered throughout future masterplanning stages;
 - Ensure any new community facilities provision is accessible to all and that local capacity is considered throughout future masterplanning stages.
 - Ensure any new recreation provision is accessible to all and that local capacity is considered throughout future masterplanning stages.
 - Seek to minimise the number of trips made by private car to/from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially relevant to buffer around the AQMA adjacent to the site.
 - A suitable flood risk assessment may be required and associated mitigation in order to prevent the flood zone expanding.

- Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. This is especially relevant around the areas of flood zone 2 and 3.
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider the listed structures throughout detailed design to reduce the risk throughout construction and operational phases.
- Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL).
- Promote sustainable construction methods.
- Consider waste and recycling facilities in design e.g. consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling.

7.4 It is important to note that the IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Northern Gateway allocation policies are already covered in other GMSF policies. However, some wording changes have been made as a result of the IA in relation to housing types, electric vehicles, heritage and archaeology.

Section B – Physical

8 Transport

- 8.1 The allocation is positioned at a strategically important intersection around the M60, M62 and M66 motorways. Due to the current undeveloped nature of the allocation, much of the immediate local highway network is currently not of a nature that could accommodate strategic development without an appropriate upgrade. Key to the delivery of the allocation will be the provision of significant improvements to highway infrastructure, delivery of improved public transport infrastructure through the allocation and close to the allocation and the provision of high quality and connected walking and cycling routes.
- 8.2 The Locality Assessment (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) concludes that whilst the allocation is expected to give rise to significant levels of traffic demand over both the strategic and the local road networks, mitigation schemes have been developed and tested which could be expected to address the impacts on both the strategic and local road networks.
- 8.3 The following mitigation measures have been identified:

Mitigation	Description
Supporting Strategic Interventions	
Bus Rapid Transit (BRT) corridor to Manchester city centre	Bus Rapid Transit (BRT) corridor to Manchester city centre and Rochdale via Heywood Old Road/ Manchester Road
Necessary Local Mitigations	
Permeable network for pedestrian and cyclist priority to/from/ within the development	Assumed new or upgraded cycle and pedestrian access, linked to PROWs and the Bee Network, providing connectivity to adjacent local areas and employment/educational opportunities, supported by high quality design for active travel within the allocation area.
Introduction of local bus services to/from/ within the allocation	Assumed local bus services to link the allocation with Metrolink and Rail interchanges and key local centres such as Bury, Heywood, Rochdale and Middleton, supported by permeable design of future development to support bus services within the allocation area.
Moss Hall Road / Pilsworth Road (South)	Replace existing three arm priority junction with a three arm roundabout. New roundabout, including a 56m (inscribed circle diameter) with two circulating lanes.
A6045 Heywood Old Rd / Whittle Lane	Additional traffic management measures on Whittle Lane.
Moss Hall Road / Pilsworth Road (North)	Replace existing three arm signalised junction with a three arm unsignalised roundabout. New roundabout will include a 56m (inscribed circle diameter) with two circulating lanes and a left turn bypass from Pilsworth Road South

Hollins Brow / Hollins Lane	Remove mini roundabout arrangement and replace with a 3 arm signalised junction.
Pilsworth Road (Between M66 Link Road and "3-Arrows" Junction)	Upgrading to dual carriageway standard – two lanes in each direction with a central reserve.
SRN Interventions	
M66 Junction 3 / Pilsworth Road	Upgrading to a 4-arm grade separated signalised configuration including widened slip road approaches from the M66 and a 3 lane circulating carriageway.
M62 J19 / A6046 Heywood Interchange	Removal of at-grade pedestrian / cycle facilities at the SHLR arm and adjacent section of the circulating carriageway and replacing them with a pedestrian / cycle subway.
M66 Junction 2 / A58	Addition of a fourth lane to the circulating carriageway of the roundabout.
M66 Link Road	Upgrading existing Pilsworth Road between M66 Junction 3 and Moss Hall Lane to dual carriageway - two traffic lanes in each direction, with a central reservation & cycle/pedestrian provision.

8.4 The proposed policy wording for the GM 1.1 Allocation has been informed by the Locality Assessment and ensures the allocation will be supported by the appropriate mitigation measures.

8.5 The allocation is therefore considered to be deliverable, although, in line with good practice further work will be needed to substantiate these findings as the allocation moves through the planning process.

9 Flood Risk and Drainage

Flood Risk Summary

9.1 The majority of the allocation is located within Flood Zone 1 (i.e. land assessed as having a lower than 1 in 1000 annual probability of river flooding) and development should be directed into these areas, if possible.

9.2 The EA Main River Map identifies 3 watercourses within the allocation boundary that are classified as Main Rivers:

- Whittle Brook flows from south east to north west within the allocation;
- Castle Brook flows south to north and has a confluence with Whittle Brook; and
- Brightley Brook flows from east to west through the north of the allocation.

9.3 There are areas along the banks of both Whittle Brook and Brightley Brook that are shown as Flood Zone 3 (i.e. land with a 1 in 100 annual probability of river flooding occurring). An 8m easement will be employed either side of watercourses within the allocation, so these areas of Flood Zone 3 do not present any restriction to the development.

9.4 There is an intricate network of overland flows and ponding throughout the allocation. These flows are generally of low risk and can be considered as runoff from agricultural land into the

watercourses described above. There is an area at high risk of localised ponding to the west of Stock Nook Farm.

- 9.5 There is a localised risk of groundwater flooding at and below ground level around Brightley Brook, Whittle Brook and Castle Brook and in the south west largely around the area of peat. The allocation is at low risk of sewer flooding.
- 9.6 Future plans for the development will take into account the overland flow routes, groundwater flood risk and potential areas of ponding. This is a large allocation with the potential to create significant volumes of runoff if infiltration is not possible. Downstream areas at risk and additional volumes of water, even if the runoff rate is controlled, could increase scale or duration of flooding downstream. Development within the allocation could reduce risk by safeguarding areas for flood storage and enhancement of storage areas to reduce flows downstream.
- 9.7 Parts of the allocation lie within areas recommended for tree planting and targeted tree planting on floodplains, as shown by the Working within Natural Processes (WwNP) dataset. There are also numerous areas recommended for riparian tree planting alongside both banks of Whittle Brook and other drains within the allocation boundary. These WwNP techniques can significantly delay the timing of peak runoff in catchments and can also provide obstructions to significant flow paths.
- 9.8 The allocation also includes parts of urban and rural loss improvement areas within the Irwell Natural Flood Management dataset. Both of these include scenarios where soil structure is improved, thereby making the land more permeable and thus increasing the soil moisture storage capacity of these areas. In the urban loss parts, this also includes an increase in overall greenspace.

GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment

- 9.9 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM Level 1 SFRA) was completed in March 2019 as part of the evidence base to inform the preparation of the GMSF available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>. This SFRA initiated the sequential risk-based approach to the allocation of land for development and identified whether application of the Exception Test was likely to be necessary using the most up-to-date information and guidance.
- 9.10 97% of Heywood/Pilsworth Allocation falls within Flood Zone 1 with the remaining in Flood Zones 2 and 3. The GM Level 1 SFRA recommended that the identified flood risk within the GM1.1 allocation could be avoided through allocation layout and design as part of a detailed flood risk assessment.
- 9.11 However GM1.1 Heywood/Pilsworth was included within the GMSF Level 2 SFRA in order for broad scale river modelling to cover existing gaps within the baseline information to be carried out. This has meant that additional flood risk assessment has been carried out in relation to the allocation.

GMSF Level 2 SFRA

Level 2 SFRA Conclusions

- Over 95% of the allocation lies within Flood Zone 1 and development should be directed into these areas, if possible.
- There is additional surface water flood risk across the allocation though locations are sporadic and in small pickets when compared to the entirety of the proposed allocation allocation.

- This is a large allocation with potential to create significant volumes of runoff if infiltration is not possible. Downstream areas at risk and additional volumes of water, even if the runoff rate is controlled, could increase scale or duration of flooding downstream. This allocation could reduce risk by safeguarding areas for flood storage and enhancement of storage areas to reduce flows downstream. The WwNP dataset, discussed above, should provide a start for assessing possible areas for storage or tree planting.
 - A drainage strategy would be required to ensure current onsite risk can be managed effectively with no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on the proposed layout and investigation into appropriate SuDS techniques. Infiltration SuDS may be feasible on parts of the allocation, subject to ground investigation and contamination testing.
 - Development should avoid the 8m no development buffer that the EA requires alongside watercourses for access and maintenance requirements.
- 9.12 Building on the conclusions of the Level 2 SFRA, the site promoters for GM1.1 Heywood/Pilsworth have prepared a GM1.1 Flood Risk and Drainage High Level Constraints Review to assess the risk of flooding in more detail available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>
- 9.13 To ensure that flood risk is not increased at the allocation or elsewhere as a result of the development, surface water runoff from the development will be restricted to the existing greenfield run-off rate of 7.58 l/s/ha.
- 9.14 No public surface water sewers have been identified within the allocation, therefore surface water run-off will be discharged into the ground through multiple infiltration structures or to the watercourses within the allocation at the limiting discharge rates. This will require discussion and agreement with the Environment Agency and the Lead Local Flood Authority.
- 9.15 Parts of the allocation have been identified as potentially contaminated e.g., the former bleach works. It is considered likely that infiltration of surface water will only be an environmentally safe option if remediation has been carried out in advance, to a standard specifically to suit infiltration.
- 9.16 The Review states that the masterplan for the allocation is being developed with due consideration to the existing topography, watercourses and rivers and development plots are likely to be located with substantial offsets from these features. This provides the opportunity to create green/blue corridors adjacent to the existing watercourses and will not require the diversion of any watercourses and culverted works will be kept to a minimum and required only where there are highway crossings.
- 9.17 The Review states that the proposed drainage system will include a variety of SuDS features providing green/blue spaces (such as detention basins and swales). These shall address both flooding and water quality issues and be designed to mimic natural drainage features within the allocation and provide recreational areas for the public. Alternate SuDS options, such as wetlands, provide an opportunity to maximise biodiversity and maximise public open space and will be considered. Infiltration may be possible across some of the allocation subject to detailed ground investigations on a localised basis.
- 9.18 The proposed policy wording for the GM 1.1 Allocation has been informed by the SFRA work undertaken and ensures that any development within the allocation is safe from and mitigates for potential flood risk from all sources. Policy GM1.1 requires development to incorporate sustainable drainage systems to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Proposals to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. As a green and blue infrastructure network will provide

more sustainable options discharge surface water, only foul flows should communicate with the public sewer.

- 9.19 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

10 Ground Conditions

Site Geology and Hydrogeology

- 10.1 The supporting Desk Top Assessment has identified:
- Made ground – expected where quarries and sand pits have been backfilled and around buildings where ground has been disturbed by construction activities.
 - Superficial deposits - Glacial Till overlain by peat deposits in the south west, sand and gravel in the centre and north east and morainic deposits (poorly sorted sand, gravel and clay) in the north west.
 - Bedrock - predominantly Coal Measures which is near surface in the north east of the allocation where there is potential for shallow mineworkings and where five mineshafts are indicated on Coal Authority plans.
- 10.2 Borehole records are available for eight boreholes in the north west of the allocation, eighteen boreholes to the south of Birch Industrial Estate and one at the golf club. At the golf club, sandstone bedrock (part of the Coal Measures formation) was encountered at 17.5m depth. The maximum depth of the other boreholes was 12m and they were all terminated in the superficial deposits.
- 10.3 The superficial deposits and the Coal Measures are Secondary Aquifers. There are no Principal Aquifers beneath the allocation. Groundwater was generally encountered in the boreholes in the granular superficial deposits.

Ground Contamination

- 10.4 The allocation predominantly comprises agricultural land which is not expected to be significantly contaminated.
- 10.5 The potential risks from and mitigation for contamination on the allocation are given in the table below.
- 10.6 Intrusive ground investigation will be undertaken to establish if any contamination is present and, if it is, to establish its nature and extent. An initial characterisation investigation will enable an outline remediation strategy for the allocation to be developed. More detailed investigation, assessment and detailed remediation design can then be undertaken on a phase by phase basis as each area of the allocation comes forward for development.

Table 1 Geo-environmental Aspects and Mitigation

Area of Potential Contamination	Contamination Risk	Potential Mitigation
Pilsworth Landfill adjacent to the north of the site.	Gas and leachate migration from the landfill on to the site	Installation of a leachate and/or gas collection system along the northern boundary of the site. Ground gas protection measures may be required in new build properties.

Historic area of bleach works in the north east of the site	Hydrocarbons, solvents, asbestos, galligu	Remediation of contamination and where possible re-use of the end material.
Backfilled quarries / pits	Backfill material unknown. May contain contamination especially asbestos. See also Table 2 below.	Assessment of material and remediation and, where possible, re-use of material
Ground gas	Migration from mineworkings and generation from the peat	Grouting of mineworkings. Ground gas protection measures may be required in new build properties.
Lignite in peat in the south west	Risk of spontaneous combustibility	Placement of lignite at depth if it is present near surface or removal off site.
Shallow groundwater	Contaminated groundwater. See also Table 2 below.	Consideration of contamination if shallow groundwater present in contaminated parts of the site.

Geotechnical Summary

10.7 Geotechnical aspects to consider at the allocation include mining, compressible peat deposits, backfilled quarries and pits and groundwater presence. The ground will also need to be characterised for cut and fill works and for foundation design. The geotechnical aspects are given in the table below along with potential mitigation measures. Intrusive investigations will be undertaken to assess these aspects further. Potential geotechnical constraints and associated standard mitigation measures have been identified and can be incorporated into the design of the scheme at the detailed planning application stage.

Table 2 Geotechnical Aspects and Mitigation

Geotechnical Aspect	Geotechnical risk	Potential mitigation
Mining and mineshafts	Presence or absence of mineworkings is unknown. Mineshaft locations need to be confirmed. There are no treatment records which indicates that they have not been grouted / capped.	Identify presence or absence of workings and mineshafts. Assess significance for development and treat / grout / cap as required
Backfilled quarries / pits	Backfill material unknown. Risk of unacceptable settlements / collapse especially if loaded	Identification and intrusive investigation of backfill. Geotechnical assessment and re-engineering of material as required.
Slopes	Existing slopes and new slopes – risk of instability / slope failures	Investigation and assessment of existing slopes. Reprofiling or remediation if required. Geotechnical design of new slopes / appropriate retaining structures

Shallow groundwater	Groundwater in excavations. Risks of instability from groundwater ingress.	Temporary support / pumping during works if required.
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10.8 The Assessment has been reviewed by Bury Council Environmental Health department. They have recommended the following prior to any planning applications being submitted within the allocation:

- The Desk Top Assessment is reproduced to consider a residential end use for the proposed housing development of 200 plots;
- A Site Investigation proposal. It is recommended that this is exploratory in nature and undertaken to support any future planning approvals for this allocation. This will also address the contamination issues highlighted in their report;
- A Site Investigation and Risk Assessment Report; and
- An Outline Remedial Strategy summarising any potential remedial solutions that will provide evidence to demonstrate how any contamination risks can be mitigated.

10.9 The documents are available at:

<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>

10.9 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

11 Utilities

11.1 It is not considered that there are any utilities constraints, either current infrastructure or identified need, which will prevent the Northern Gateway sites from being allocated for development.

United Utilities

11.2 United Utilities have provided guidance to pre-development enquires and advised that the anticipated point of connection for the allocation will be the nearest practical point on the network to the development boundary. This is identified as a 250mm PE point of connection located on Pilsworth Road and a 160mm PE point of connection located on Moss Hall Road, with a further connection through the approved 'South Heywood' development to the north. Distribution of water and fire main facility will be routed along the allocation road network suitably sized for metered connection to the individual units and residential dwellings.

11.3 No public foul sewers were identified within the development boundary, therefore foul water is likely to need to be pumped to a new or existing point of discharge specified by United Utilities, outside of the development boundary. Consultations must be made with United Utilities to develop a cost-effective strategy for managing the discharge of foul flows from the development.

11.4 A water main runs through the north western part of the allocation. This will be diverted or accommodated in the masterplan.

Electricity North West

11.5 Electricity North West in their response to the latest GMSF consultation advised that they were confident in being able to meet the network capacity requirements for the investment

and growth in proposed in Greater Manchester. Where necessary they have secured the appropriate regulatory allowances within their 'Well Justified Business Plan.'

- 11.6 Electricity North West have carried out assessments on the proposed areas, which fed into the 'Spatial Energy Plan' document. This is a high level assessment of the expected impact of the proposed developments on the electricity network, the information was presented as a Red/Amber /Green (RAG) indicator.
- 11.7 The Heywood and Pilsworth allocation presented as red which indicted that capacity at the primary substation level is likely to be exceeded due to forecast additional load resulting from proposed developments.
- 11.8 Discussions with ENW have identified a requirement for two new primary 33KV substations to serve the development, and a Point of Connection at Castleton BSP. From the new 33KV Primary Substations a further network of 11KV substations will be provided that distribute demand across the allocation. There are optional connection points via the approved 'South Heywood' scheme which could serve an early phase of the development of the GM 1.1 allocation.

Gas - National Grid Infrastructure

- 11.9 Cadent Gas have confirmed that the current mains have sufficient capacity to support the load required for the development without any reinforcement works. The development can be connected to the existing Intermediate Pressure main located at the western allocation boundary. There is another Medium Pressure connection available local to the northern part of the allocation.
- 11.10 A localised high-pressure gas main runs through the northern part of the allocation and then runs north-west to south-east across the allocation south of Whittle Brook. The main and associated easements can be accommodated into the design of the development, providing an opportunity for a green landscaping corridor.

12 Telecommunications

Existing BT Infrastructure

- 12.1 The scheme already tabled and being implemented through the permitted South Heywood Development scheme to provide BT Openreach communication network coverage is being developed to facilitate the Northern Gateway Proposals to both the Northern and Southern areas of the allocation. BT Openreach are presently developing their network layout and will be installing high speed data & fibre networks throughout the development.

Existing Virgin Media Infrastructure

- 12.2 The scheme already tabled and being implemented through the permitted South Heywood Development scheme to provide Virgin Media communication network coverage will be developed to facilitate the Northern Gateway Proposals to both the Northern and Southern areas of the allocation. Virgin Media are presently developing their network layout for this area and will be a suitable alternative network provider.
- 12.3 It should be noted that spare underground ductwork network facilities are being provided to enable alternative network providers to invest into the allocation.
- 12.4 The proposed policy wording for the GM 1.1 Allocation has been informed by the ground conditions and utilities assessments undertaken to date and summarised above. The policy requires a phasing strategy relating to the area to come forward in the plan period which should include the delivery of highways infrastructure, surface water drainage, grey

infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Section C – Environmental

13 Green Belt Assessment

- 13.1 The proposed removal of Green Belt in conjunction with the Heywood/Pilsworth Allocation has been informed by several studies undertaken by LUC available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- The Greater Manchester Green Belt Assessment 2016
 - Green Belt Harm Assessment, 2020;
 - Greater Manchester Green Belt Study – Identification of Opportunities, 2020
- 13.2 The proposed allocation would remove 330 hectares of land from the Green Belt.
- 13.3 In 2016 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 13.4 In The Greater Manchester Green Belt Assessment 2016 Heywood/Pilsworth was included within Strategic Green Belt Area 15. There were 4 different purposes of Green Belt that each Area was assessed against and the Area performs as follows:
- Purpose 1: To check the unrestricted sprawl of large built up areas: **Strong**
 - Purpose 2: To prevent neighbouring towns from merging into one another: **Strong**
 - Purpose 3: To assist in safeguarding the countryside from encroachment: **Weak-Moderate**
 - Purpose 4: Preserving the setting and special character of historic towns: **Weak-Moderate**
- 13.5 The summary of findings for Bury in this report stated that most parcels close to Heywood/Pilsworth, east of M66 make a moderate- strong contribution to checking the unrestricted sprawl of large built up areas. Parcels between Bury and Middleton play a moderate role in relation to assisting in safeguarding the countryside from encroachment.
- 13.6 In 2019 LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2 km of the allocation site. The study considered the opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.
- 13.7 Land lying within 2 km of GM 1.1, Heywood / Pilsworth formed the focus of Green Infrastructure (GI) recommendations / mitigation to enhance the 'beneficial use' of the Green Belt for the Northern Gateway as a whole. There are two proposed additions to the Green Belt west of this GM sub-Allocation at Hollins Brook and Hollins Brow.
- 13.8 The potential GI opportunities in the Green Belt relevant to the Northern Gateway Allocations identified in the assessment include:

- Upgrade the public footpath along Brightly Brook to a multi user route.
 - Create a new pedestrian footpath in the Green Belt north east of Heywood/Pilsworth to create a local level walk at the settlement edge.
 - Upgrade surfacing treatments and access points along the Rochdale Way.
 - Upgrade surface treatments to create all weather routes.
 - Enhance pedestrian and vehicle links to football pitches in Heaton Park to increase usability.
 - Introduce enhancements to local sporting facilities within the retained Green Belt.
 - Enhance sport and recreational provision at Heaton Park.
 - Introduce interventions which complement the proposals included within the planning application for development off J19 of the M62 (Planning application 16/01399/HYBR).
 - Restore ditches and field boundaries within the landscape.
 - Review the conservation and management of areas which form part of SBIs and LNRs to ensure improvement of the key aspects of their designation. Connect the SBIs of Hollins Vale, Hollins Plantation and Pilsworth across the M66.
 - Enhance waterways to ensure the management of invasive species and surrounding vegetation.
 - Support woodland management practices to maintain longevity of broadleaved woodland stock.
 - Improve the biodiversity value of agricultural land around Birch Service Area, providing additional habitat creation. Landscape and visual.
 - Create new green wedges and green buffers to prevent settlement coalescence.
 - Establish planting buffers for increased landscape integration at Heywood Distribution Park.
 - Provide additional woodland planting and the reinstatement of field boundaries parallel the corridor of the M62.
- 13.9 Some of these opportunities have been included within the policy requirements for the allocation, for others it is more appropriate for them to form part of the overall masterplan or subsequent planning applications.
- 13.10 In conjunction with the assessment of GI opportunities within the Green Belt, LUC carried out an assessment to identify potential harm to the Green Belt through The Green Belt Harm Assessment. The Assessment shows that release of the land in the west of the allocation from the Green Belt would be the most harmful as it has less urbanising containment and a greater distinction from the urban edge. The assessment shows that release of Green Belt in the east of the allocation would have lower harm, as it is more contained by and has less distinction from the urban edge.
- 13.11 Evidence on Green Belt is only one part of the evidence base that influence any decision on green belt release. Consequently where studies have found that high harm is to be caused by release of the Green Belt, this finding should be balanced against other important factors that could make up exceptional circumstances such as sustainability, viability and deliverability.
- 13.12 The Heywood/Pilsworth allocation is deemed necessary to deliver a key strategic employment and housing opportunity with supporting transport infrastructure. The allocation

is critical in responding to the spatial strategy in the GMSF and its key themes of 'Inclusive Growth', 'Making the Most of Key Locations and Assets' and 'Addressing Disparities' It also directly addresses the aspirations set by Policy GM – P 1 'Supporting Long-Term Economic Growth', Policy GM –E 1 'Sustainable Places', Policy GM – H1 'Scale, Distribution and Phasing of New Housing Development' and Policy GM – N1 'Our Integrated Network'.

- 13.13 The potential GI opportunities in the Green Belt study discussed earlier are not exhaustive and will require consultation with key stakeholders and may require further surveys and viability testing to establish costings. However the enhancement opportunities nonetheless demonstrate that opportunities exist to help offset the loss of Green Belt which will have a potential positive effect on the beneficial use of the Greater Manchester Green Belt moving forward.
- 13.14 The final masterplan for the allocation will be required to use the findings from all the assessments on Green Belt in the area to inform the layout and form development across the allocation.

14 Green Infrastructure

- 14.1 The emerging Masterplan for GM1.1 includes a substantial green/blue infrastructure network providing a range of opportunities for movement, recreation, biodiversity as well as sustainable drainage.
- 14.2 It is intended that the development will ultimately achieve net gains in biodiversity and central to the development will be a substantial green corridor along Whittle Brook connecting to Pilsworth Reservoir to the north and other existing ecological networks off-site. The allocation also presents the opportunity to explore the potential to utilise and enhance the biodiversity value of the former landfill sites at Pilsworth North and South themselves.
- 14.3 Key features such as trees, hedgerows and water features will be retained and enhanced where possible and site constraints, such as the underground high pressure gas main, will be used positively to create new green corridors.

15 Recreation

- 15.1 New play areas and sports facilities will be required to support the delivery of housing at Heywood/Pilsworth in line with Bury and Rochdale's Local Plan requirements.
- 15.2 The consented South Heywood scheme will deliver a range of informal and formal recreation facilities including the provision of sports pitches next to the new local centre. Recreation facilities will also be provided to serve the residential development off Castle Road.
- 15.3 Opportunities for recreation will also be considered in relation to the delivery of employment and other uses on the balance of the allocation, as key to ensuring an attractive business location. These will include a range of recreation activities along green corridors that connect across the allocation such as walking/cycling routes, fitness trails, 'outdoor gyms' and open spaces for more informal leisure and recreation.
- 15.4 Good public transport and cycling/walking links will integrate GM1.1 with surrounding communities allowing access to existing nearby sports and recreation facilities.

16 Landscape

- 16.1 GM1.1 lies within the National Character Area 54, Manchester Pennine Fringe, occupying the transition zone between open moorlands of the Peaks and the Southern Pennines. The M62 motorway runs east to west and is the dominant feature in the landscape. The land

scape is mostly farming, characterised by large open fields bounded by broken hedgerows and field trees. There are woodland blocks, mainly located along the Whittle Brook river corridor.

- 16.2 There are several areas which are designated as having Tree Preservation Orders, with such flora contributing to local character and interest to the area.
- 16.3 GM1.1 is surrounded by more densely populated areas located within lower ground, with ground starting to rise towards the north of the allocation. The allocation rises to the east towards Heywood and falls along the river corridors of Whittle Brook and Castle Brook.

Landscape Opportunities

- 16.4 The following opportunities have been identified to inform the evolving masterplan process, and ensure the development can be incorporated successfully into the local landscape:
- The u-shaped valleys of the brooks and associated vegetation form pleasant characteristic features in the landscape. Enhancing these natural features so they become part of the blue and green infrastructure strategy for the allocation.
 - The zone of visibility of any proposed development.
 - Retention of longer distance views out of the allocation to maintain the connection of the allocation to the wider landscape.
 - The setting of residential buildings within the allocation and the views available to the residents of these properties will be considered within any design evolution.
 - Mature trees, hedgerows and woodland blocks. Where possible these will be retained and enhanced to create a mature green landscape framework.
 - Tree planting along the motorway corridors. This would serve a double purpose of enhancing landscape and visual amenity and enhancing wildlife corridors.
 - A management plan to show how green and blue infrastructure and nature conservation assets will be managed to provide health benefits to workers and residents as well as creating a visually attractive environment.
 - Although current PRowS appear to be underused in places, retaining established links where possible and creating appropriate new high quality walking and cycling links will be considered to create a connective landscape linking to the wider area.

17 Ecological/Biodiversity Assessment

- 17.1 There are no designated Natura 2000 (European designated) sites within the allocation or within 2km of the allocation boundary.
- 17.2 There are no nationally designated sites within the allocation or within 2km of the allocation boundary.
- 17.3 There are two Local Nature Reserves (LNRs) within a 2km radius of the allocation boundary. Hopwood woodlands LNR, 1.7km east and Hollins Vale LNR, 0.1km west.
- 17.4 There are ten Sites of Biological Interest (SBI) within a 2km radius of the allocation boundary. There is one SBI, Pilsworth, which is adjacent to the northern boundary of the allocation.
- 17.5 There are no ecological constraints which would prevent the allocation of the allocation.

Habitats

17.6 Key habitats include:

- Watercourses and ponds.
- Grassland
- Woodland and trees.
- Hedgerows

17.7 More detailed site-specific surveys, including a full extended Phase 1 Habitat survey for each area, will be undertaken as plans progress and this will enable detailed characterisation of habitats represented throughout the allocation.

Protected and Notable Species

17.8 Protected and notable species which are or may be present at the allocation include:

- Great crested newt
- Reptiles
- Brown Hare
- Bats
- Badger
- Otter
- Water vole
- Birds
- Invertebrates
- And other notable species including common toad and hedgehog.

17.9 The potential presence of these species has been considered through information derived from the desk study, data search and walkover survey. Species-specific surveys will be carried out as plans progress.

Biodiversity Net Gain

17.10 The GM1.1 Allocation policy sets out that net gain will be expected. The prospective developer's ecology report states that ecological mitigation for the development cannot be wholly achieved on site so opportunities for off-site mitigation will have to be sought.

17.11 At Northern Gateway, opportunities for Biodiversity Net Gain should focus on enhancing the areas with existing and potential value.

17.12 The habitats of most value within the allocation are the ponds, watercourse corridors, broadleaved woodland and species-rich grassland. Habitats could be enhanced to improve value where suitable and appropriate so that a lower value habitat could become a higher value habitat.

17.13 Site-specific opportunities have been identified by the prospective developer's ecologist which could promote and enhance biodiversity, maintain wildlife corridors within the site and enhance connectivity with the wider landscape. These will be incorporated into the final masterplan for the site and involve:

- Enhancing and extending the woodland along the north of the site by:
 - planting native trees and shrubs of local provenance;
 - creating a buffer along the northern edge with rough or marshy grassland. This northern edge of the site backs onto the restored habitats of Pilsworth South Landfill site, which are further connected to the wider landscape to the north by a series of linked woodland, grassland and scrub habitats.
- Enhancing the Whittle Brook and associated riparian habitats of high ecological value by:
 - Native woodland and shrub planting along the corridor, as well as within woodland areas which lead off the corridor;
 - Retaining and enhancing the area of good quality semi-improved grassland with the aim of increasing its coverage to connect existing waterbodies to the riparian habitat.
 - The creation of a large area of rough grassland to lead from the riparian habitat northwards. This would link known areas of barn owl presence, using high value hunting habitat, to the riparian habitat, a source of further hunting as well as nesting/roosting.
 - Creating of a buffer zone along either side of the riparian corridor and species-rich grassland, marshy grassland or rough grassland established.
- Developing a management plan for the allocation to provide and enhance wildlife habitats where opportunities arise. This could include:
 - Enhancing areas of grassland to create native wildflower meadows.
 - Enhancing woodland areas.
 - Ponds on site to be retained and enhanced where possible
 - Strips of rough grassland with appropriate management incorporated to provide hunting habitat for bird species such as barn owl.
 - Bird and bat boxes of varying specification for different species to be incorporated into buildings and landscaping.

17.14 Documents available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>

17.15 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Habitat Regulation Assessment

17.16 A Habitat Regulation Assessment (HRA) (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) is required for the GMSF because it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. The HRA made an appropriate assessment of the implications of the GMSF in view of conservation objectives.

17.17 The Northern Gateway allocations were considered together within the HRA. The assessment concluded that although more than 10km from the South Pennine Moors and separated from it by the significant built development the allocation had the potential to cause increases in diffuse air pollution because of traffic generation along the M62 and recreational impacts from population uplift.

- 17.18 The Assessment recommended that each phase of development must be individually assessed once detailed plans are available particularly in relation to air pollution impacts, with cumulative (in combination) effects taken into account.

18 Heritage Impact Assessment

Designated Sites

- 18.1 The GMSF Historic Environment Assessment Screening Exercise (June 2019) concluded that further assessment of the historic environment was required given the number of designated sites within and outside the allocation (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>)
- 18.2 There are no World Heritage Sites, Scheduled Monuments, Registered Battlefields or Protected Wrecks within the allocation or within the 1km study area. There two Grade II Listed Buildings within the allocation boundary.
- Brick Farmhouse is a presumed 17th century brick 2-storey building, with front rendering and 20th century renovation. It is thought to be the oldest brick-built farmhouse in the area.
 - Lower Whittle Farmhouse dates from the 17th century and is a timber-framed structure with substantial 18th century rebuilding of parts and 19th century renovations, resulting in rendered masonry walls.
- 18.3 The Listed Buildings within the allocation will be incorporated into the future development to preserve the heritage of the area.

Areas of Potential Interest

Meadow Croft Fold

- 18.4 The archaeological assessment to date of the site of Meadow Croft Fold indicates that it may be the site of a deserted medieval settlement and iron smelting works. Records also indicate cropmarks of field systems, ridge and furrow, possible house platforms etc., discovered by aerial photography and field walking within the surrounding immediate fields of the Farmhouse. The Farmhouse itself was extensively fire damaged during the summer of 2019 especially the central part of the building.
- 18.5 The site has the potential to be Scheduled as a nationally important archaeological site, and as such given protection against unauthorised change. This would mean that development would not be possible within the designated area of Meadow Croft Fold.
- 18.6 However, a programme of archaeological works to better understand the nature, extent and significance of the area of Meadow Croft Fold is being developed with GMAAS to inform decisions about whether it might be designated. This includes geophysical survey, fieldwalking and the potential for targeted archaeological evaluation excavation.
- 18.7 Informed by this further work, the Masterplan for the allocation will be designed to take into account the potential asset at Meadow Croft Fold.

Whittle Brook (Iron Smelting Site)

- 18.8 A site adjacent to Whittle Brook is suggested as an iron smelting site as a result of archaeological investigations in 1984. Whilst not conclusive in proving that a bloomery (a type of furnace for smelting iron) existed here, it is suggested that there is good potential for such a site.

- 18.9 The site has local to regional significance, but is not currently considered to be of sufficient significance to Schedule. Archaeological mitigation for this asset could be a geophysical survey to potentially obtain the extent of the iron smelting site, later leading onto targeted archaeological evaluation prior to any development within or close to the area of the Whittle Brook Iron Smelting Site

Unsworth Moss

- 18.10 Preserved organic palaeoenvironmental remains may be present at Unsworth Moss due to the areas of peat. A watching brief undertaken during the 1990's at Back o' th' Moss Farm, to the north of Unsworth Moss, revealed no sites of archaeological interest.
- 18.11 In advance of development in this area, archaeological mitigation for this asset would be expected to be in the form of palaeoenvironmental sampling, to potentially establish the extent of the organic palaeoenvironmental remains and potentially any archaeological remains of prehistoric settlement sites that may have been preserved within the peat deposits. This could later lead onto targeted archaeological evaluation.

Castle Brook

- 18.12 The earthworks at Castle Brook Farm in the western part of the allocation may be indicative of a prehistoric camp with the feature situated on a well-drained spur above Castle Brook. A vaguely oval cropmark with turns defined by differential growth appears to surround the earthworks. In addition, a sub-circular feature defined by a dark cropmark, thought to be a possible backfilled pond, may relate to these earthworks.
- 18.13 In advance of development within this area, archaeological mitigation for this asset could be a geophysical survey to determine the extent, character and significance of the remains. Any further mitigation works would be dependent on the result of archaeological mitigation.

Historic Hedgerows

- 18.14 Consultation with the Greater Manchester Archaeology Advisory Service, alongside the review of historic mapping and the site walkover, indicates a potential requirement for a Historic Hedgerow survey. A Historic Hedgerow survey would be undertaken into inform the masterplan as part of the wider assessment strategy. .

Summary

- 18.15 The Promoters have been engaging closely with GMAAS regarding the proposed development of the allocation. A programme of further works to inform next steps and future masterplans has been agreed with GMAAS in the form of a Written Scheme of Investigation to govern an Archaeological Strategy for the allocation. The purpose of the Archaeological Strategy will be to identify and characterise areas of heritage potential across GM1.1 and GM1.2 and to support the developing masterplan for the Northern Gateway allocation, through the assessment of archaeological potential and development of tools to ensure the development responds appropriately to the potential effects of development on the historic environment.
- 18.16 The proposed policy wording for the GM 1.1 Allocation has been informed by the archaeological work undertaken and ensures appropriate evaluation of the heritage assets within the allocation will be undertaken to ensure the protection of these assets in the development proposals.
- 18.17 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

19 Air Quality

- 19.1 Future development traffic has the potential to increase pollutant levels in this area and affect levels within the Air Quality Management Area which is along the M62 and M66 motorways. It is expected that a Detailed Air Quality Assessment (DAQA) will be required at a future planning application stage. It is anticipated that the provision of the best practice air mitigation measures will be sufficient to mitigate any predicted reductions in air quality.
- 19.2 The DAQA will be required to include Construction Phase and Mitigation Measures Report and a proposal for the DAQA will need to be approved prior to the planning application stage.
- 19.3 Any stand-off from the motorways required due to noise constraints for residential elements of the scheme is likely to be sufficient as a form of mitigation for Air Quality for any future occupiers of dwellings. Any air quality risks associated with the commercial aspect of the development are not anticipated. However, where possible, design phase mitigation will be considered at future planning stage.
- 19.4 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

20 Noise

- 20.1 There are a limited number of noise sensitive receptors within and around the allocation. Existing high levels of noise are anticipated at some identified receptor locations, most exposed to the motorway network, with lower levels of noise anticipated at locations further into the allocation.
- 20.2 The incorporation of key design measures will protect both existing and future occupiers and neighbours of the allocation from adverse noise impacts. Measures may include:
- Separation distance between ‘noisy’ employment uses and residential properties.
 - Orientating service yards / access routes away from the properties;
 - Use of localised screening in the form of bunds or fences;
 - Incorporation of a stand-off distance from the motorway, for the proposed residential dwellings
 - Orientation of residential dwellings to provide screening from noise sources.
- 20.3 Opportunities to improve the environment with respect to noise and air quality include:
- Positioning sources of emissions, e.g. spine roads, away from sensitive receptors where feasible.
 - Provision of green and blue infrastructure network to provide health benefits to workers and residents as well as creating a visually attractive environment which provides opportunity for amenity space in a more tranquil environment.
 - Electric Vehicle charging points across the scheme.
 - A travel plan which sets out measures to encourage sustainable means of transport (public, cycling and walking) via subsidised or free-ticketing, improved links to bus stops, improved infrastructure and layouts to improve accessibility and safety.
- 20.4 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section D – Social

21 Education

- 21.1 This Heywood and Pilsworth allocation is predominantly for employment use. However, 1,200 homes (1,000 in Rochdale and 200 in Bury) are planned within the allocation. This would result in a total yield of 252 primary age pupils, and 168 secondary age pupils.
- 21.2 Since this is area largely undeveloped, there is no existing primary school provision and therefore a new 1/1.5fe primary school would be required, located within the allocation. The approved South Heywood development will provide for a new primary school.
- 21.3 Secondary school provision in the area is at full capacity with existing intakes forecast to increase. Therefore additional demand pressures would need to be met through increased capacity which will need to be considered more strategically, potentially linked to other proposed developments across Bury and Rochdale.

22 Health Impact Assessment

- 22.1 Further work will be required to determine whether there is additional capacity within any local healthcare facilities to meet the increased demands arising from the prospective occupants of the new development. If additional provision is necessary, the most appropriate means and location for such provision can be identified through future iterations of the masterplan. Alternatively, there may be a requirement to make a financial contribution toward off site health provision through a planning obligation or condition at the planning application stage.
- 22.2 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section E – Deliverability

23 Viability

- 23.1 The Three Dragons viability appraisal has tested this allocation as two parts: the strategic employment site of up to 1.2m sq.m. employment floorspace and the residential site of 200 units at Castle Road. The parts of the allocation with planning permission (1,000 homes and a proportion of the 1.2m sq.m. employment floorspace within Rochdale) have not been tested within this assessment.
- 23.2 The base model appraisal is based on the floorspace without planning permission anticipated to come forward within the plan period (circa 700,000 sq.m. employment floorspace, plus 200 residential units at Castle Road).
- 23.3 The sensitivity test includes all of the proposed development yet to receive planning permission, including the employment development that will come forward beyond the end of the plan period.

Test Type	Scheme type	Total BMLV, SDLT & Land acq fees	Scheme RV (incl BLV & return)	Viability measure as a % of BLV	Headroom (blended return)	Test result category
Whether the test is the 'Base' test or a sensitivity test	Housing, employment or mixed	The total figure used in the testing for land value, includes tax and fees. BLV = benchmark land value SDLT = Stamp duty land tax	Scheme value (could also be described as headroom) once all costs have been accounted for including land and developer return RV = Residual value BLV = benchmark land value	Description of whether the scheme provides sufficient residual value in terms of how it compares with the benchmark land value i.e. if it is 10% or more above the benchmark land value it is shown as green, if it is within 10% of the benchmark land value it is shown as amber and where it is less than 90% of the benchmark land value it is shown as red.	The headroom expressed as blended rate of return. The percentages shown are the headroom available after all costs, except developer return divided by the total gross development value for the scheme. If schemes were to go ahead as described, then this is the total return available to the developer.	Category 2 - The residual value is positive and the residual value is above the benchmark by 0% to 10%. Schemes in this group are viable and should be able to proceed but are more marginal and should be monitored for any early signs of significant change. Category 4 - These schemes are generally not viable with the measures used in this study and will likely require public sector support to be developed.
Base model	Emp.	£63,370,000	-£16,440,000	Less than 90% BLV	7%	Cat 4
	Housing	£2,080,000				
Sensitivity test – inc. dev. beyond the plan period	Emp.	£106,840,000	£7,760,000	Within 10% BLV	14%	Cat 2
	Housing	£2,080,000				

- 23.4 The appraisal shows that the amount of development expected to come forward on the allocation within the plan period would result in a residual value of less than 90% of the benchmark land value, after all costs including the full strategic transport costs have been included. The impact of the strategic transport costs is set out in the table below:

Scheme Type	Base / sensitivity test	Scheme RV incl land costs	Scheme RV (less return)	Strategic transport costs	Out-turn scheme RV
Whether site is predominantly housing, employment or mixed	Whether the test is the 'Base' test or a sensitivity	This is the residual value, including the land purchase and associated costs	This is as column 3 but is less the developer return (profit) in line with NPPG.	This is the strategic transport cost provided by TfGM	This is column 4 less the strategic transport cost. Could also be described as headroom, and is the scheme value once all costs have been accounted for including land and developer return.
Employment	Base	£81,284,000	£59,990,000	£76,430,000	£-16,440,000
Housing	Base	£17,283,000			
Employment	Sensitivity – include development post 2037	£126m	£84,190,000	£76,430,000	£7,760,000
Housing	Sensitivity (no change)	£17,283,431			

23.5 GM1.1 is a very large-scale employment allocation that is well located for the motorway network and should be able to attract good values for serviced land parcels. The underlying viability of providing serviced land is strong, with the ability to provide a contribution to the wider GM 1.1 Heywood/Pilsworth scheme transport costs. The testing for the combined allocation of GM1.1 (employment plus housing at Castle Road) shows a positive residual land value of £98.6m which falls to £59.99m once developer and contractor returns have been accounted. However, this residual value is not sufficient to accommodate the strategic transport costs of £76.4m and, when these costs are included, there is a shortfall of just under £16.5m.

23.6 The sensitivity test shows that if the whole allocation is considered the allocation would be viable, but this is reliant on transports costs remaining at the same level which may not be realistic. This allocation is a strategically important employment opportunity, both regionally and nationally. Whilst there will be a shortfall in relation to the development funding the full infrastructure requirements, due to the opportunity it presents to deliver a large, nationally significant employment led development, contributing to driving growth within the north of England, this allocation is likely to secure funding from other sources to support its delivery.

24 Phasing

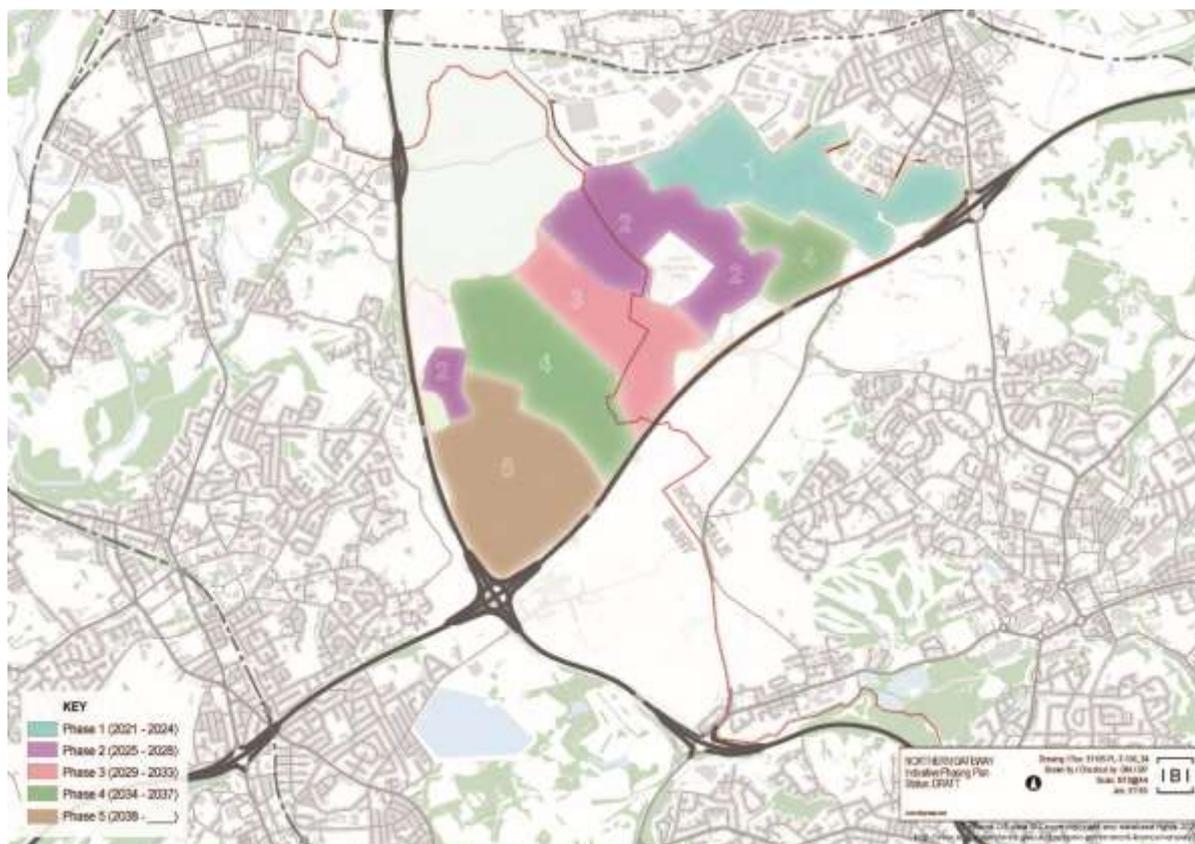
24.1 The Northern Gateway presents the opportunity to deliver transformative change in this part of Bury and Rochdale. Delivering growth of this scale will require a careful approach to phasing to ensure that as development comes forward, it follows the established place making principles for the allocation and is supported by the required infrastructure.

24.2 The policy wording for GM 1.1 requires a comprehensive masterplan to be approved by the LPA for the allocation, which any proposals must then be in accordance with. The policy states that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. This should include the delivery of highways, infrastructure, surface water drainage, grey infrastructure, green

and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

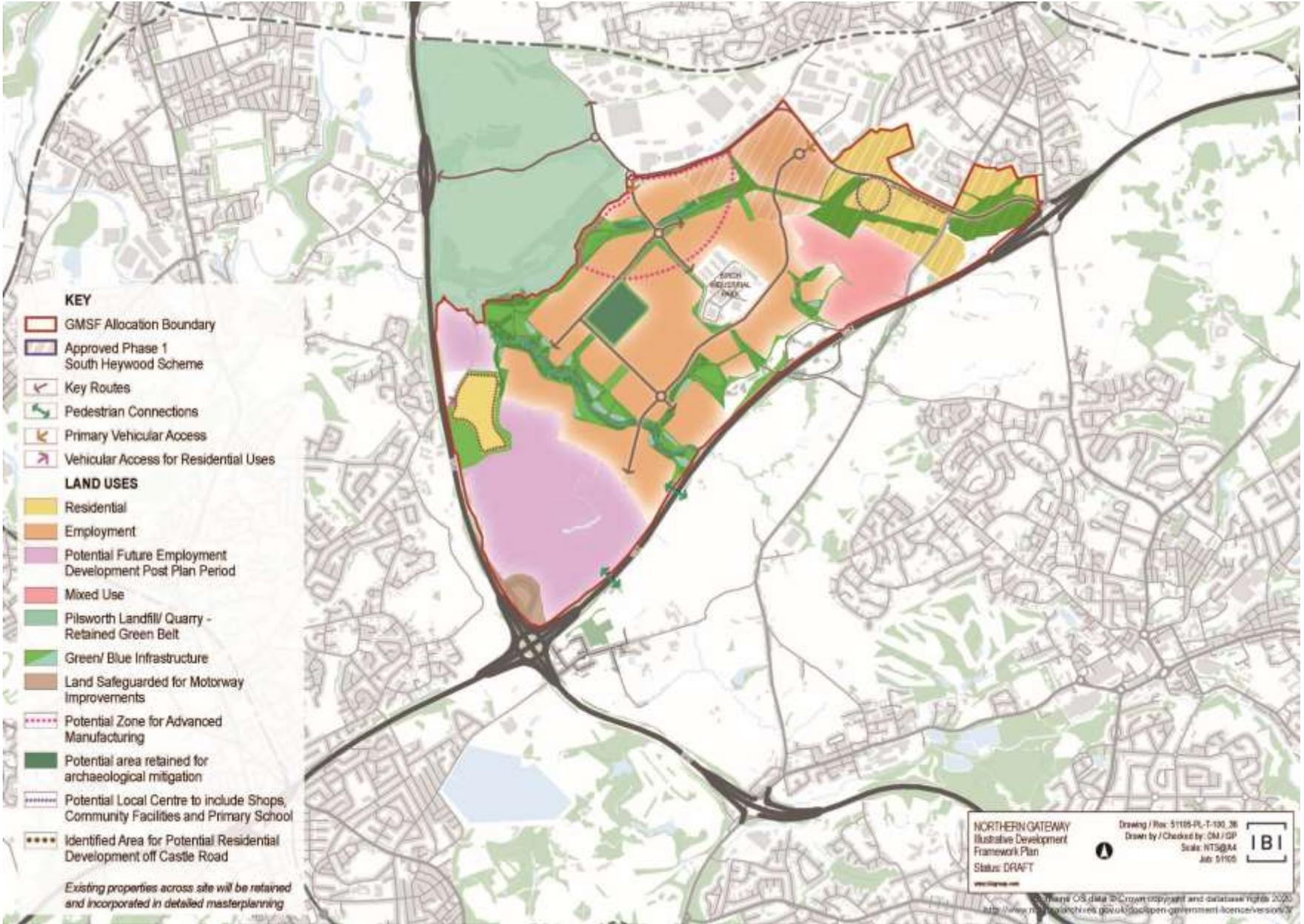
- 24.3 A phasing strategy is being developed through on-going discussions with key stakeholders in relation to highways, utilities infrastructure, land availability, as well as technical work into how the earthworks and drainage strategy for the allocation can be delivered. The estimated phasing and delivery trajectory for the allocation will evolve as the plans for the allocation are developed further.
- 24.4 The first phase of the GM 1.1 allocation is already being brought forward under the approved South Heywood development scheme. This includes improvements to Junction 19 of the M62 and the delivery of a new link road creating an improved connection between Junction 19 of the M62 and Pilsworth Road and on to Junction 3 of the M66. The South Heywood development will realise improvements in local infrastructure – specifically in regards to highways and utilities - unlocking sufficient capacity to deliver an early, second phase of the wider GM 1.1 allocation. This second phase can therefore be brought forward in advance of any significant additional infrastructure improvements. These phases will be located in proximity to the 2 key existing access points, being Junction 19 of the M62 and Junction 3 of the M66 before development occurs on the remainder of the allocation. The exact extent of the phasing will be determined by the nature of any end users, both in terms of size of units and also requirements, i.e. likely peak hour highways trips for example. It is also anticipated that the 200 dwellings proposed off Castle Road will be able to come forward as a separate stand-alone phase without requiring major infrastructure works.
- 24.5 Further into the plan period, the phasing of the development will be influenced largely by market demand for specific unit types and sizes, and will be brought forward alongside strategic infrastructure upgrades including the blue/green infrastructure networks across the allocation. Given the scale of the development, it is anticipated that approximately 365,000 sqm of the total employment floorspace will be delivered beyond the plan period phase. This will be in the southern-most part of the allocation, adjacent to the M62.

Heywood/Pilsworth – Proposed Phasing



25 Indicative Masterplanning

- 25.1 The Site Promoters for the Heywood/Pilsworth Allocation have produced an Illustrative Development Framework Plan to show how proposed development could come forward within the allocation. This provides an indicative layout of the development, including the location of the employment and residential parcels, green infrastructure, local centre and key pedestrian and vehicular access. The illustrative plan also shows an area of land proposed as safeguarded land for motorway improvements.
- 25.2 Policy GM1.1 requires a comprehensive masterplan to be submitted prior to any planning applications within the allocation. The masterplan must include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Delivery. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.



Section F – Conclusion

26 GMSF 2020 Integrated Assessment

- 26.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation was required.
- 26.2 The majority of the 2019 recommendations for the GM1.1 Heywood/Pilsworth were positively addressed by the policy itself or another thematic policy. A small number of residual recommendations remained from the 2020 IA, in order to further strengthen the policies.
- 26.3 In particular this included:
- Climate Change – since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
 - Accessible design standards – whilst this is broadly covered in Policy GM-E1 and within GM-H3 relating to housing, it was suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of users. This could be achieved through strengthening Policy GM-E1.
 - Deprivation – whilst this is also broadly covered within the supporting text and broadly within Policy GM-E1, particularly referencing social inclusivity, it is considered that the policy could be more explicitly in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.
- 26.4 The residual IA recommendations for GM1.1 could therefore be met through the strengthening of thematic Policy GM-E1 rather than any specific amendments to Policy GM1.1. This demonstrates the overall improvement of the 2020 draft GMSF in relation to the IA Framework.

27 The main changes to the Proposed Allocation

- 27.1 The allocation boundary or the area proposed to be released has not been amended from that proposed in the 2019 GMSF. However land to the southwest and south that was proposed to be released (GM1.3 - Whitefield and part of GM1.2 Simister/Bowlee) in the 2019 Draft GMSF will now be retained.
- 27.2 The structure of the Northern Gateway GMSF policies has altered in the 2020 GMSF. There is no longer an overarching policy on the Northern Gateway (GM1) but instead the requirements are included within the GM1.1 and GM1.2 policies.
- 27.3 The 2020 GMSF has additional criteria within the policy requiring:
- A comprehensive masterplan and phasing strategy for the allocation.
 - The provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
 - The provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
 - A project specific Habitats Regulation Assessment for planning applications of 1,000 sq.m./50 dwellings or more to be carried out;
 - Provide an appropriate buffer between the development and the motorway where required to serve multiple functions including air quality, noise and visual mitigation and high quality landscaping.

- Protect and, where appropriate, enhance the heritage assets and their setting within the allocation including the Grade II Listed buildings – Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of a Heritage Impact Assessment; and
 - Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.
- 27.4 A significant amount of evidence base work has been produced to support the allocation since 2019 and this has allowed the criteria within the policy to be expanded upon and be more specific to the allocation.

28 Conclusion

- 28.1 GM1.1 Heywood/Pilsworth is considered to meet the site selection criteria and make a positive contribution to the overall vision, objectives and strategy of the GMSF. The allocation is considered to be deliverable and available for development. Further work has been identified to take forward the allocation through the planning process.
- 28.2 The allocation provides the opportunity to deliver an extensive range of high quality employment development opportunities in a strategically important location building on the strong and established brands of Heywood and Pilsworth to attract a wider range of business sectors including logistics, industry and high value/knowledge based employment.
- 28.3 With investment much of the area is capable of being served by rail for freight as well as benefiting from the excellent road connections via the M62, M66 and M60 and there is potential to significantly improve connections via public transport.
- 28.4 The allocation will provide significant new job opportunities for local residents and enable the north and east of Greater Manchester to uplift its contribution to the wider Greater Manchester economy.
- 28.5 The employment opportunities will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

Appendices

Appendix 1 – GM1.1 Heywood/Pilsworth

Northern Gateway

The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises two key sites within the wider North-East Growth Corridor:

- Heywood / Pilsworth (Bury and Rochdale) (see Policy GM Allocation 1.1 'Heywood/ Pilsworth (Northern Gateway)'); and
- Simister and Bowlee (Bury and Rochdale) (see Policy GM Allocation 1.2 'Simister/Bowlee (Northern Gateway)')

The Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key locations that will help to deliver these fundamental objectives.

This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.

The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the GMSF plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.

This will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

To be successful and sustainable, the employment and housing opportunities need to be accessible by a range of transport modes and be linked directly to existing and new communities in the surrounding area via new recreational routes and corridors of green infrastructure which in turn provide an attractive setting for development. Outside of the motorway network, much of the area proposed for development is currently served by an inadequate transport network and this will require substantial investment to improve connectivity, potentially including investment in rapid transit. The prospective residents will require new community facilities and these will be provided in accessible locations within walking distance of homes.

The opportunities at Heywood/Pilsworth and Simister/Bowlee will need to incorporate extensive supporting infrastructure. The full delivery of the allocation at Heywood/Pilsworth is likely to extend beyond the plan period.

Policy GM Allocation 1.1 - Heywood / Pilsworth (Northern Gateway)

Any proposals for this allocation must be in accordance with a comprehensive masterplan relating to the area to come forward in the plan period that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Implementation. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region by boosting the competitiveness of the north of the conurbation and should:
 - i. Deliver a total of around 1,200,000 sq.m. of industrial and warehousing space (with around 700,000 sq.m. being delivered within the plan period). This should comprise a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors, including the development of an Advanced Manufacturing Park;
 - ii. Deliver around 1,000 additional homes along with a new primary school in the eastern part of the allocation to support the early delivery of the infrastructure and provide a buffer between existing housing and the new employment development;
 - iii. Deliver around 200 new homes, including provision of plots for custom and self-build housing, in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area; and
 - iv. An appropriate range of supporting and ancillary services and facilities.
2. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:
 - i. Improvements to Junction 3 of the M66;
 - ii. Improved links between Junction 3 of the M66 and Junction 19 of the M62;
 - iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow.
3. Support the delivery of improved public transport infrastructure through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods;
4. Deliver a network of safe and convenient cycling and walking routes through the allocation designed to national and GM standards of design and construction and local planning policy requirements;
5. Make provision for affordable housing in accordance with local planning policy requirements;
6. Provide financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development;
7. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies.

8. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (GM1.2).
9. Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
10. Make provision for new, high quality, publically accessible multifunctional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment and providing linkages to the sites wider drainage strategy in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a Greener Greater Manchester. This should include the integration and enhancement of existing features such as Hollins Brook/Brightly Brook SBI and Whittle Brook.
11. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity;
12. Ensure that any development is safe from and mitigates for potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
13. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.
14. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sq.m./50 dwellings or more;
16. Provide an appropriate buffer between the development and the motorway where required to serve multiple functions including air quality, noise and visual mitigation and high quality landscaping.
17. Incorporate appropriate noise and air quality mitigation measures along the M62 and M66 motorway corridors and local road network if required within the allocation;
18. Protect and, where appropriate, enhance the heritage assets and their setting within the allocation including the Grade II Listed buildings – Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of a Heritage Impact Assessment; and
19. Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and built heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.

Justification

This allocation has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale. The scale of the opportunity will help to deliver a significant jobs boost to wider northern and eastern parts of

the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy. It also includes the potential to deliver a significant amount of new housing as well as an appropriate range of supporting and ancillary services and facilities.

Planning permission has been granted for a scheme to deliver around 135,000 sq.m. of employment floorspace, 1,000 homes and a new primary school on the eastern part of the allocation at South Heywood and this land is included in the allocation for removal from the Green Belt. As well as delivering an early phase of the employment development this proposal will help to create a more mixed-use urban extension. The new school will not only provide space to accommodate children from the new development but will also help tackle a shortage of local school places. The residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62. The employment floorspace and homes covered by this planning application are included in the current baseline supply.

Although the allocation has the capacity to deliver a total of around 1,200,000 sq.m. of new employment floorspace, it is anticipated that around 700,000 sq.m. of this will be delivered within the plan period (in addition to the 135,000 sq.m. that has an extant planning permission at South Heywood). Nevertheless, it is considered necessary to release the site in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development and associated economic benefits will still be able to come forward beyond the plan period.

This allocation benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this allocation will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.

Whilst the location of this allocation along the key M62 corridor will be particularly attractive to the logistics sector, it is important that it provides high quality business premises for a range of other sectors including advanced manufacturing and higher value knowledge-based businesses. This variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, thus diversifying both the local and sub-regional economy.

The size of the proposal would also support the provision of an appropriate range of supporting services and facilities, such as a new local centre, hotel, leisure and conference facilities. However, it is important that these are of a scale that is appropriate to the main employment use of the allocation.

The delivery of such an allocation will require significant investment in infrastructure if it is to be successful and sustainable. The allocation clearly has excellent access to the motorway network but will benefit from improved linkages between Junction 19 of the M62 and Junction 3 of the M66. The local authorities will continue to explore opportunities for a new junction at Birch which could provide additional accessibility and be of benefit to the allocation in the longer term. Furthermore, in conjunction with the development of the allocation, there will be an expectation that opportunities are fully explored to deliver a rail freight spur exploiting the existing heavy rail connections from the East Lancashire Railway line which adjoins the allocation to the north and Calder Valley line to the east.

The allocation will also need to be served by a wide range of public transport and significant interventions will be required in order to promote sustainable travel and make the allocation more accessible to the local labour pool. This could potentially include rapid transit linking the expanded Heywood employment area with surrounding neighbourhoods and key locations helping to maximise the public transport accessibility of the employment opportunities and to better integrate existing and new communities with the rest of Greater Manchester. The potential tram-train on the East Lancashire rail line between Bury and Rochdale should be explored and the allocation will

also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable journeys to work.

It should be noted that the existing Birch Industrial Estate is located within the allocation. This is a successful estate that has benefited from recent investment and would be retained as part of any development. This allocation will also share the benefits of the improved accessibility of the area.

The area also includes an existing golf club and school playing field. Whilst the intention is for these to be retained, they could potentially be incorporated into the wider development if they were to subsequently become available.

In addition to the 1,000 homes with planning permission at South Heywood, the allocation is also considered to have the potential to accommodate around 200 further dwellings on land accessed via Castle Road in Unsworth. However, it is important that an appropriate buffer is incorporated into the development to create separation from the wider employment development and that appropriate highways measures are in place to prevent the inappropriate use of residential roads by vehicular traffic associated with the wider employment area.

Any housing development within the allocation will be required to make provision for affordable housing and recreation to meet the needs of the prospective residents in line with Local Plan policy requirements.

The land is relatively undulating and the contours offer opportunities to create an attractive and interesting setting for the development as well as providing some natural screening. This should be complimented by the creation of a good quality green and blue infrastructure network which will provide publicly accessible open spaces to provide recreational opportunities to workers and residents in the wider area. Such a network should seek to maximise the value of existing features and areas of nature conservation value. There are some existing recreation facilities, ponds, reservoirs and brooks within and adjacent to the allocation and any development should seek to retain and enhance such features, where appropriate. Other opportunities for new blue infrastructure may exist to further enhance visual amenity, provide SUDS and widen local biodiversity. A management plan will be required to demonstrate how the retention and improvement of green and blue infrastructure and nature conservation assets will continue to be managed.

Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should communicate with the public sewer.

Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sq.m. or 50 or more residential units.

Given that the allocation is located adjacent to the M62 and M66 motorways, there will be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

There are two Grade II Listed buildings within the allocation boundary and known significant archaeological sites, notably at Meadow Croft Fold. In addition, there are a number of potentially significant archaeological sites, locally listed buildings and structures throughout and adjacent to the allocation. Any development would need to consider the impact on their setting through the completion of a Heritage Impact Statement. There will be a need to undertake detailed archaeological work including field walking and evaluation trenching leading to further investigations and recording and, if necessary, preserving features in-situ.

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GM1.2 – Simister/Bowlee

Topic Paper

October 2020

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Section A – Background

1 Introduction

- 1.1 The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises two interrelated allocations at:
 - Heywood / Pilsworth (Bury and Rochdale)
 - Simister and Bowlee (Bury and Rochdale)
- 1.2 Development of the area will deliver a large, nationally significant employment led opportunity to attract high quality business and investment which is supported by new housing that is well integrated with, and brings positive benefits to, the surrounding communities.
- 1.3 This Topic Paper brings together a wide range of information and evidence in connection with the proposed strategic site allocation at Simister/Bowlee (GM1.2). However, it should be read in conjunction with the separate Topic Paper relating to the Heywood/Pilsworth (GM1.1). The paper may be subject to further technical amendments in advance of the formal commencement of consultation.
- 1.4 The extent of the Simister/Bowlee allocation has been reduced significantly in the Publication GMSF 2020 compared to what was proposed in the 2019 draft. Some of the evidence gathered for the allocation relates to the extent of the allocation proposed in 2019. Nevertheless, given that the allocation has subsequently been reduced, it is considered reasonable to conclude that the changes made between then and the current Publication version of the plan will not have caused any additional issues.

2 Site Details

- 2.1 The proposed site allocation at Simister/Bowlee (GM1.2) is located between the settlements of Prestwich and Middleton and covers a total area of 74 hectares. The majority of its western boundary borders on the M60, the southern boundary abuts the edge of the village of Rhodes and the allocation's eastern boundary wraps around the western and northern edges of Middleton.
- 2.2 The allocation currently comprises agricultural land and a number of residential, employment and agricultural properties.

3 Proposed Development

- 3.1 Approximately 1,550 homes are proposed within the Simister/Bowlee allocation. Around 1,350 homes will be in Bury and a further 200 will be located in Rochdale.
- 3.2 This will include the provision of affordable housing to address local housing need, accommodation for older persons, plots for custom and self-build. It will also include a mix of housing densities with higher density development in areas with good accessibility and with potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context.
- 3.3 The proposed development will be required to provide infrastructure to support the new community. This includes an upgrade of the local highway network, traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation, improved public transport provision through the allocation and close to the

allocation, more routes for walking and cycling, a new local centre with an appropriate range of convenience shopping facilities and a primary school. There will be high quality, publicly accessible, multifunctional green and blue infrastructure throughout the allocation which can be used for sport, leisure and recreation.

- 3.4 The proposed site allocation at Simister/Bowlee has now been reduced in size since the 2019 Draft GMSF with the total site allocation reducing from 206 ha to 74 ha. Land to the north of Blueball Lane, together with a small area on the south western edge, are to be excluded from the Allocation and retained in the Green Belt. The area around Simister Village, will also now be excluded from the Allocation and retained as Green Belt. These reductions were in response to calls from local residents to preserve the character of Simister Village. In addition, there is significantly less certainty over the development of a new motorway junction at Birch which would have been a major access point into the allocation.
- 3.5 Appendix 1 sets out the GM1.2 Simister/Bowlee policy wording.

4 Site Selection

- 4.1 The GMSF Site Selection work had the purpose of identifying the most sustainable locations for residential and employment development that can achieve the GMSF Vision, Objectives and Spatial Strategy.
- 4.2 This allocation forms part of the wider Northern Gateway allocation and straddles the districts of Bury and Rochdale. The Northern Gateway, in its entirety, provides the opportunity to deliver a large nationally significant employment opportunity which can attract high quality business and investment and provide complementary residential development.
- 4.3 The allocation is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester, with wider benefits on a regional and national level.
- 4.4 Currently, much of the area proposed for development is served by an inadequate transport network. Key to the delivery of the allocation will be the provision of significant improvements to highway infrastructure, delivery of improved public transport infrastructure through the allocation (including Bus Rapid Transport corridor) and close to the allocation and the provision of high quality walking and cycling routes.
- 4.5 The scale of the development will help to deliver a significant jobs boost to the northern and eastern parts of Greater Manchester, increasing the economic output from this area. It will also enable new residential and community facilities to come forward in what is currently an area with significant pockets of deprivation, low skills and worklessness.
- 4.6 The GMSF site selection process considered the entire Northern Gateway allocation when considering sites for inclusion in the GMSF. On this basis the allocation was selected for inclusion based on:
- Criteria 1 (land which has been previously developed and/or land which is served by public transport);
 - Criteria 3 (land that can maximise existing opportunities which have significant capacity to deliver transformational change and/or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth);
 - Criteria 5 (land which would have a direct significant impact on delivering urban regeneration);

- Criteria 6 (land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long term viable sustainable travel options and delivers significant wider community benefits);
- Criteria 7 – Land that would deliver significant local benefits by addressing a major local problem/issue.

4.7 Further detail is provided within in the GMSF Site Selection Paper available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>

4.8 Specifically, the Simister/Bowlee allocation forms part of the GMSF North East Corridor Policy (GM-Strat 7) and offers an opportunity to deliver a significant mixed use, housing and employment development which is of a transformative scale and significantly change the economic growth potential of the wider area. Development could capitalise on the existing successful employment locations at Heywood and Pilsworth and further exploit the important connection to the M62 corridor. The location of this allocation will make it particularly attractive to the logistics and advanced manufacturing sectors.

4.9 Development could also contribute towards regeneration of adjacent areas of deprivation and this would help deliver one the GMSF’s key aims of boosting the competitiveness of the northern Greater Manchester Boroughs and supporting long-term economic growth in Greater Manchester.

4.10 Given the above, the allocation is relevant to the GMSF objectives of:

- Objective 1 – Meet our housing need;
- Objective 3 – Ensure a thriving and productive economy in all parts of Greater Manchester;
- Objective 4 – Maximise the potential arising from our national and international assets;
- Objective 5 – Reduce inequalities and improve prosperity;
- Objective 6 – Promote the sustainable movement of people, good and information.

5 Planning History

5.1 Planning permission has not been granted for any significant uses within the allocation.

6 GMSF 2019 Consultation Responses

6.1 The consultation responses and consultation summary report is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>

6.2 399 comments were received in relation to the GM1.2 Simister/Bowlee during the consultation on the Revised Draft GMSF in 2019. A summary of the key issues are as follows:

Principle / scale of development
<ul style="list-style-type: none"> ▪ Unreasonable and disproportionate scale of development in one location. ▪ Will cause considerable harm to character of small village, result in a loss of amenity and depress property values. Compulsory purchase will be required. ▪ Some landowners wish to see the site extended.

<ul style="list-style-type: none"> ▪ Support, provided that villages sympathetically merged and appropriate separation distances implemented.
<p>Housing (inc affordable housing)</p>
<ul style="list-style-type: none"> ▪ Layout not sympathetic to village which will be overwhelmed. ▪ Scale of growth proposed not achievable and will take a number of years to come forward. Phasing will be critical to avoid flooding the market. ▪ Does not cater for affordable/specialist housing needs. Needs to be environmentally friendly and delivered at appropriate densities. ▪ Housing growth should be distributed more evenly across Bury. ▪ There is support that the development will provide much needed housing in this location, there is a willingness from landowners in Simister to bring the site forward and more housing to south of village should be considered.
<p>Employment and Economy</p>
<ul style="list-style-type: none"> ▪ No need for employment proposal at Heywood/Pilsworth as low unemployment and deprivation in Simister and Bowlee. Likely to be low paid, need quality manufacturing, no indication of interest. ▪ Residents will have poor access and will need to commute out. ▪ Support – Must invest in the Northern Powerhouse.
<p>Green Belt</p>
<ul style="list-style-type: none"> ▪ Simister will lose all of its Green Belt, this was misrepresented in the consultation letter. Wide disparities between Bury townships. ▪ Area is semi-rural and remote, designation attracts people to area. ▪ No justification, will result in sprawl and merge distinct towns. ▪ Details on proposed protections for removals not made clear. ▪ It was highlighted that Clarkes Cross (west of M60) has been omitted but could still make a contribution in the form of safeguarded land for long-term needs

7 GMSF 2019 Integrated Assessment

- 7.1 The 2019 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>
- 7.2 The IA reviewed how the draft GMSF policies could impact upon the environment, the economy, local communities, equality and public health. The IA also recommended ways in which the GMSF can be improved to ensure that the policies are as sustainable as possible.
- 7.3 The three Northern Gateway draft allocations were considered together against the 2019 Integrated Assessment objectives. The allocations performed well however a number of recommendations were made:
- Ensure that all three allocations refer to a mix of housing types;
 - Make specific reference to energy efficiency of the housing stock;
 - The policy should also highlight the importance of local employment during construction;
 - Consider feasibility study into requirements and ability of local network to support development;
 - Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.

- The allocation needs to encourage integration with existing communities and provision of a range of housing tenures.
- Ensure any new health provision is accessible to all and that local capacity is considered throughout future masterplanning stages;
- Ensure any new community facilities provision is accessible to all and that local capacity is considered throughout future masterplanning stages.
- Ensure any new recreation provision is accessible to all and that local capacity is considered throughout future masterplanning stages.
- Seek to minimise the number of trips made by private car to/from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially relevant to buffer around the AQMA adjacent to the site.
- A suitable flood risk assessment may be required and associated mitigation in order to prevent the flood zone expanding.
- Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. This is especially relevant around the areas of flood zone 2 and 3.
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider the listed structures throughout detailed design to reduce the risk throughout construction and operational phases.
- Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL).
- Promote sustainable construction methods.
- Consider waste and recycling facilities in design e.g. consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling.

7.4 It is important to note that the IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Northern Gateway allocation policies are already covered in other GMSF policies. However, some wording changes have been made as a result of the IA in relation to housing types, electric vehicles, heritage and archaeology.

Section B – Physical

8 Transport

- 8.1 The allocation is divided into two parts; a larger part to the west of the A6045 and a smaller part to the east. The allocation is located to the south-east of the Simister Island interchange, north-west of Middleton, and is bound by the M60 to the west, the M62 to the north and the A576/A6045 to the east and south. The delivery of this allocation will require significant investment in infrastructure. In particular the allocation will need to deliver a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at the Heywood/Pilsworth allocation (GM1.1).
- 8.2 The Locality Assessment 2020 available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/> concludes that that this development, both in isolation and in consideration of the cumulative impacts with other nearby GMSF allocations, is expected to materially impact both the strategic and local road networks. The Strategic Road Network (SRN) impacts are expected to be concentrated at M60 Junction 19 and M62 Junction 19, whilst the Local Road Network (LRN) impacts mostly impact the junctions on the A6045 Heywood Old Road.
- 8.3 As part of the Locality Assessment process, a number of mitigation schemes were developed and tested to address identified network congestion points over both the strategic and local road networks. These schemes have been developed in outline detail to inform viability and allocations policy. Further detailed work will be necessary to identify the specific interventions required to ensure the network works effectively based on transport network conditions at the time of the planning application/s and to take into account the effects of material future changes to the network such as M60 J18 Simister Island improvements and the proposed Middleton Metrolink extension which could significantly impact on travel trends in the immediate locality.
- 8.4 During the Locality Assessment process, the M60 Junction 19 / A576 Middleton Road junction proved particularly problematic in terms of providing a realistic representation in the local junction modelling. Further more detailed modelling of the roundabout and adjoining parts of the network – potentially using traffic simulation tools – is recommended at this location. Further more detailed work is also recommended at the M62 Junction 19 roundabout to better define the required mitigation.
- 8.5 The following mitigation measures have been identified:

Mitigation	Description
Allocation Access	
Two new 3-arm signalised junctions with A6045.	Allocation access for the land parcel west of A6045.
Two new 3-arm priority junctions with A6045.	Allocation access for the land parcel east of A6045.
Supporting Strategic Interventions	
New Metrolink Stop on the proposed line between Crumpsall and Middleton.	New stop on the proposed Crumpsall to Middleton line near Rhodes.

Bus Rapid Transit (BRT) corridor to Manchester city centre.	Bus Rapid Transit (BRT) corridor to Manchester city centre and Heywood via Heywood Old Road/ Manchester Road.
Necessary Local Mitigations	
Permeable network for pedestrian and cyclist priority to/from/ within the development.	Assumed new or upgraded cycle and pedestrian access, linked to PROWs and the Bee Network, providing connectivity to adjacent local areas and employment/educational opportunities, supported by high quality design for active travel within the allocation area.
Introduction of local bus services to/from/within the allocation.	Assumed local bus services to link the allocation with Metrolink and Rail interchanges and key local centres such as Prestwich and Middleton, supported by permeable design of future development to support bus services within the allocation area.
Improvement of A6045 Heywood Old Road / A576 traffic signal junction.	Required improvements not yet known; subject to further study.
A6045 Heywood Old Road/Langley Lane.	Signalisation of the junction. This scheme is already identified by Rochdale Council in support of other local committed development.
SRN Interventions	
M60 Junction 19/A576 Middleton Road.	Signalisation of the Northern and Eastern Arms (A576 N and the M60 West Bound off Slip).
M62 J19/A6046 Heywood Interchange.	Consideration of alternative pedestrian/cycle configurations and re-optimization of the signal timings.
Possible corridor improvements on A576 Middleton Road / Manchester Old Road in vicinity of M60 J19.	Required improvements not yet known; subject to further study.

8.6 The proposed policy wording for the GM 1.2 Allocation has been informed by the Locality Assessment and requires the above mitigation measures to be implemented to enable the proposed level of development to be accommodated.

8.7 The allocation is therefore considered to be deliverable. However, significant further work is recommended to verify and refine the findings of the Locality Assessment, particularly in relation to connections to the SRN, as the allocation moves through the planning process. The allocation would also need to be supported by continuing wider transport investment across GM.

9 Flood Risk and Drainage

Flood Risk Summary

9.1 The majority of the allocation is located within Flood Zone 1 (i.e. land assessed as having a lower than 1 in 1000 annual probability of river flooding) and development should be directed into these areas, if possible. There are no main rivers within the boundary of the allocation.

9.2 There is localised risk of groundwater flooding at and below ground level across the northern part of the allocation and adjacent to an unmarked watercourse which flows southerly through the allocation to the south of Simister Lane. Detailed future designs for the development will be able to take into account the overland flow routes and any groundwater flood risk and potential areas of ponding to ensure there is no increase to flood risk within the allocation or elsewhere as a result of the development.

9.3 The allocation is at low risk of sewer flooding.

GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment

9.4 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM Level 1 SFRA) was completed in March 2019 available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/> as part of the evidence base to inform the preparation of the GMSF. This SFRA initiated the sequential risk-based approach to the allocation of land for development and identified whether application of the Exception Test was likely to be necessary using the most up-to-date information and guidance.

9.5 The Level 1 SFRA assessed the 2019 draft allocation boundary for GM1.2 and concluded that as 98% of the allocation is located within Flood Zone 1, the flood risk within the GM1.2 allocation could be avoided through site layout and design as part of a detailed flood risk assessment. All of the smaller GMSF 2020 boundary is located within Flood Zone 1.

9.6 Building on the conclusions of the Level 1 SFRA, the site promoters for GM1.2 Simister/Bowlee have prepared a GM1.2 Flood Risk and Drainage High Level Constraints Review to assess the risk of flooding in more detail and consider what mitigation measures may be required.

9.7 To ensure that flood risk is not increased at the allocation or elsewhere as a result of the development, surface water runoff from the development will be restricted to the existing greenfield runoff rate (7.5 l/s/ha).

9.8 The GM1.2 Flood Risk and Drainage High Level Constraints Review states that the proposed drainage system will include a variety of SuDS features providing green/blue spaces (such as detention basins and swales). These shall address both flooding and water quality issues and be designed to mimic natural drainage features within the allocation and provide recreational areas for the public. Alternate SuDS options such as wetlands, provide an opportunity to maximise biodiversity and maximise public open space and will be considered. Infiltration may be possible across some of the allocation subject to detailed ground investigations on a localised basis. Parts of the allocation have been identified as historic landfill sites. It is considered unlikely that infiltration of surface water is likely only to be an environmentally safe option if remediation has been carried out in advance to a standard specifically to suit infiltration.

9.9 No public surface water sewers have been identified within the allocation. Surface water runoff will be discharge into the ground through multiple infiltration structures or to the watercourses within the allocation at the limiting discharge rates. This will require discussion and agreement with the Environment Agency and the Lead Local Flood Authority.

9.10 The GM1.2 Flood Risk and Drainage High Level Constraints Review states that the masterplan for the allocation is being developed with due consideration for the existing topography, watercourses and rivers and development plots are likely to be located with substantial offsets from these features. This provides the opportunity to create green/blue corridors adjacent to the existing watercourses and will not require the diversion of any watercourses and culverted works will be kept to a minimum.

- 9.11 The proposed policy wording for the GM 1.2 seeks to ensure that any development within the allocation is safe from and mitigates for potential flood risk from all sources. Policy GM1.2 requires development to incorporate sustainable drainage systems to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Proposals to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should communicate with the public sewer.
- 9.12 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

10 Ground Conditions

Site Geology and Hydrogeology

- 10.1 The Desk Top Assessment has identified:
- Made ground – expected to be present where landfilling has occurred, where quarries, sand & gravel pits have been backfilled, around man-made features and around buildings where ground has been disturbed by construction activities;
 - Superficial deposits – Predominantly glacial morainic deposits are present overlain by head deposits along water courses and by glacial fluvial deposits locally in the south;
 - Bedrock - Coal Measures in the north western three quarters of the allocation. The Chester Formation (sandstone) is present in south western quarter of the allocation. These geological formations are separated by the Bradley Fold Fault trending north west to south east. The allocation is not located in a high risk development area in relation to Coal Mining activities.

Ground Contamination

- 10.2 The allocation predominantly comprises agricultural land which is not expected to be significantly contaminated.
- 10.3 The potential risks from and mitigation for contamination in these areas are given in the table below.
- 10.4 Intrusive ground investigation will be undertaken to establish if any contamination is present and, if it is, to establish its nature and extent. An initial characterisation investigation will enable an outline remediation strategy for the allocation to be developed. More detailed investigation, assessment and detailed remediation design can then be undertaken on a phase by phase basis as each area of the allocation comes forward for development.

Table 1 Geo-environmental Aspects and Mitigation

Area of Potential Contamination	Contamination Risk	Potential Mitigation
Backfilled quarries/pits and landfills	Backfill material unknown. May contain contamination especially asbestos.	Assessment of material and remediation and, where possible, re-use of material
Ground gas	Migration from landfilling activities and generation from the peat.	Ground gas protection measures may be required in new build properties.

Shallow groundwater	Potential for contamination of shallow groundwater.	Consideration of contamination if shallow groundwater present in any contaminated parts of the site.
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Geotechnical Summary

10.5 Geotechnical aspects to consider within the allocation include compressible peat deposits, backfilled quarries and pits and groundwater presence. The ground will also need to be characterised for cut and fill works and for foundation design. The geotechnical aspects are given in the table below along with potential mitigation measures. Intrusive investigation will be undertaken to assess these aspects further.

Table 2 Geotechnical Aspects and Mitigation

Geotechnical Aspect	Geotechnical risk	Potential mitigation
Backfilled quarries / pits	Backfill material unknown. Risk of unacceptable settlements / collapse especially if loaded	Identification and intrusive investigation of backfill. Geotechnical assessment and re-engineering of material as required.
Slopes	Existing slopes and new slopes – risk of instability / slope failures	Investigation and assessment of existing slopes. Reprofiling or remediation if required. Geotechnical design of new slopes / appropriate retaining structures
Shallow groundwater	Groundwater in excavations. Risks of instability from groundwater ingress.	Temporary support / pumping during works if required.

10.6 The Assessment has been reviewed by Bury Council Environmental Health department. They have recommended the following prior to any planning applications being submitted within the allocation:

- Ground investigation to determine the potential for ground gas, contaminated soil and leachate associated with the infilling of former quarries / pits and historical and registered landfills (both on and off site); and,
- Ground investigation to assess the likelihood of ground contamination associated with the pollution incidents (specifically chemically driven incidents).

10.7 The documents are available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>

10.8 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

11 Utilities

11.1 It is not considered that there are any utilities constraints, either current infrastructure or identified need, which will prevent the Northern Gateway allocations from being allocated for development.

United Utilities

- 11.2 United Utilities have provided guidance to pre-development enquires and advised that the anticipated point of connection for the development will be the nearest practical point on the network to the development boundary. This is identified as 315mm PE main is located on the southern side of the M62 and it is the nearest suitable main.
- 11.3 No public foul sewers were identified within the development boundary, therefore foul water is likely to need to be pumped to a new or existing point of discharge specified by United Utilities, outside of the development boundary. Consultations must be made with United Utilities to develop a cost-effective strategy for managing the discharge of foul flows from the development.

Electricity North West

- 11.4 Electricity North West in their response to the latest GMSF consultation advised that they were confident in being able to meet the network capacity requirements for the investment and growth in proposed in Greater Manchester. Where necessary they have secured the appropriate regulatory allowances within their 'Well Justified Business Plan.'
- 11.5 Electricity North West have carried out assessments on the proposed areas, which fed into the 'Spatial Energy Plan' document. This is a high level assessment of the expected impact of the proposed developments on the electricity network, the information was presented as a Red/Amber /Green (RAG) indicator.
- 11.6 The Simister/Bowlee allocation presented as green which indicates no primary substation capacity issue envisaged due to forecast additional load resulting from proposed development.
- 11.7 Discussions with ENW have identified a requirement for 2 new primary 33KV/substations and a Point of Connection at Agecroft BSP. From the new 33KV Primary Substations a further network of 11KV substations will be provided that distribute demand across the allocation.
- 11.8 Overhead electricity cable pylons are also present on the southern section of the allocation. These and their appropriate easements will need to be accommodated in the masterplan, albeit given the location in the southern-most edge of the allocation ENW has advised this does not present a major constraint.

Gas - National Grid Infrastructure

- 11.9 Cadent Gas have confirmed that the current mains have sufficient capacity to support the load required for the development without any reinforcement works. The development can be connected to the existing Medium Pressure main located approximately 800 metres from the development boundary. Appropriate gas governors located along the route through the allocation along within the proposed road network will also be required.

12 Telecommunications

Existing BT Infrastructure

- 12.1 The scheme already tabled and being implemented through the South Heywood Development scheme to provide BT Openreach communication network coverage is being developed to facilitate the Northern Gateway Proposals to both the Northern and Southern areas of the allocation. BT Openreach are presently developing their network layout and will be installing high speed data & fibre networks throughout the development.

Existing Virgin Media Infrastructure

- 12.2 The scheme already tabled and being implemented through the South Heywood Development scheme to provide Virgin Media communication network coverage will be developed to facilitate the Northern Gateway Proposals to both the Northern and Southern areas of the allocation. Virgin Media are presently developing their network layout for this area and will be a suitable alternative network provider.

Section C – Environmental

13 Green Belt Assessment

- 13.1 The proposed removal of the Simister/Bowlee allocation from the Green Belt has been informed by several studies undertaken by LUC available at available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>
- The Greater Manchester Green Belt Assessment 2016
 - Green Belt Harm Assessment, 2020;
 - Greater Manchester Green Belt Study – Identification of Opportunities, 2020
- 13.2 The proposed allocation would involve the release of 74 hectares of land from the Green Belt.
- 13.3 In 2016 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 13.4 In The Greater Manchester Green Belt Assessment 2016 Simister/Bowlee was included within Strategic Green Belt Area 15 in the Greater Manchester Green Belt Assessment 2016. There were 4 different purposes of Green Belt that each Area was assessed against and the Area performs as follows:
- Purpose 1: To check the unrestricted sprawl of large built up areas: **Strong**
 - Purpose 2: To prevent neighbouring towns from merging into one another: **Strong**
 - Purpose 3: To assist in safeguarding the countryside from encroachment: **Weak-Moderate**
 - Purpose 4: Preserving the setting and special character of historic towns: **Weak-Moderate**
- 13.5 The summary of findings for Bury in this report stated that most parcels close to Heywood/Pilsworth, east of M66 make a moderate - strong contribution to checking the unrestricted sprawl of large built up areas. Parcels between Bury and Middleton play a moderate role in relation to assisting in safeguarding the countryside from encroachment.
- 13.6 In 2019 LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2 km of the allocation site. The study considered the opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.
- 13.7 Land lying within 2 km of GM 1.1, Heywood / Pilsworth formed the focus of Green Infrastructure (GI) recommendations / mitigation to enhance the 'beneficial use' of the Green Belt for the Northern Gateway as a whole. There are two proposed additions to the Green Belt west of this GM sub-Allocation at Hollins Brook and Hollins Brow.

- 13.8 The potential GI opportunities in the Green Belt relevant to the Northern Gateway Allocations identified in the assessment include:
- Upgrade the public footpath along Brightly Brook to a multi user route.
 - Create a new pedestrian footpath in the Green Belt north east of Heywood/Pilsworth to create a local level walk at the settlement edge.
 - Upgrade surfacing treatments and access points along the Rochdale Way.
 - Upgrade surface treatments to create all weather routes.
 - Enhance pedestrian and vehicle links to football pitches in Heaton Park to increase usability.
 - Introduce enhancements to local sporting facilities within the retained Green Belt.
 - Enhance sport and recreational provision at Heaton Park.
 - Introduce interventions which complement the proposals included within the planning application for development off J19 of the M62 (Planning application 16/01399/HYBR).
 - Restore ditches and field boundaries within the landscape.
 - Review the conservation and management of areas which form part of SBIs and LNRs to ensure improvement of the key aspects of their designation. Connect the SBIs of Hollins Vale, Hollins Plantation and Pilsworth across the M66.
 - Enhance waterways to ensure the management of invasive species and surrounding vegetation.
 - Support woodland management practices to maintain longevity of broadleaved woodland stock.
 - Improve the biodiversity value of agricultural land around Birch Service Area, providing additional habitat creation. Landscape and visual.
 - Create new green wedges and green buffers to prevent settlement coalescence.
 - Establish planting buffers for increased landscape integration at Heywood Distribution Park.
 - Provide additional woodland planting and the reinstatement of field boundaries parallel the corridor of the M62.
- 13.9 Some of these opportunities have been either included within the policy requirements for the allocation. Others will be more appropriately dealt with as part of a more detailed masterplan or planning application(s).
- 13.10 In conjunction with the assessment of GI opportunities within the Green Belt, LUC carried out an assessment to identify potential harm to the Green Belt through a Green Belt Harm Assessment, 2020.
- 13.11 The smaller release of land proposed within the GM1.2 Simister/Bowlee allocation will maintain Green Belt linkage to the south west, but as that land is mostly constrained (Heaton Park Registered Park and Garden) its containment or otherwise will not affect harm to the Green Belt purposes. The retention of Green Belt will leave some separation between Whitefield and Rhodes/Middleton, but that is largely occupied by Simister, which has an urbanising influence on the Green Belt. Remaining open land around Simister, contained between the new inset edge of Rhodes/Middleton, the M60 and the M62, will make a relatively weak contribution to the Green Belt purposes. The reduced release means that there will be less impact on retained Green Belt to the north east, but the impact on east-

west settlement separation between Whitefield and Rhodes/ Middleton will still mean the impact on adjacent Green Belt is moderate, and the harm of releasing the reduced allocation remains high.

- 13.12 Evidence on Green Belt is only one part of the evidence base that influence any decision on green belt release. Consequently where studies have found that high harm is to be caused by release of the Green Belt, this finding should be balanced against other important factors that could make up exceptional circumstances such as sustainability, viability and deliverability.
- 13.13 The Simister/Bowlee allocation is deemed necessary to deliver a key strategic housing opportunity with supporting transport infrastructure. The allocation is critical in responding to the spatial strategy in the GMSF and its key themes of 'Inclusive Growth', 'Making the Most of Key Locations and Assets' and 'Addressing Disparities' It also directly addresses the aspirations set by Policy GM – P 1 'Supporting Long-Term Economic Growth', Policy GM –E 1 'Sustainable Places', Policy GM – H1 'Scale, Distribution and Phasing of New Housing Development' and Policy GM – N1 'Our Integrated Network'.
- 13.14 The potential GI opportunities in the Green Belt study discussed earlier are not exhaustive and will require consultation with key stakeholders and may require further surveys and viability testing to establish costings. However the enhancement opportunities nonetheless demonstrate that opportunities exist to help offset the loss of Green Belt which will have a potential positive effect on the beneficial use of the Greater Manchester Green Belt moving forward.
- 13.15 The final masterplan for the allocation will be required to use the findings from all the assessments on Green Belt in the area to inform the layout and form development across the allocation.

14 Green Infrastructure

- 14.1 The Masterplan for GM1.2 will include a substantial green/blue infrastructure network providing a range of opportunities for movement, recreation and biodiversity as well as sustainable drainage. It is intended that the development will ultimately achieve net gains in biodiversity.
- 14.2 Central to the development will be substantial north-south and east-west green corridors that incorporate existing allocation features such as trees, hedgerows and water features. These corridors will provide recreational and biodiversity value and will also be key to defining a unique identity and strong sense of place for the development.
- 14.3 The green infrastructure network will incorporate high quality active travel routes including cycling and walking and has been designed to ensure good connectivity between the new development and existing surrounding areas.

15 Recreation

- 15.1 New play areas and sports facilities will be required to support the delivery of housing at Simister/Bowlee in line with Bury and Rochdale's Local Plan requirements.
- 15.2 GM1.2 will include a range of recreational facilities to support residential led mixed-use development. These will include formal and informal play spaces dispersed within the new residential areas and also opportunities for a range of recreational activities along green corridors that connect across the allocation.

- 15.3 The potential inclusion of a primary school within the development also provides the opportunity for school recreation facilities to become available for community use outside of school hours.

16 Landscape

- 16.1 The landscape character types within the allocation are as follows:

National Character Area (NCA):

- 54 Manchester Pennine Fringe.

Greater Manchester Landscape Character and Sensitivity Report (2018):

- 27: Simister, Slattocks and Healds Green.

Bury Council Landscape Character Assessment (2009):

- Fringe Settled Valley Pasture 54/2, Castle, Whittle & Brightley

Rochdale Landscape Character Assessment (2009):

- Settled Farmlands

- 16.2 The key characteristics of the landscape include:

- The undulating pastoral and rough grassland landform of the site;
- The existing mature vegetation comprising stand-alone trees, hedgerows and small woodland blocks;
- The tranquillity of the central parts of the allocation;
- The scattered farmsteads, and small settlements, often in elevated locations in the landscape;
- A network of public footpaths surrounding the sites and occasionally crossing into the sites provides good connectivity with the wider landscape and the GMA1.1 allocation, however often underused and ill defined;
- The long views providing connectivity to the wider landscape; and
- The dominating presence of the M62 corridor.

Visual Summary

- 16.3 The surrounding views are an important aspect of the visual amenity of the allocation, with long distance views from elevated locations. These panoramic views are available to the north (across the M62) towards the distant hills and Scout Moor Wind Farm, evident on a clear day. Views to the urban conurbation of Greater Manchester are available to the south.
- 16.4 Local receptors within the allocation and outside the boundaries consist of small settlements and scattered farms and associated residences, generally in elevated locations, which afford typical countryside views, despite the close proximity of the M62 and M60 and the urban conurbations. The same applies to users of the public footpath network, where open views are generally of a rural nature, over undulating countryside.
- 16.5 The M62 corridor forms a dominant feature in the view to the north along with its associated infrastructure and lighting. The vertical elements of pylons, telegraph poles and lighting columns are a continuing theme throughout the allocation

Landscape Opportunities

- 16.6 It is recommended that the following landscape opportunities and constraints are considered in the evolving masterplan:
- Long distance views are available to the north and south and retention of longer distance views should be considered to maintain the connection of the allocation to the wider landscape. There is an opportunity to orientate residential properties in the direction of these views in order to benefit visual amenity for the occupants. Orientation of properties in relation to the M62 should be carefully considered;
 - The characteristic undulating landform of the allocation and the character and setting of the existing villages should be carefully considered and used to inform the layout, density and built form of the new development;
 - There is scope to enhance tree planting along the motorway corridors. This would serve a double purpose of enhancing landscape and visual amenity, as well enhancing wildlife corridors. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest;
 - The arrangement of the houses should take landform into account, where feasible, so that views are maintained throughout and to the wider landscape wherever possible. The possibility to retain open space in certain locations within the allocation should be explored to prevent coalescence. This is a valuable and important feature of the new development and green infrastructure should be given careful consideration as the designs evolve to ensure sensitive treatment of the existing villages and the retention of their identity. The theoretical zone of visibility of any proposed development will be considered and assessed, considering its impact on the landscape character and features, and visual receptors;
 - A number of existing properties are situated within the allocation and the surrounding area. It is understood that the majority of these residential properties will be retained as part of the scheme. For those properties that are retained, their setting within the landscape and views available to the residents of these properties should be considered within any design evolution;
 - A number of mature trees, hedgerows and woodland blocks are present. Where possible, these should be retained and enhanced where the vegetation is healthy and in good condition, to create a mature green landscape framework for the development;
 - Public Right of Way (PRoW) links should be considered. Although current PRoWs appear to be infrequent and underused in places, retaining established links and creating appropriate new high quality walking and cycling links should be considered to create a connective landscape linking to the wider area;
 - It is recommended that the opportunity to create a new local centre and retain existing or design in recreational facilities within a pleasant landscape setting is investigated as part of the design evolution; and
 - Develop a satisfactory management plan for areas of green infrastructure, biodiversity features and other areas of open space.

17 Ecological/Biodiversity Assessment

- 17.1 There are no designated Natura 2000 (European designated) sites on site or within 2km of the allocation boundary.
- 17.2 There are no nationally designated sites on site or within 2km of the allocation boundary.

- 17.3 There are two Local Nature Reserves (LNRs) within a 2km radius of the allocation boundary. Blackley Forest LNR, 0.5km south and Alkington LNR, approximately 1km east of the allocation boundary.
- 17.4 The Site of Biological Importance (SBI) Streams and Flushes near Bradley Hall Farm is located in the eastern part of the allocation.

Habitats

- 17.5 Key habitats include:
- Watercourses and ponds.
 - Woodland and trees.
 - Wildlife links and corridors e.g. hedgerows and watercourses.
- 17.6 The desk study identified Habitats of Principle Importance (HPI) within the allocation and within 2km:
- Deciduous woodland HPI: recorded in a small area on the eastern site boundary and as a linear feature along the M60 in the south of the allocation;
 - Watercourses and ponds which are present within the allocation.
- 17.7 More detailed site-specific surveys, including a full extended Phase 1 Habitat survey for each area, will be undertaken as plans progress and this will enable detailed characterisation of habitats represented throughout the allocation.

Protected and Notable Species

- 17.8 Protected and notable species which are or may be present at the allocation include:
- Great crested newt
 - Reptiles
 - Bats
 - Badger
 - Otter
 - Water vole
 - Birds
 - Invertebrates
 - And other notable species including common toad, brown hare and hedgehog.
 - Invasive plant species
- 17.9 The potential presence of these species has been considered through information derived from the desk study, data search and walkover survey. Species-specific surveys will be carried out as plans progress.

Biodiversity Net Gain

- 17.10 Biodiversity Net Gain is considered as an opportunity at this site and net gain will be sought as set out in the policy wording

- 17.11 At Northern Gateway, opportunities for Biodiversity Net Gain will focus upon using the lowest ecological /poorest quality land for the development and avoiding the higher ecological value/good quality habitat.
- 17.12 The good quality habitat within the allocation comprises the watercourse corridors, broadleaved woodland and species-rich grassland. Habitats could be enhanced to improve value where suitable and appropriate so that a lower value habitat could become a higher value habitat. It is anticipated that it will be possible to achieve a Biodiversity Net Gain across the allocation through retention of high value habitat and developing a network of connected green corridors and ponds throughout the allocation.
- 17.13 Key site-specific opportunities have been identified which could promote and enhance biodiversity, maintain wildlife corridors within the allocation and enhance connectivity with the wider landscape. They involve:
- A wetland habitat could be created in the north west corner of the main section of the allocation. To include areas of marshy grassland and additional waterbodies.
 - Enhancing the existing watercourse and riparian habitat across the allocation. Linear area of rough grassland to be created along both sides of riparian corridor. The woodland area on the eastern border to be enhanced to create connectivity to the riparian corridor.

Habitat Regulation Assessment

- 17.14 A Habitat Regulation Assessment (HRA) is required for the GMSF because it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. The HRA made an appropriate assessment of the implications of the GMSF in view of conservation objectives available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 17.15 The Northern Gateway allocations were considered together within the HRA. The assessment concluded that although more than 10km from the South Pennine Moors and separated from it by the significant built development the allocation had the potential to cause increases in diffuse air pollution because of traffic generation along the M62 and recreational impacts from population uplift.
- 17.16 The Assessment recommended that each phase of development must be individually assessed once detailed plans are available particularly in relation to air pollution impacts, with cumulative (in combination) effects taken into account.

18 Heritage Impact Assessment

Designated Sites

- 18.1 There are no World Heritage Sites, Scheduled Monuments, Registered Battlefields or Protected Wrecks within the allocation or within the 1km study area.
- 18.2 There are no listed buildings within the allocation boundary. There are two designated heritage assets outside the allocation boundary with the potential to be affected by development within their setting, both are Grade II Listed – Church of St. George and Heaton Park (Registered Park and Garden).
- 18.3 Three listed buildings (Church of All Saints War Memorial, 31-37 Broad Street and Rhodes Schools, east) are located within Rhodes, to the south of the allocation. Whilst proximate to the allocation, these assets are located within an urban context and due to their location, and the intervening development and topography they have no visual connection to the allocation.

- 18.4 The potential impact of any development upon the designated sites outside the allocation and surrounding landscape will be considered as a masterplan is developed.

Rhodes Green Cropmark Site

- 18.5 In the south-western part of the allocation, desk study information has indicated there is a possible Romano-British settlement site which may include a number of roundhouses, enclosures and associated field systems and trackways. However, physical evidence is limited and a number of circles in the fields at this location evident from aerial photography (Google Maps) may have been made by a circular sheep feeder.
- 18.6 The GM 1.2 Archaeology and Heritage Report indicated that if the asset at Rhodes Green was found to represent a possible Romano-British settlement, it could represent a significant archaeological site. However, the evidence and sources currently available do not provide any definitive evidence relating to the nature of the cropmarks.
- 18.7 Since the GM 1.2 Archaeology and Heritage Report was written, a geophysical survey of the Rhodes Green Cropmark Site has been undertaken. Detailed results are awaited but initial results do not indicate any evidence of significant archaeological potential. Further assessment of the area will be included in the archaeology strategy for the allocation.

Melodieu's (now Mellowdew Farm)

- 18.8 Whilst this farmstead has been present since the 19th century, it is thought that the historic farm buildings are no longer extant, although this will need to be confirmed prior to any development within the eastern half of the allocation. If any is present, it may be possible to incorporate the farmstead into future development plans to preserve the heritage of the area.

Historic Hedgerows

- 18.9 Consultation with the Greater Manchester Archaeology Advisory Service, alongside the review of historic mapping and the site walkover, indicates a potential requirement for a Historic Hedgerow survey, as the information indicates the historic use of the hedgerows as land and boundary management within the allocation.

Summary

- 18.10 The Promoters have been engaging closely with GMAAS regarding the proposed development of the allocation. A programme of further works to inform next steps and future masterplans has been agreed with GMAAS in the form of a Written Scheme of Investigation to govern an Archaeological Strategy for the allocation. The purpose of the Archaeological Strategy will be to summarise the works to be undertaken to identify and characterise areas of heritage potential across GM1.1 and GM1.2 and to ensure the appropriate study, recording and protection of these assets. It will support the developing masterplan for the Northern Gateway allocation such that it responds appropriately to the potential effects of the development on the historic environment.
- 18.11 The proposed policy wording for the GM 1.2 Allocation has been informed by the archaeological work undertaken and ensures appropriate evaluation of the heritage assets at the allocation will be undertaken to ensure the protection of these assets in the development proposals.
- 18.12 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

19 Air Quality

- 19.1 The M60 and M62 near to the allocation are identified as Air Quality Management Areas. A Detailed Air Quality Assessment will be required to inform the detailed masterplanning and planning application stage.
- 19.2 The Air Quality Assessment undertaken (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) identifies that any stand-off from the motorways required due to the noise constraints for residential elements of the scheme is likely to be sufficient as a form of mitigation to prevent any future receptors experiencing levels of pollution greater than the Air Quality Objective limits.

20 Noise

- 20.1 A noise survey was undertaken at the allocation in November 2019 (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) which has informed noise modelling to establish the level of noise across the allocation. The noise survey has identified that road traffic noise is the dominant noise source across the allocation.
- 20.2 Following the guidance provided within the ProPg, a good acoustic design process will need to be followed to mitigate noise from the M62 and M60.
- 20.3 Recommendations are as follows:
- Screening of the motorways will be required by building orientation and / or barriers such as close boarded fences or earth bunds.
 - For the 1st tier of properties facing the motorways, gardens will need to be positioned to the rear of dwellings with the buildings providing a screen. Closer to the motorway, it is likely further screening in the form of acoustic fences or earth bunds will be required.
 - At this stage a minimum stand-off of 50m from any motorway carriageway should be included within the design. This would allow for the attenuation of noise with distance and an allow space for any barriers such as close boarded acoustic fences or earth bunds to be constructed. If greater stand-off's can be incorporated this would be beneficial in terms of noise mitigation.
 - Generally standard double glazing should be acceptable within the allocation but for habitable rooms located close to the adjacent motorways, enhanced glazing may be required. Alternative ventilation will need to be considered within the parts of the allocation most exposed to road traffic noise. Such design measures are typical of development in similar areas close to motorways or main roads and are not considered to be prohibitive.
 - In addition to road traffic noise, isolated farmsteads are located within or adjacent to the allocation boundary in the eastern parcel of the allocation. No noise from these premises was observed during the survey but a good design measure would be to avoid positioning dwellings or gardens immediately adjacent to the curtilage of such premises.
- 20.4 Through the adoption of a good acoustic design as the masterplanning of the allocation evolves, significant adverse effects can be avoided.

Opportunities

- 20.5 Opportunities to improve the environment with respect to noise and air quality include:

- The large area of the Allocation enables scope to incorporate a range of mitigation measures within the scheme to ensure significant adverse noise and air quality impacts are avoided.
- Provision of green and blue infrastructure networks to provide health benefits to future residents as well as creating a visually attractive environment which provides opportunity for amenity space in a more tranquil environment.
- Provision of Electric Vehicle (EV) “fast charge” points across the development.
- Measures to encourage sustainable means of transport, including cycling and walking, through the delivery of improved public transport infrastructure, layouts to improve accessibility and encourage walking and cycling and a comprehensive Travel Plan to educate residents and encourage use of these measures.

20.6 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section D – Social

21 Education

- 21.1 The proposed development of up to 1,550 homes (1,350 in Bury and 200 in Rochdale) would generate a total yield of around 326 primary age pupils and 217 secondary age pupils. Current forecasts show both primary and secondary schools in the area full to capacity and, as such, all additional demand created would require additional school places.
- 21.2 For primary age pupils this would equate to the equivalent of 2fe, best served through the establishment of either two new schools (each 1fe), or one 2fe school within the allocation.
- 21.3 The demand for secondary school places needs to be considered alongside the demand created by other developments in South Bury.

22 Health Impact Assessment

- 22.1 Further work will be required to determine whether there is additional capacity within any local healthcare facilities to meet the increased demands arising from the prospective occupants of the new development. If additional provision is necessary, the most appropriate means and location for such provision can be identified through future iterations of the masterplan. Alternatively, there may be a requirement to make a financial contribution toward off site health provision through a planning obligation or condition at the planning application stage.
- 22.2 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section E – Deliverability

23 Viability

- 23.1 A Viability Appraisal of the allocation has been run using the Three Dragons Viability Appraisal base model. The site allocation is of 1,550 of which 1,350 are within Bury and the remaining 200 within Rochdale. Those within Bury have been tested using policy requirements relevant to Bury, including a requirement for 25% affordable housing. Those in Rochdale have been tested using Rochdale’s policies, which includes a contribution to affordable housing equal to 7.5% of GDV.

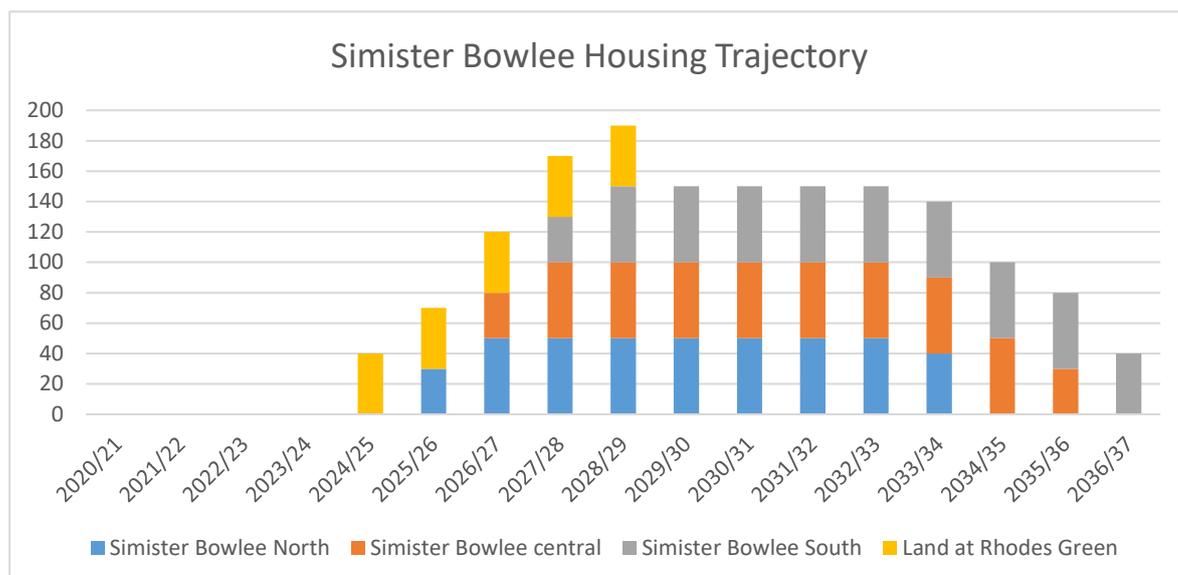
Test Type	Total BMLV, SDLT & Land acq fees	Scheme RV (incl BLV & return)	Viability measure as a % of BLV	Headroom (blended return)	Test result category
Whether the test is the 'Base' test or a sensitivity test	The total figure used in the testing for land value, includes tax and fees. BLV = benchmark land value SDLT = Stamp duty land tax	Scheme value (could also be described as headroom) once all costs have been accounted for including land and developer return RV = Residual value BLV = benchmark land value	Description of whether the scheme provides sufficient residual value in terms of how it compares with the benchmark land value i.e. if it is 10% or more above the benchmark land value it is shown as green, if it is within 10% of the benchmark land value it is shown as amber and where it is less than 90% of the benchmark land value it is shown as red.	The headroom expressed as blended rate of return. The percentages shown are the headroom available after all costs, except developer return divided by the total gross development value for the scheme. If schemes were to go ahead as described, then this is the total return available to the developer.	Category 1 - The residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed.
Base model	£25,870,000	£31,710,000	More than 10% BLV	23%	Cat 1

- 23.2 The testing indicates a positive return after all policy costs (including affordable housing) and transport and other infrastructure. The scheme is considered viable based on the high level Three Dragons appraisal. The allocation is classed as Category 1 – the residual value is 10% or more above the benchmark land value, it is viable and should be able to proceed.

24 Phasing

- 24.1 The policy wording for GM1.2 requires a comprehensive masterplan to be approved by the LPA for the allocation, which any proposals must then be in accordance with. The policy states that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. This should include the delivery of highways, infrastructure, surface water drainage, grey infrastructure, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.
- 24.2 A phasing strategy is being developed through on-going discussions with key stakeholders in relation to highways and utilities infrastructure. The estimated phasing and delivery trajectory for the allocation will evolve as the plans for the allocation are developed further.
- 24.3 The allocation is split into four separate outlets – one within Rochdale and three within Bury. First completions are anticipated to take place in 2024/25, with a delivery rate of up to 50

dwelling per output per year, with all 1,550 dwellings expected to be delivered within the plan period.



25 Indicative Masterplanning

- 25.1 The Site Promoters for the Simister/Bowlee Allocation have produced an Illustrative Development Framework Plan to show how proposed development could come forward within the allocation (see following plan). This provides an indicative layout of the development, including the location of the residential parcels, green infrastructure, local centre and key pedestrian and vehicular access. The illustrative plan also shows an area of land proposed as safeguarded land for a potential park and ride site to serve future public transport links.
- 25.2 Policy GM1.2 requires a comprehensive masterplan to be submitted prior to any planning applications within the allocation. The masterplan must include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Delivery. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.



Section F – Conclusion

26 GMSF 2020 Integrated Assessment

- 26.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation was required.
- 26.2 The majority of the 2019 recommendations for the GM1.2 Simister/Bowlee were positively addressed by the policy itself or other thematic policies. A small number of residual recommendations remained from the 2020 IA, in order to further strengthen the policies.
- 26.3 In particular this included:
- Climate Change – since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
 - Accessible design standards – whilst this is broadly covered in Policy GM-E1 and within GM-H3 relating to housing, it was suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of users. This could be achieved through strengthening Policy GM-E1.
 - Deprivation – whilst this is also broadly covered within the supporting text and broadly within Policy GM-E1, particularly referencing social inclusivity, it is considered that the policy could be more explicitly in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.
- 26.4 The residual IA recommendations for GM1.2 could therefore be met through the strengthening of thematic Policy GM-E1 rather than any specific amendments to Policy GM1.2. This demonstrates the overall improvement of the 2020 draft GMSF in relation to the IA Framework.

27 The main changes to the Proposed Allocation

- 27.1 The proposed site allocation at Simister/Bowlee has been significantly reduced in size since publication of the 2019 Draft GMSF. Land to the north of Bluebell Lane, together with a small area on the south western edge, are to be excluded from the Allocation and retained in the Green Belt. The area around Simister Village, will also now be excluded from the Allocation and retained as Green Belt. These reductions were in response to calls from local residents to preserve the character of Simister Village. In addition, there is significantly less certainty over the development of a new motorway junction at Birch which would have been a major access point into the allocation.
- 27.2 The total site allocation has reduced from 206 ha (2019 draft GMSF) to 74 ha in the Publication GMSF 2020 with the proposed number of dwellings reducing from 2,000 to 1,550.
- 27.3 The structure of the Northern Gateway GMSF policies has altered in the 2020 GMSF. There is no longer an overarching policy for the Northern Gateway (GM1) but instead the requirements are included within the GM1.1 and GM1.2 policies.
- 27.4 The 2020 GMSF has additional criteria within the policy requiring:
- A comprehensive masterplan and phasing strategy for the allocation.
 - A financial contribution towards off-site secondary school provision to meet the needs generated by the development; The 2019 allocation policy required provision for a new 1,000 place secondary school to serve prospective residents. Given the reduction in the

number of home proposed within the allocation, the requirement is now for a financial contribution.

- The provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
- The provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
- A project specific Habitats Regulation Assessment for planning applications of 1,000 sq.m./50 dwellings or more to be carried out;
- Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings of a Heritage Impact Assessment.

27.5 A significant amount of evidence base work has been produced to support the allocation since 2019 and this has allowed the criteria within the policy to be expanded upon and be more specific to the allocation.

28 Conclusion

28.1 GM1.2 Simister/Bowlee is considered to meet the site selection criteria and make a positive contribution to the overall vision, objectives and strategy of the GMSF. The allocation is considered to be deliverable and available for development. Further work has been identified to take forward the allocation through the planning process.

28.2 The allocation provides the opportunity to deliver an urban extension which has transformational potential in enabling new housing development of 1,550 units, community facilities and new transport infrastructure to come forward in what is currently an area that contains significant pockets of high deprivation.

28.3 The delivery of such a major opportunity will require significant investment in infrastructure if it is to be successful and sustainable. In particular, the allocation will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at GM1.1 Heywood/Pilsworth. This could potentially include Bus Rapid Transit linking Manchester City Centre to the Northern Gateway allocation. The allocation may also benefit from a potential Bus Rapid Transit or Metrolink extension to Middleton. Higher density development close to these corridors will help support the viability of new services. These public transport improvements, will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.

28.4 The development of a large-scale community such as this will require new facilities for residents such as shops, health facilities, community facilities and recreational areas. These will be provided in accessible locations within walking distance of homes. In addition, demand on school places will also increase and therefore investment in new facilities for primary and secondary education will be required.

Appendices

Appendix 1 – GM1.2 Simister/Bowlee

Northern Gateway

The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. It comprises two key allocations within the wider North-East Growth Corridor:

- Heywood / Pilsworth (Bury and Rochdale) (see Policy GM Allocation 1.1 'Heywood/ Pilsworth (Northern Gateway)'); and
- Simister and Bowlee (Bury and Rochdale) (see Policy GM Allocation 1.2 'Simister/Bowlee (Northern Gateway)')

The Northern Gateway straddles the districts of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. As such, it represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. The central theme of the spatial strategy for Greater Manchester is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key locations that will help to deliver these fundamental objectives.

This strategic allocation will enable the delivery of a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.

The allocation at Heywood/Pilsworth provides an opportunity for a substantial and high quality employment-led development. The scale and location of this allocation will help to rebalance the Greater Manchester economy, ensure the GMSF plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.

This will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

To be successful and sustainable, the employment and housing opportunities need to be accessible by a range of transport modes and be linked directly to existing and new communities in the surrounding area via new recreational routes and corridors of green infrastructure which in turn provide an attractive setting for development. Outside of the motorway network, much of the area proposed for development is currently served by an inadequate transport network and this will require substantial investment to improve connectivity, potentially including investment in rapid transit. The prospective residents will require new community facilities and these will be provided in accessible locations within walking distance of homes.

The opportunities at Heywood/Pilsworth and Simister/Bowlee will need to incorporate extensive supporting infrastructure. The full delivery of the allocation at Heywood/Pilsworth is likely to extend beyond the plan period.

Policy GM Allocation 1.2 - Simister and Bowlee (Northern Gateway)

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Implementation. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. Deliver a broad mix of around 1,550 houses to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This includes an appropriate mix of house types and sizes, accommodation for older persons, plots for custom and self-build and a mix of housing densities with higher densities in areas of good accessibility and potential for improved public transport connectivity and lower densities adjacent to existing villages where development will require sensitive design to respond to its context;
2. Facilitate the required supporting transport services and infrastructure including:
 - i. An upgrade of the local highways network;
 - ii. Traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation;
 - iii. Improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and
 - iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement.
3. Deliver a network of safe and convenient cycling and walking routes through the allocation designed in accordance with national and GM standards of design and construction and local planning policy requirements.
4. Make provision for affordable housing in accordance with local planning policy requirements;
5. Make provision for a new two-form entry primary school;
6. Make a financial contribution towards off-site secondary school provision to meet the needs generated by the development;
7. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities and ensure that it is integrated with existing communities;
8. Make provision for other necessary infrastructure such as utilities, broadband and electric charging points in accordance with relevant GMSF or local planning policies;
9. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and the new area of employment at Heywood/Pilsworth (GM1.1);
10. Retain, enhance and replace existing recreation facilities where required and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
11. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the sites wider drainage strategy in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a

Greener Greater Manchester. This should include enhancement of existing watercourses throughout the allocation.

12. Minimise impacts on, and provide net gains for, biodiversity assets within the allocation, including the Bradley Hall Farm SBI, in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity;
13. Ensure the allocation is safe from and mitigates for, potential flood risk from all sources including surface water, sewer flooding and groundwater. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
14. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.
15. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
16. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sq.m./50 dwellings or more;
17. Incorporate appropriate noise and air quality mitigation measures and high quality landscaping along the M60 motorway corridors and local road network if required within the allocation.
18. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes
19. Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings of a Heritage Impact Assessment;

Justification

The delivery of this urban extension has transformational potential in enabling new housing development of 1,550 units, community facilities and new transport infrastructure to come forward in what is currently an area that contains significant pockets of high deprivation. Any housing development within the allocation will be required to make provision for recreation and affordable housing to meet the needs of the prospective residents in line with Local Plan policy requirements, across a range of housing types, sizes and tenures.

The delivery of such a major opportunity will require significant investment in infrastructure if it is to be successful and sustainable. In particular, the allocation will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at GM1.1 Heywood/Pilsworth. This could potentially include Bus Rapid Transit linking Manchester City Centre to the Northern Gateway allocation. The allocation may also benefit from a potential Bus Rapid Transit or Metrolink extension to Middleton. Higher density development close to these corridors will help support the viability of new services. These public transport improvements, will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.

The development of a large-scale community such as this will require new facilities for residents such as shops, health facilities, community facilities and recreational areas. These will be provided in accessible locations within walking distance of homes. In addition, demand on school places will

also increase and therefore investment in new facilities for primary and secondary education will be required.

The semi-rural nature of this part of Greater Manchester and the character and setting of small villages such as Simister and Bowlee will be respected and will inform the layout, density and built form of development in these locations. Areas of open land and green infrastructure will be incorporated to maintain the identities of these places, including the retention of historic field boundaries, route ways and woodlands where practical. The allocation also includes existing areas of biodiversity value, notably the streams and flushes at Bradley Hall Farm which form a Site of Biological Importance in the eastern part of the allocation. This SBI and other areas of identified biodiversity value should be taken fully into account in the masterplanning of the site.

Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sq.m. or 50 or more residential units.

Given that the allocation is located adjacent to the M62 motorway, there may be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

There are a number of assets of historical significance in proximity to the allocation, and whilst outside the allocation boundary, any development would need to consider the impact on their setting through the completion of a Heritage Impact Assessment.

GM7 - Elton Reservoir

Topic Paper

October 2020

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Appendices

Section A – Background

1 Introduction

- 1.1 The Elton Reservoir allocation seeks to deliver a new, high quality urban extension. The allocation can deliver new homes within a parkland setting, alongside recreational facilities, provision of new facilities for primary and secondary education, small local centres, community amenities and strategic transport infrastructure which includes a new link road, a new Metrolink stop with associated park and ride facilities.
- 1.2 This Topic Paper brings together a wide range of information and evidence in connection with the proposed strategic site allocation. The paper may be subject to further technical amendments in advance of the formal commencement of consultation.

2 Site Details

- 2.1 The Elton Reservoir allocation covers a total area of 251.6 ha and is located entirely within the Borough of Bury.
- 2.2 The allocation is bound by Radcliffe to the south and Bury to the north east. The A58 borders the northern boundary of the allocation, existing dwellings and Ainsworth Road lie to the west of the allocation whilst Bury Road, the Manchester, Bolton and Bury Canal and the Metrolink link run along the eastern side of the allocation. The topography is gently undulating, rising from South to North.
- 2.3 A large proportion of the allocation is currently designated as Green Belt and 124.9 ha of the allocation will remain within the Green Belt.
- 2.4 The allocation currently comprises agricultural land and a number of residential, employment and agricultural properties. In terms of agricultural land quality, the soil within the allocation is Grade 4 (Poor).

3 Proposed Development

- 3.1 Approximately 3,500 homes are proposed within the Elton Reservoir allocation (GM7).
- 3.2 The allocation will include an appropriate mix of house types and sizes designed to diversify the type of accommodation available in Bury and Radcliffe. This will include the provision of affordable housing to address local housing need, accommodation for older persons, plots for custom and self-build. It will also include a mix of housing densities with higher density development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around 1,900 of these homes will be delivered during the plan period and it has been estimated that it will house a population of around 8,000.
- 3.3 The proposed development will be required to provide infrastructure to support the new community. This includes:
 - the provision of a north-south strategic spine road connecting Bury and Bolton Road (A58) to Bury Road, a strategic connection from the spine road to Spring Lane, Radcliffe via the former Coney Green High School site, other off-site highway works where these are necessary to ensure acceptable traffic movement, including in and around Radcliffe town centre;

- Improved public transport provision through the allocation and close to the allocation including a new Metrolink stop and associated park and ride;
 - More routes for walking and cycling;
 - New local centres with convenience shopping facilities and health facilities; and
 - New education provision, including two primary schools and a secondary school.
 - A country park and high quality, publicly accessible, multifunctional green and blue infrastructure throughout the allocation which can be used for sport, leisure and recreation.
- 3.4 Residential development within the allocation will be limited until the above infrastructure (or key elements of it) are implemented as necessary mitigation.
- 3.5 The 2020 GMSF Allocation proposes a minor amendment to the Allocation boundary from that which was presented in the 2019 GMSF with the proposed area of release now including a small piece of land adjacent to Burnside Close (off the B6292 Ainsworth Road).
- 3.6 Appendix 1 sets out the GM7 Elton policy wording.

4 Site Selection

- 4.1 The Elton Reservoir allocation is almost entirely surrounded by the existing urban area and is well-connected to existing infrastructure. However, the delivery of residential development on this allocation will require the provision of significant levels of new and improved transport and other supporting infrastructure.
- 4.2 This will include the need to incorporate a strategic north-south spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe. The road will provide an essential alternative to Bury Bridge for traffic travelling south towards Manchester from the west Bury area. Furthermore, in order to improve linkages to and assist in the physical and social regeneration of inner Radcliffe, including the town centre, there is a need to provide a significant spur road connecting the allocation to Spring Lane via the former Coney Green High School site.
- 4.3 The Bury to Manchester Metrolink line runs along the eastern edge of the allocation and, in order to reduce reliance on the car, the development will be required to incorporate the provision of a new Metrolink stop and any associated park and ride facilities in the Warth area. Direct walking and cycling connections to the Metrolink stop will also be necessary.
- 4.4 Given the above, the allocation was selected for inclusion within the GMSF on the basis of Criteria 6 (land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long term viable sustainable travel options and delivers significant wider community benefits) and Criteria 7 (land that would deliver significant local benefits by addressing a major local problem/issue). Further detail is provided within in the GMSF Site Selection Paper available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 4.5 The Elton Reservoir allocation fits within the overall GMSF spatial strategy in that it will contribute to inclusive growth and will contribute to boosting northern competitiveness. The allocation is of strategic significance, not only for Bury, but also in a Greater Manchester context given that it will bring forward one of the GMSF's largest contributions to future housing supply and provide a diverse mix of house types and affordable housing provision.

- 4.6 The GMSF vision will be delivered through the pursuit of a number of broad objectives. The Elton Reservoir allocation will contribute to meeting the following GMSF objectives:
- 1 - Meet our housing need
 - 5 - Reduce inequalities and improve prosperity
 - 6 - Promote the sustainable movement of people, goods and information.

5 Planning History

- 5.1 Planning permission has not been granted for any significant uses within the allocation. However residential schemes were approved to the north and south:
- 58810 – 191 dwellings, creation of ecological enhancement ponds and access of Bury and Bolton Road; and
 - 45672 – Outline application for residential development including associated infrastructure and open space.

6 GMSF 2019 Consultation Responses

- 6.1 690 comments were received in relation to the allocation during the consultation on the Revised Draft GMSF in 2019. A summary of the key issues raised are as follows:

Principle / Scale of development
<ul style="list-style-type: none"> ▪ Object to the scale of development in this area. Growth should be evenly distributed across the Borough and throughout the six towns. ▪ Object to losing one of the last remaining accessible greenspaces in a lower socio-economic area. ▪ There is poor land stability and mineshafts on-site. ▪ Question the relationship between the Council and developers. ▪ Development should be focused on the southern area close to Derby High School and the new Coney Green High School. ▪ Villages surrounding Radcliffe are dying and would benefit from infill development and connection to new infrastructure. ▪ This is a site of strategic significance that will make a considerable contribution to housing supply, is accessible to surrounding towns and well connected to existing infrastructure.
Housing
<ul style="list-style-type: none"> ▪ There is too much proposed housing density. ▪ Proposed housing will not meet the needs of over 65s. ▪ Proposed housing will not be affordable. ▪ Concerned about the distances between existing and proposed properties. ▪ There is not enough proposed housing density, which will result in a need to develop on greenfield land. ▪ It is a deliverable site with no constraints that cannot be addressed through careful master planning.
Green Belt
<ul style="list-style-type: none"> ▪ Disproportionate loss of Green Belt, which would merge Bury and Radcliffe.

<ul style="list-style-type: none"> ▪ Has key functions in halting urban sprawl, sheltering wildlife, growing food and providing tranquillity. ▪ Retained Green Belt insufficient. Unsure why it includes reservoirs and a crematorium. Additions can never compensate. ▪ Exceptional circumstances exist in which Green Belt loss can be acceptable and efforts to minimise this are welcomed.
<p>Brownfield</p>
<ul style="list-style-type: none"> ▪ There are many brownfield sites in Radcliffe which, if used, would aid regeneration and improve footfall.
<p>Transport</p>
<ul style="list-style-type: none"> ▪ There would be an impact on local roads and the wider network, particularly in Radcliffe, where the proposed link road exits onto these roads. ▪ There would be an impact on Bury Bridge/Bury New Road (some of worst congested nationally) and on motorway network. ▪ Public transport is unreliable. Buses will not be used and need to be integrated. The Metrolink is overcapacity. ▪ Walking/cycling plans will not work due to topography. ▪ Need more parking, circular bus service to connect residents to Metrolink stops and a separate entrance to the cemetery. ▪ Support – Detailed proposals on infrastructure welcomed
<p>Physical Infrastructure and utilities</p>
<ul style="list-style-type: none"> ▪ Utilities network would not cope with the increased demand. ▪ Sewerage system is at capacity and will need new and expanded facilities. ▪ The existing transport network cannot cope. ▪ More freight should be moved by rail. ▪ More detail required on quality bus transit. ▪ Metrolink links to Bolton and Rochdale should be considered. ▪ Support – Detailed proposals on infrastructure welcomed
<p>Social Infrastructure</p>
<ul style="list-style-type: none"> ▪ Large number of community facilities have been lost in recent years and still need replacing i.e. swimming pools, secondary schools, and civic suite. ▪ Health provision is currently inadequate. ▪ All of the schools in area are over-subscribed. ▪ The Leisure Centre is popular and should not be lost. ▪ Infrastructure should be built prior to houses being occupied. ▪ There is a lack of detail on new health facilities. ▪ Support – Detailed proposals on infrastructure welcomed
<p>Environmental</p>
<ul style="list-style-type: none"> ▪ Loss of a prized asset within easy reach of population, which is heavily used by a wide range of people. Opening this natural area up as a country park will sterilise it and harm views in the area. ▪ This is not just a question of upgrading. New recreational land is needed. ▪ Would lead to the loss of the most biodiverse area in the Borough. Opportunities exist for net gain. Biodiversity gains are unrealistic and will not mitigate for loss. New

<p>woodland is needed. The policy should mention maintain and enhance priority habitats.</p> <ul style="list-style-type: none"> ▪ Remediation required for historic landfill sites. ▪ Management of park should be transferred to an organisation. ▪ Objection to the loss of pitches at Warth Fold. They were well used. ▪ Noise and light pollution would harm the cemetery. ▪ Improve the canal for leisure e.g. water taxi, improved walking/cycling routes and off road routes for horse riders. ▪ Homes should support species e.g. bat and swift boxes. ▪ Evidence required e.g. biodiversity surveys, bat survey and open space management. ▪ Parkland will provide substantial opportunities to protect habitats and make it accessible by a range of users. ▪ Carbon reduction goals will not be achieved. New homes should be carbon-neutral. ▪ We should invest in Green Technology.
<p>Air Quality</p>
<ul style="list-style-type: none"> ▪ Bury Bridge and A56/A58 are some of worst areas in the country for air quality.
<p>Flood risk</p>
<ul style="list-style-type: none"> ▪ Existing residents were adversely affected in the 2015 floods including Bury and Bolton Road due to the area being in a natural flood plain. ▪ Concerned at the potential for the reservoir to fail and the subsequent danger for new and existing residents. Properties will be uninsurable. ▪ Mimicking of natural drainage is unrealistic and ignores the size of the development. ▪ Evidence required on Level 1&2 Strategic Flood Risk Assessment. Residual risk must be considered appropriately.
<p>Heritage</p>
<ul style="list-style-type: none"> ▪ Presence of Bronze Age burial site and embankment of a horse-pulled railway. ▪ Canal is a major heritage asset in the area and must be fully considered.
<p>Other</p>
<ul style="list-style-type: none"> ▪ There was a lack of consultation from Bury Council ▪ We should be using the latest housing projections to calculate housing need. ▪ Loss of working farms and jobs is contrary to economic objectives and will lead to the displacement of animals. Farms are crucial to responding to climate change and Brexit issues. ▪ The construction process will lead to an increase in crime and anti-social behaviour. ▪ The site selection process has been developer-led.

7 GMSF 2019 Integrated Assessment (IA)

- 7.1 The 2019 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 7.2 The IA reviewed how the draft 2019 GMSF policies could impact upon the environment, the economy, local communities, equality and public health. The IA also recommended ways in which the GMSF can be improved to ensure that the policies are as sustainable as possible.

- 7.3 The Elton Reservoir allocation performed well against the 2019 Integrated Assessment objectives. However a number of recommendations were made:
- Make specific reference to energy efficiency of the housing stock;
 - Consider how housing land can enhance workforce skills and training, such as through construction jobs;
 - Consider feasibility study into requirements and ability of utilities and digital infrastructure local network to support development;
 - Benefits such as creation of construction and operational employment or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas;
 - The policy could reference integration with existing communities and also encourage the provision of varied tenures within the development;
 - The policy could be more specific about the exact amount of green infrastructure as currently it states a “large amount”. There could be reference to linking to the wider green infrastructure network;
 - Ensure any new healthcare provision is accessible to all and that local capacity is considered throughout future masterplanning stages;
 - Seek to minimise the number of trips made by private car to/from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially relevant to the southern side of the site where there is a close proximity to an air quality management area (AQIA).
 - Make reference in the policy to the enhancement of biodiversity, green infrastructure and geodiversity assets. The policy is currently not worded positively and instead deals with handling negative impact. This is especially relevant to the SBIs within the site.
 - Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. This is particularly relevant to the east and south of the site.
 - Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
 - Ensure landscape appraisal as part of any planning application.
 - Consider listed building throughout detailed design to reduce risk throughout construction and operational phases.
 - Consider how development of previously developed land (PDL) sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL);
 - Promote sustainable construction methods;
 - Consider waste and recycling facilities in design e.g. consider location of waste/recycling facilities in design/layout of masterplans and how waste facilities can be located to encourage recycling.
- 7.4 It is important to note that the IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Elton Reservoir allocation policy are already covered in other GMSF policies. However, some wording changes have been made as a result of the IA in relation to housing types, electric vehicles, heritage and archaeology.

Section B – Physical

8 Transport

- 8.1 The allocation is situated between the A58 Bury and Bolton Road and Bury Road. The allocation is bound by the Metrolink along the eastern boundary. The allocation is currently a mix of Other Protected Open Land and Green Belt and therefore significant infrastructure will need to be delivered in conjunction with the development of this allocation.
- 8.2 The Locality Assessment concludes that there are capacity constraints on the highway network during the AM and PM peaks and therefore the proposals not only need to seek to reduce car travel but also provide some traffic relief. As a result, a number of mitigation schemes have been developed and tested to address the impacts on both the strategic and local road networks.
- 8.3 Along with a series of public transport and active travel proposals (including the provision of a new Metrolink stop and park and ride) the proposals also include provision for a link road through the allocation connecting the A58 Bury and Bolton Road to Bury Road to the east and the A6053 Spring Lane in Radcliffe to the south. This link road will not only serve the allocation, but provide a strategic function by taking traffic away from key areas of constraint such as Bury Bridge in Bury and A665 Water Street/Ainsworth Road in Radcliffe, and providing greater network resilience. Highway improvement works are also proposed in Radcliffe town centre to compliment the link road proposals, and help feed traffic through from Spring Lane to the A665.
- 8.4 The following mitigation measures have currently been identified:

Mitigation	Description
Necessary Strategic Interventions	
Metrolink stop and Park and Ride facility	New Metrolink stop and Park and ride facilities in the Warth area
Link road and three access junctions	Link road with three access junctions
Supporting Strategic Interventions	
Radcliffe Town centre improvements	<p>Signalisation of Bury Road and Rectory Lane junctions with Spring Lane.</p> <p>Traffic management and parking bays on Church Street West.</p> <p>Providing Darbyshire Road connection onto A665 (one way) including improvements to the NCR6 cycle route.</p> <p>Junction realignment to create Church Street as major arm and Deansgate as minor arm. Thomas Street converted to one-way to reduce conflicting movements at junction. Formalisation of on-street parking on Church Street and Thomas Street.</p> <p>Junction improvement A665/Stand Lane.</p>
Necessary Local Mitigations	
Bus stops along the link road	Delivery of up to 14 new bus stops (7 locations with stop in each direction).

Delivery of missing section of Bolton-Bury Cycleway	Delivery of missing section through allocation to Hardman Street.
Supporting Local Mitigations	
A56/Radcliffe Road and A58/Ainsworth Road/ Starling Road signal improvements	Small-scale layout improvements.
New bus routes through the allocation	Delivery of new bus routes through the allocation.
SRN Interventions	
Not required	

- 8.5 The proposed policy wording for the Elton Reservoir allocation has been informed by the Locality Assessment to ensure that the allocation will be supported by the appropriate mitigation measures.
- 8.6 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process. The potential improvement works will be subject to further detailed assessment and viability work. All final design solutions will be consistent with Greater Manchester’s best practice Streets for All highway design principles. The allocation would need to be supported by continuing wider transport investment across GM.

9 Flood Risk and Drainage

Flood Risk Summary

- 9.1 The majority of the allocation (80%) is located within Flood Zone 1 (i.e. land assessed as having a lower than 1 in 1000 annual probability of river flooding) and development should be directed into these areas, if possible.
- 9.2 There is a limited area of Flood Zone 2 adjacent to the Manchester, Bolton and Bury canal to the south and west of Elton Reservoir, the risk in this part of the allocation is likely to be from the water spilling into and over the canal side in a flood event. This is classified as Low Risk – between a 1 in 100 and 1 in 1000 annual probability of river flooding.
- 9.3 There is an area adjacent to Crow Trees Brook to the west of the canal is that is currently shown in Flood Zone 3. The Environment Agency have recently re-modelled the Brook and this has resulted in the extent of the modelled flood outline being reduced. The flood risk is due to the potential for overspill from Withins Reservoir. There is the potential that over the lifetime of the development there may be an increased risk of fluvial flooding in this location due to climate change.
- 9.4 The areas at surface water risk are encompassed within the river flood risk areas and, as such, if these areas are avoided then both sources of risk could be accommodated.
- 9.5 A Dam Break and Flood Inundation Assessment has been completed for the allocation which models, for a range of return periods, the extent, depths and flows of flooding if a dam failure occurred at Elton Reservoir. The outputs of the report indicate that the land around the eastern boundary of the allocation - adjacent to the Manchester, Bolton, Bury Canal and Metrolink line, and the urbanised area of North Radcliffe would be at risk of flooding if a breach occurred.

- 9.6 A Risk Assessment and Reservoir Safety Report has been produced to assess the likelihood of a dam failure of Elton Reservoir. The outputs of the report indicate:
- that the annual probability of failure for the reservoir is 1 in 5,500 years;
 - the annual probability of failure is heavily influenced by failure of the internal structures and embankment, rather than external factors, such as the proposed development; and
 - Measures should be taken to reduce the risk to a level that is 'as low as reasonably practical'.
- 9.7 An updated Risk Assessment and Reservoir Safety Report¹ has been completed which, building on the reports mentioned above, assesses the impact of the reservoir on the proposed development on the allocation. The outputs of the report indicate that:
- There would be a marginal increase in the Population at Risk (PAR) and Average Social Life Loss (ASLL) should there be a breach in the reservoir, associated principally with increased 'activity' around the reservoir; and
 - The dam categorisation is likely to be impacted by a range of factors including, but not limited to, the construction of development downstream. The report identifies mitigation schemes which can be implemented, including work to the reservoir structure/and or associated downstream channels to implement a more onerous safety check and design flood event conditions.
- 9.8 Areas of the allocation are within the EA Reservoir Flood Map (RFM) outlines, indicating the maximum extent of flooding. These areas are downstream of Elton Reservoir and are based on a breach of the dam.
- 9.9 The extent shows the worst credible area that is susceptible to dam breach flooding. The map should be used to prioritise areas for evacuation/early warning.
- 9.10 The chance of reservoir failure is very rare and there is an extremely good safety record in the UK with no loss of life due to reservoir flooding since 1925.
- 9.11 Due to the allocations's proximity to Crows Tree Brook and the Elton watercourse, groundwater is likely to be similar to the corresponding levels. Groundwater will follow topography and is unlikely to be an issue within the Elton allocation.
- 9.12 Crows Tree Brook in the south of the a and Bealey's Goit to the north-east are bound by areas of high ground which act as informal defences.
- 9.13 The Working within Natural Processes (WwNP) dataset identifies that the west of Elton Reservoir allocation is recommended for tree planting whilst there are also areas recommended for riparian tree planting along the canal and Crows Tree Brook. Tree planting can significantly delay the timing of peak runoff from catchments whilst riparian planting can also enhance floodplain roughness to cause obstructions to significant flow paths.
- 9.14 Much of the allocation is also within the Irwell Natural Flood Management scheme which considers scenarios where soil structure is improved, thereby making the land more permeable and thus increasing the soil moisture storage capacity of these areas.

GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment

¹ HR Wallingford, Elton Reservoir Flood Studies – Phase 2: Impact of Proposed Development, September 2020

- 9.15 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM Level 1 SFRA) (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) was completed in March 2019 as part of the evidence base to inform the preparation of the GMSF. This SFRA initiated the sequential risk-based approach to the allocation of land for development and identified whether application of the Exception Test was likely to be necessary using the most up-to-date information and guidance.
- 9.16 79% of the Elton Reservoir Allocation falls within Flood Zone 1 with the remaining in Flood Zones 2 and 3. The GM Level 1 SFRA concluded that the allocation had been selected using the site selection methodology contained in the GMSF Site Selection Topic Paper in order to identify those sites which best could deliver the spatial strategy. Therefore there were no reasonably alternative other sites in areas of lower flood risk.
- 9.17 The Level 1 SFRA recommended that the identified flood risk within the GM7 Elton Reservoir allocation could be avoided through site layout and design as part of a detailed flood risk assessment.
- 9.18 However GM7 Elton Reservoir was included within the GMSF Level 2 SFRA (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) in order for broad scale river modelling to cover existing gaps within the baseline information to be carried out. This has meant that additional flood risk assessment has been carried out in relation to the allocation.

GMSF Level 2 SFRA

Level 2 SFRA Conclusions

- To consider development within flood zone 3, solutions to mitigate the risk of flooding such as raising floor levels, which must also entail compensatory storage, and building on stilts would need to be considered.
 - This is a large allocation with potential to create significant volumes of runoff if infiltration is not possible. The surrounding watercourses are relatively small and may not deal with significant volumes being added to them. There are also areas at risk downstream so additional volumes could also increase flooding downstream. Crow Trees Farm Brook has areas at risk downstream. This development could reduce risk by safeguarding areas for flood storage and enhancement to reduce flows downstream. The WwNP dataset, discussed above, should provide a start for assessing possible areas for storage or tree planting.
 - A drainage strategy would be required to ensure current onsite risk can be managed effectively with no increase in surface water flood risk elsewhere as a result of new development. This will require surface water modelling based on the proposed layout and investigation into appropriate SuDS techniques. Infiltration SuDS may be feasible on parts of the allocation, subject to ground investigation and contamination testing.
- 9.19 The site promoters for GM7 Elton Reservoir prepared a Flood Risk Assessment and Outline Drainage Strategy² to assess the risk of flooding in more detail. To develop the allocation safely it recommends:

² Peel Investments (North) Limited, Land at Elton Parklands, Radcliffe, Greater Manchester – Flood Risk Assessment & Outline Drainage Strategies July 2020 (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>)

- Setting finished floor levels 600 mm above the 1% plus climate change flood level;
- Safe emergency access and egress to the allocation to be provided to the north of the allocation;
- An evacuation plan should be developed in consultation with the LPA;
- Potential for soakaway use for rainwater disposal is low; but could be investigated further at the detailed design phase;
- Foul sewage could be discharged into the existing public foul sewer system but may need reinforcement subject to the agreement of United Utilities;
- Surface water flows will be discharged in to existing ditches and surface water culverts within the allocation boundary or links to the adjacent watercourses. However it is likely that additional attenuation will be required and this will be discharged in line with the existing greenfield runoff rate or a rate agreed with the LLFA/EA/UU;
- The eastern end of the proposed link road may need to be connected to a sewer.

9.20 The proposed policy wording for the GM7 seeks to ensure that any development within the allocation is safe from and mitigates for potential flood risk from all sources. Policy GM7 requires development to incorporate sustainable drainage systems to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Proposals to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should communicate with the public sewer.

9.21 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process. The majority of the allocation is located within flood zone 1 and the allocation will not result in any reduction in flood plain storage compared to the existing situation. A holistic outline drainage strategy has been produced and this will be taken forward and incorporated into the final masterplan. It ensures that drainage will be considered on an allocation wide basis rather than smaller plots within the allocation coming forward with individual drainage plans. The Strategy also proposes that green SuDs will be used where possible across the allocation. All proposed mitigation measures will be agreed with the Environment Agency, United Utilities and the LLFA prior to commencement of any development.

9.22 Detailed agreement will be required between the site promoters and the owners of Elton Reservoir to ensure that appropriate mitigation measures (both in advance of any development and on-going mitigation measures) are agreed and secured prior to the commencement of any development. This may need to be secured via legal agreements.

10 Ground Conditions

10.1 Given the size of the Elton Reservoir allocation, there are a number of previous uses including farm yards, former railways, areas of infilling, collieries, allotments, marshlands and reservoirs.

10.2 The allocation is in close proximity to a number of historical landfill sites and is partially within a Radon Class 2 Area. The geological mapping indicates the allocation is underlain by glacial till in the north and west and glaciofluvial deposits (silts, clays, sands and gravels) in the south and east of the allocation. The superficial deposits are underlain by the Penning Middle Coal Measures and Pennine Lower Coal Measures Secondary A Aquifers. At least 6 faults run across the allocation.

- 10.3 A Phase 1 Preliminary Risk Assessment (March 2019) (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) has been produced.
- 10.4 The assessment includes an appraisal of the allocation environmental setting, including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages.
- 10.5 Site reconnaissance and hand dug trial holes were carried out. Evidence of historic infilled ponds was noted. Made ground was observed in some of the areas, containing pottery, brick, ash, clinker, over natural sandy clay.
- 10.6 Coal Authority records have found 20 recorded mine entries within the allocation boundary and another 4 recorded within 20m of the allocation boundary.
- 10.7 The Assessment has been reviewed by Bury Council Environmental Health department. They have recommended that a Phase 2 investigation is carried out for all areas proposed for development and this is to include gas and groundwater monitoring. It is recommended that this investigation is to be carried out at the pre-planning application stage. Furthermore Japanese Knotweed has been identified which will be required to be dealt with appropriately.
- 10.8 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

11 Utilities

United Utilities

- 11.1 In their response to the 2019 GMSF consultation, United Utilities highlighted that new development should be focused in sustainable locations which are accessible to local services and infrastructure. United Utilities will continue to work to identify any infrastructure issues and appropriate resolutions throughout the development of the Spatial Framework.
- 11.2 However, as the full detail of the development proposals are not yet known at this allocation stage (e.g. the detail of the drainage proposals or the water supply requirements), United Utilities cannot fully conclude the impact on their infrastructure over a number of 5-year investment periods. Therefore, as more detail becomes available, it may be necessary to co-ordinate the timing for the delivery of development with the timing for delivery of infrastructure. The Council will need to agree drainage proposals prior to the submission of any future planning applications.
- 11.3 In relation to the Elton Reservoir allocation, United Utilities have advised that there is a large pressurised water main and sewers which cut through the allocation. In addition, there is also an existing UU easement which will need to be considered. Consideration must also be given to disposal of surface water in the most sustainable way. United Utilities are keen for the allocation to connect to Bury Wastewater to the east of the allocation rather than connect to Bolton Wastewater to the west as there are capacity issues on the network in this location.

Electricity

Electricity North West (ENW)

- 11.4 Electricity North West have carried out assessments on the proposed GMSF allocations which have fed into their 'Spatial Energy Plan' (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>). This is a high level assessment of the expected impact of the proposed developments on the electricity network. In relation to Elton Reservoir, the assessment indicated that there are no primary substation capacity issues envisaged due to forecast additional load resulting from the proposed development.
- 11.5 ENW asset plans and online mapping services identify five pylons stationed within the allocation with overhead lines crossing and one pylon which adjoins the allocation on western boundary. There are also a number of High Voltage and Low Voltage cables running in the carriageways and footpaths surrounding the allocation.
- 11.6 Electricity North West in their response to the 2019 GMSF consultation, advised that they were confident in being able to meet the network capacity requirements for the level of investment and growth proposed in Greater Manchester. Where necessary they have secured the appropriate regulatory allowances within their 'Well Justified Business Plan.'

Gas

National Grid Infrastructure

- 11.7 The nearest point of connection from the National Grid network to the allocation is an Intermediate Pressure Main which is approximately 350 metres from the allocation boundary at Ainsworth Road. This connection would allow the allocation to be served sufficiently although upgrades will be required.

12 Telecommunications

Existing BT Infrastructure

- 12.1 There is existing BT infrastructure within the vicinity of the allocation. Further detailed discussions will need to take place with BT as the allocation moves through the planning process to establish whether or not any of the existing infrastructure needs to be diverted as a result of the proposals. Discussions will also need to take place to establish if there is sufficient capacity within the network to support the proposals or if any upgrades to the existing infrastructure are required.

Existing Virgin Media Infrastructure

- 12.2 There is an existing Virgin Media underground network which runs to properties (Coney Green) at the end of Greenbank Road and are within the proposed allocation boundary.
- 12.3 There is a Virgin Media underground cable which runs into the proposed development area and terminates at Chapel Lodge on Cemetery Road.
- 12.4 There is a Virgin Media underground cable which runs into the proposed development area and terminates at Brook Bottom Farm on St Andrews Road.

Section C – Environmental

13 Green Belt Assessment

- 13.1 The proposed removal of Green Belt from the Elton Reservoir allocation has been informed by several studies undertaken by LUC (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>):
- The Greater Manchester Green Belt Assessment 2016
 - Green Belt Harm Assessment, 2020;
 - Greater Manchester Green Belt Study – Identification of Opportunities, 2020
- 13.2 The proposed allocation would involve the release of 126.7 ha. of land from the Green Belt.
- 13.3 In 2016 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 13.4 In The Greater Manchester Green Belt Assessment 2016 GM7 Elton Reservoir was included within Strategic Green Belt Area 10. There were 4 different purposes of Green Belt that each Area was assessed against and the Area performs as follows:
- Purpose 1: To check the unrestricted sprawl of large built up areas: **Moderate-Strong**
 - Purpose 2: To prevent neighbouring towns from merging into one another: **Strong**
 - Purpose 3: To assist in safeguarding the countryside from encroachment: **Moderate-Strong**
 - Purpose 4: Preserving the setting and special character of historic towns: **Moderate-Strong**
- 13.5 In 2019 LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2 km of the allocation site. The study considered the opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.
- 13.6 Land lying within the retained Green Belt and within 2 km of GM 7, Elton Reservoir will form the focus of Green Infrastructure (GI) recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. This includes 3 sites proposed to be added to the Green Belt at Lower Hinds, Radcliffe (Off New Road) and Hollybank Street.
- 13.7 The potential GI opportunities in the Green Belt relevant to the Elton Reservoir Allocation identified in the assessment include:
- Retain and accommodate the Irwell Sculpture Trail within development proposals;
 - Introduce access track and car park improvements north of Elton Sailing Club;

- Settlement linkages could also be improved between Redvales and the retained Green Belt;
 - Upgrade sections of the PRow network to cycleway standard and create a new crossing point on the A58;
 - Create an access point at Warth Road through the existing underpass and new crossing point over the River Irwell;
 - Conserve and enhance the existing disused railway line;
 - Enhance the existing PRow network through improvements such as re-surfacing, access control, way-marking and interpretation;
 - Create Elton 'Country Park' including a masterplan to create a regional destination site. Detailed interventions could include informal play, wildlife access provision (hides) and interpretation. Inclusion of planting and management provision to ensure flora and fauna reliant on areas of refuge away from recreational disturbance are generously accommodated
 - Create new 'wetland' habitat adjacent to, and extending from Manchester, Bury and Bolton Canal; together with appropriate planting along this linear corridor;
 - Link the SBI sites at Elton Reservoir and Daisyfield to the Lower Hinds Green Belt Addition to the north along the River Irwell using site specific habitat enhancement. The opportunity also exists to link the green infrastructure at the reservoir with the [enhanced] semi natural grassland SBI at Elton Goyt to the east, creating a more functional habitat mosaic;
 - Hedgerows and settlement edge vegetation should be retained and strengthened to ensure green infrastructure continuity, and to provide appropriate screening in and around key wildlife features;
 - Build on historic and remnant land-use practices adjacent the canal and the reservoirs to maintain lowland hay meadows and neutral/acid pastures. Seek to enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements;
 - Extend existing woodland blocks in Green Belt west and north west of GM Allocation 07;
 - Reinforce woodland at Ainsworth Lodge SBI through extensions south and across the A58 Bury and Bolton Road;
 - Introduce green buffers and green wedges of native woodland and shrub planting at the junction between existing and proposed development, and along transport corridors such as the A58 to provide softer edges to urbanised areas;
 - Create a gateway feature on the A58 linking the narrow section of Green Belt to the North and South.
- 13.8 Some of these opportunities have been included within the policy requirements for the allocation. Others will be more appropriately dealt with through more detailed masterplans or subsequent planning applications.
- 13.9 In conjunction with the assessment of GI opportunities within the Green Belt, LUC carried out an assessment to identify potential harm from the proposed GMSF allocations to the Green Belt through the Green Belt Harm Assessment. The Assessment shows that land within the allocation makes a moderate to significant contribution to preventing the sprawl of Greater Manchester and a relatively significant contribution to maintaining the separation of Bury and Radcliffe.

- 13.10 It is proposed to retain some Green Belt land within the allocation which would maintain some localized separation between Bury and Radcliffe but the contribution of this retained Green Belt would be diminished as a result of some weakening of the Green Belt boundary, increasing urbanising containment and a reduction in connectivity with the wider Green Belt. However, due to the extent of containment of the allocation by inset settlement, its release would not impact the wider Green Belt outside the allocation.
- 13.11 Evidence on Green Belt is only one part of the evidence base that influence any decision on Green Belt release. Consequently, where studies have found that high harm is to be caused by release of the Green Belt, this finding should be balanced against other important factors that could make up exceptional circumstances such as sustainability, viability and deliverability.
- 13.12 The Elton Reservoir allocation is deemed necessary to deliver a key strategic housing opportunity with supporting transport infrastructure. The allocation is critical in responding to the spatial strategy in the GMSF and its key themes of 'Inclusive Growth', 'Making the Most of Key Locations and Assets' and 'Addressing Disparities' It also directly addresses the aspirations set by Policy GM Strat-6 Northern Areas which seeks to boost economic opportunities and diversify housing provision in the north of conurbation by the selective release of Green Belt. The scale of development planned within the Elton Reservoir allocation is transformational in nature as it has the potential to deliver significant benefits over a wider area whilst at the same time meeting its own infrastructure needs including contributing towards transport improvements that have wider benefits and provision of schools, local centres and health facilities.
- 13.13 The potential GI opportunities in the Green Belt study discussed earlier are not exhaustive and will require consultation with key stakeholders. This may require further surveys and viability testing to establish costings. Nonetheless, the enhancement potential demonstrates that opportunities do exist to help offset the loss of Green Belt which will have a potential positive effect on the beneficial use of the Greater Manchester Green Belt moving forward.
- 13.14 The final masterplan for the allocation will be required to use the findings from all the assessments on Green Belt in the area to inform the layout and form development across the allocation.

14 Green Infrastructure

- 14.1 The emerging Masterplan for Elton Reservoir includes a new Parkland between Radcliffe and Bury which will establish an extensive multi-functional green and blue infrastructure network of substantial quality. The Parkland is a 'core' part of the concept for the development, to establish a new Parkland community which creates a sustainable place with unique character.
- 14.2 The new Parkland will be a diverse environment which balances the needs of ecology, nature and landscape conservation, habitat biodiversity and recreation, as well as the enhancement of working agricultural holdings. Its integration with neighbouring communities and associated residential development will support a high quality natural and built environment.
- 14.3 Elton Parkland will draw on the heritage, landscape and natural assets of the local area to create open and accessible greenspaces for all to enjoy. The Parkland will:
- Be publicly accessible for walking, cycling, jogging, watersports, picnics and recreation, providing benefits to mental and physical health;
 - Retain, enhance and manage existing landscape and ecological assets;

- Promote and interpret the distinctive heritage of each place;
 - Increase local biodiversity and create new landscape features and wildlife habitats;
 - Be managed to promote long-term stewardship, encourage sustainable public use, promote education and enhance visitor and tourist experiences.
- 14.4 The Parkland will be of lasting benefit to Bury and Radcliffe, significantly enhancing Bury, Radcliffe and Greater Manchester's green infrastructure provision. It will provide a major boost to creating a greener city region.
- 14.5 The Elton Parkland will be delivered as part of the implementation of proposed urban extension. The residential development will generate capital which will enable the Parkland to be delivered in a phased manner.
- 14.6 The site promoters can facilitate the delivery of the Parkland because of its extensive landholdings within the allocation and its experience and strategic approach to delivery. The Parkland will be delivered by creating enhanced public access, better and additional circulation systems, visitor facilities and associated landscape improvements and biodiversity initiatives. It could incorporate the Manchester, Bolton and Bury Canal, Irwell Sculpture Trail and National Cycle Network that pass through the allocation.

15 Recreation

- 15.1 New play areas and sports facilities will be required to support the delivery of housing at Elton Reservoir in line with Bury's Local Plan requirements. The new Parkland will create a multi-functional green and blue infrastructure network which will enhance the recreational assets of the local area. It will establish a new visitor destination, with opportunities for leisure and exercise that will help to improve health and wellbeing.
- 15.2 Good public transport and cycling/walking links will integrate the allocation with surrounding communities allowing access to existing nearby sports and recreation facilities, nearby local centres in Radcliffe and Bury and connections to Route 6 of the National Cycle Network.

16 Landscape

- 16.1 Historically, there have been a number of studies which have attempted to ascribe value or character to the Borough's landscape:
- Bury Council's Open Land Study of 1978 included a landscape quality assessment of the Borough, placing each area of open land into one of 5 value bands. Most of the Elton allocation was included in the 2nd or 3rd quality levels.
 - Greater Manchester's river valleys are a defining landscape feature of the sub-region and strongly associated with its historical development. Much of the Elton allocation was included in the Croal Irwell River Valley Plan (GMC, 1986), which was a plan for environmental protection and improved recreation facilities in the two river valleys.
 - Bury's Unitary Development Plan (1998) carried forward the river valley protection policy of the Croal Irwell Plan.
 - In 2009 Bury Council carried out a landscape character assessment of the Borough. Elton's character was identified as being defined by its canal and river valley features.
 - The 2014 National Landscape Character survey placed the Borough's land into one of three landscape character types. Much of the Borough, including the Elton area was placed in the Manchester Pennine Fringe character area (NCA no.54).

- In 2018 consultants LUC produced a ‘Landscape Character and Sensitivity Assessment’ of Greater Manchester.

16.2 The forthcoming Bury Local Plan will incorporate this landscape value and protection into its green infrastructure policy, with the main landscape features, the Irwell Valley, Elton Reservoir and the MBB Canal being protected within the allocation.

17 Ecological/Biodiversity Assessment

17.1 An ‘Elton Reservoir Outlined Ecological Mitigation and Enhancement Strategy (March 2019) (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) has been produced which identifies the main ecological considerations and opportunities associated with the development and delivery of the Elton Reservoir allocation. It identifies the necessary mitigation measures associated with the proposed development and considers where there are opportunities for green infrastructure and ecological enhancement to achieve a measurable net gain for biodiversity.

17.2 The Elton Reservoir area contains 7 sites of local interest for nature conservation and much of it is included in the Irwell Valley wildlife corridor. All of these are regarded as ‘core green infrastructure’.

Sites of Biological Importance (SBI) within the allocation	Grade ¹
Elton Reservoir SBI	A
Withins Reservoir SBI	B
Spenn Moor Ponds SBI	B
Elton Goit SBI	B
Marl Pits at Black Lane SBI	A
Manchester, Bolton and Bury Canal SBI	A
Wetland Near Radcliffe SBI	C

1 – Grade A: County Importance, Grade B: District Importance and Grade C: More Than Local Importance

17.3 Ashclough SSSI and Nob End SSSI lie approximately three kilometres and four kilometres south-west of the allocation respectively. At its closest point, the Rochdale Canal SSSI lies approximately nine kilometres east of the proposed allocation.

17.4 The allocation also supports a number of broad habitat types and species (further information can be found in the full report).

17.5 The report concludes that it is feasible to achieve protection of the SBIs, priority habitats, protected species as part of the mitigation proposals presented in the development framework, namely through:

- The ‘Elton Parkland’ which will include habitats to be retained, created, enhanced and managed; and
- The built environment (areas of the allocation which will be landscaped to ensure habitat creation and contribute to green infrastructure and sustainable urban drainage).

17.6 NPPF (para 174) requires LPAs ‘to pursue opportunities for achieving measurable biodiversity net gain’ (BNG). The Environment Act currently passing through parliament will

make this a statutory requirement. This requirement will be applied to all new development seeking planning permission, which to be granted consent will have to demonstrate that it will deliver a net gain for biodiversity. The metric to be used to assess biodiversity gain uses habitat quantity and quality as a proxy for biodiversity value. It is worth noting that habitat can also be used to a degree as a proxy for green infrastructure value so the calculation can also be used to demonstrate wider benefits.

- 17.7 Currently BNG is considered as an opportunity within this allocation and the GM7 Allocation policy sets out that net gain will be sought.
- 17.8 The report has been reviewed by the Greater Manchester Ecology Unit (GMEU) who concluded that the level of detail provide is sufficient for this stage in the plan making process. Additional ecological information will be required should planning applications come forward but noted that it would be premature at this stage to carry out detailed survey's.
- 17.9 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Habitat Regulation Assessment

- 17.10 A Habitat Regulation Assessment (HRA) is required for the GMSF because it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. The HRA made an appropriate assessment of the implications of the GMSF in view of conservation objectives (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>).
- 17.11 The Habitats Regulation Assessment (December 2018) concluded that the allocation is too distant and too separated from any European protected sites for discernible effects to occur. However, development at Elton could contribute a very small cumulative impact alongside other GMSF developments, via traffic pollution on the Manchester Mosses SAC, via water pollution on the Mersey Estuary SPA and via recreational disturbance on the Peak District SAC and SPA.

18 Heritage Impact Assessment

- 18.1 The GMSF Historic Environment Assessment Screening Exercise (June 2019) (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) concluded that further assessment of the historic environment was required given the number of designated sites within and outside the allocation.
- 18.2 A designated heritage asset lies within the allocation and therefore has the potential to be directly affected by the allocation, and also indirectly affected by allocation in its setting:
- Old Hall Farmhouse (grade II listed building):
- 18.3 Three designated heritage assets are outside the allocation, but close to it, and have the potential for their significance to be affected through development within their setting:
- Gate Piers to the North West of Old Hall Farmhouse (grade II Listed Building);
 - Church of St Andrew (grade II Listed Building);
 - Church of St Thomas and St John Listed Building (grade II Listed Building)
- 18.4 There are no Scheduled Monuments within the allocation and no designated assets which are primarily archaeological in character. A total of 17 sites of archaeological interest have been identified within the allocation.

- 18.5 The line of the Manchester-Ribchester Roman road is known to cross the allocation. There is also the potential for non-designated heritage assets from all periods.

Old Hall Farmhouse

- 18.6 The Illustrative Masterplan shows a potential illustrative layout for development within the allocation. Areas of proposed development are set back some distance to the south from Old Hall Farmhouse beyond a belt of agricultural fields, ensuring separation between the listed building and the new development. No development is proposed to the north side of the listed building, which will successfully ensure that the views towards and away from the principal northern elevation are unaffected.
- 18.7 A green landscaping strategy, including retention of trees and field boundaries in the area of development to the north of the farmhouse to retain the green and rural character of its setting will be delivered. Additionally, consideration will be given to the density of development and appropriate heights in the area to the south of the farmhouse.
- 18.8 Whilst the development will result in change to the wider setting of this listed building, it is noted that this is already characterised by a mix of uses and views exist towards built development to the north and north east.
- 18.9 The archaeological site with the most significance is the late Neolithic hengiform monument and associated features on land between Withins Reservoir and Radcliffe Cemetery. This site has been partially investigated by means of small scale archaeological excavations and geophysical survey.
- 18.10 The geophysical survey also identified a ring ditch close to the hengiform monument. The monument may represent the focus of ritual and communal activities of early farming communities of the Upper Irwell valley. The prehistoric archaeological potential within the allocation beyond the known site of the hengiform monument is hinted at by the find of a Neolithic adze in 2017 close to the hengiform monument and the underlying sands and gravels which provided favourable ground conditions for prehistoric settlement and activity.
- 18.11 The course of a Roman road, running from Manchester to Ribchester is confidently predicted to run across the allocation on the basis of historic mapping and LiDAR data. No other Roman sites or artefacts have been recovered from the immediate area but the Roman road and any Roman period activity presented alongside the road, will be a material consideration in the masterplan. There is little to suggest the presence of any particular medieval archaeological remains within the allocation but any of the sites of the now abandoned post-medieval farmsteads such as Hams Farm may have been established in the medieval period. The archaeologies of the post medieval agricultural landscape and Industrial Revolution are also represented within the allocation with several abandoned farmsteads, three relict collieries, colliery workers' housing, disused railways, a canal and a brick croft. With respect to historic landscape character there are 661 individual historic landscape parcels within the Allocation and a buffer of 1km around the allocation boundary.

Summary

- 18.12 The site promoters have been engaging closely with GMAAS regarding the proposed development. A programme of further works to inform next steps and future masterplans has been agreed with GMAAS in the form of a Written Scheme of Investigation to govern an Archaeological Strategy for the allocation. The purpose of the Archaeological Strategy will be to identify and characterise areas of heritage potential across GM7 and to support the developing masterplan for the Elton Reservoir allocation, through the assessment of archaeological potential and development of tools to ensure the development responds appropriately to the potential effects of development on the historic environment.

- 18.13 The proposed policy wording for the GM7 Allocation has been informed by the archaeological work undertaken and ensures appropriate evaluation of the heritage assets within the allocation will be undertaken to ensure the protection of these assets in the development proposals.
- 18.14 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

19 Air Quality

- 19.1 The allocation is not located within an Air Quality Management Area (AQMA). However, development associated with traffic will pass through an AQMA. An Air Quality Statement (March 2019) available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/> has been produced in support of the allocation and considers the impact of the proposed development on air quality. Whilst the information at this stage is limited, the statement does conclude that given the size of this allocation, air quality impacts are likely to occur and mitigation will be required.
- 19.2 As such the statement recommends that:
- No residential properties should be located further forward than current residential properties along the A58 Bury and Bolton Road. This may be reviewed if detailed air quality monitoring is undertaken at a more advanced stage of the proposals;
 - A full assessment of the likely impact of new traffic associated with development of the land on local air quality and in particular the existing AQMAs can be undertaken at a more advanced stage; and
 - Careful consideration be given to transport infrastructure associated with the scheme.
- 19.3 Bury Council's internal Environmental Health Team have reviewed the Air Quality Statement and have made the following observations:
- A detailed Air Quality Assessment will be required to quantify the impact;
 - It has been concluded that it is likely the development will have a significant impact on local air quality therefore mitigation measures will be required to include encouraging the use of public transport and the provision of electric charging points.
- 19.4 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

20 Noise

- 20.1 The Elton Reservoir Noise Assessment (March 2019) available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/> has been undertaken to identify potential noise sources which are likely to have an impact on the allocation.
- 20.2 The assessment states that the existing road traffic noise from the A58 has the potential to impact on the allocation. Further assessment is needed to ensure that national noise standards are not exceeded from this source.
- 20.3 To the east of the allocation lies the Metrolink tram line. However, the line does not have any heavy freight. Given there are existing densely population areas located close to the Metrolink line, the report concludes that the potential noise impact from the Metrolink would not prohibit housing in this area.

- 20.4 The noise assessment has identified the main industrial, commercial noise and entertainment sources in the vicinity of the allocation. A detailed noise assessment which considers these sources in more detail has not been undertaken. Therefore, additional detailed information will be required if planning applications for the allocation are submitted.
- 20.5 The assessment concludes that the impact of noise would not be a barrier to residential development on most of the land within the allocation boundary. It recommends:
- Noise from transportation sources around the allocation would need to be considered as part of any future planning application/s which is likely to require an Environmental Impact Assessment;
 - Noise from industrial and commercial sources located around the periphery of the allocation would need to be assessed in more detail as part of any detailed planning application/s submitted;
 - There are areas within the allocation and located close to the allocation which are considered tranquil areas and careful design of the masterplan should aim to protect the noise environment at these locations;
 - Good acoustic design should be considered as part of the development of the masterplan to protect existing noise sensitive receptors.
- 20.6 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section D – Social

21 Education

- 21.1 The Elton Reservoir allocation is expected to yield approximately 735 primary age pupils and 490 secondary age pupils. For primary age pupils, this would equate to the equivalent of a 4 form entry (fe) best served through the establishment of 2 new 2fe schools within the allocation. The demand for secondary school places needs to be considered alongside the demand created by other developments in North Bury. Taken together this suggests the establishment of a new 6fe secondary school, possibly within the Elton Reservoir allocation.
- 21.2 The current masterplan includes the land required to accommodate two 2fe primary schools, which would be sufficient to accommodate the primary school pupils identified above.
- 21.3 The most recent view on a potential location for a new secondary school, as reflected in the recently adopted Strategic Regeneration Framework for Radcliffe, suggests the Council owned former 'Coney Green' school site off Spring Lane would be most suitable. The site currently houses Radcliffe Leisure Centre and Pupil Referral Unit. The new school would be accommodated in a new building.
- 21.4 Initially, to meet current demand the building will comprise a provision of a 4fe (600 place) secondary school, with potential for this to increase to 7fe (1,050) in the longer term linked to the development of sites contained within the GMSF.

22 Health Impact Assessment

- 22.1 In terms of healthcare provision, the nearest doctors surgeries are at:
- Watling Street/Mile Lane, Bury
 - Spring Lane, Radcliffe
 - Church Street West, Radcliffe; and
 - Cross Lane, Radcliffe.
- 22.2 However, other facilities are present in Bury town centre and Whitefield district centre.
- 22.3 In terms of dental surgeries, the most accessible would be:
- Radcliffe Town Centre;
 - Ainsworth Road; and
 - Bolton Road, Radcliffe
- 22.4 Other dental surgeries are further afield including those at Bury Town Centre, Redvales, Chapel Field and Whitefield.
- 22.5 It is estimated that the provision of 3,500 dwellings at the allocation site could accommodate around 8,000 additional residents, based on the average household size in Bury at the 2011 Census. Based on the national benchmark of 1,800 patients per GP and 1,400 per dentist, the allocation might generate demand equivalent to four GPs and dental practitioners.
- 22.6 Further work will be required to determine whether there is additional capacity within any of the facilities listed above to meet the increased demands arising from the prospective occupants of any new development. If additional provision is necessary, the most

appropriate means and location for such provision can be identified through future iterations of the masterplan. Such facilities might potentially be included in conjunction with proposals for new local centres within the development. Alternatively, there may be a requirement to make a financial contribution toward off site health provision through a planning obligation or condition at the planning application stage.

- 22.7 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section E – Deliverability

23 Viability

- 23.1 A Viability Appraisal of the allocation has been run using the Three Dragons Viability Appraisal base model. The model incorporates the full 25% affordable housing requirement and other policy requirements, together with the supporting infrastructure. The results are set out in the table below:

Test Type	Total BMLV, SDLT & Land acq fees	Scheme RV (incl BLV & return)	Viability measure as a % of BLV	Headroom (blended return)	Test result category
Whether the test is the 'Base' test or a sensitivity test	The total figure used in the testing for land value, includes tax and fees. BLV = benchmark land value SDLT = Stamp duty land tax	Scheme value (could also be described as headroom) once all costs have been accounted for including land and developer return RV = Residual value BLV = benchmark land value	Description of whether the scheme provides sufficient residual value in terms of how it compares with the benchmark land value i.e. if it is 10% or more above the benchmark land value it is shown as green, if it is within 10% of the benchmark land value it is shown as amber and where it is less than 90% of the benchmark land value it is shown as red.	The headroom expressed as blended rate of return. The percentages shown are the headroom available after all costs, except developer return divided by the total gross development value for the scheme. If schemes were to go ahead as described, then this is the total return available to the developer.	Category 1 - The residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed.
Base model	£27,350,000	£47,890,000	More than 10% BLV	22%	Cat 1

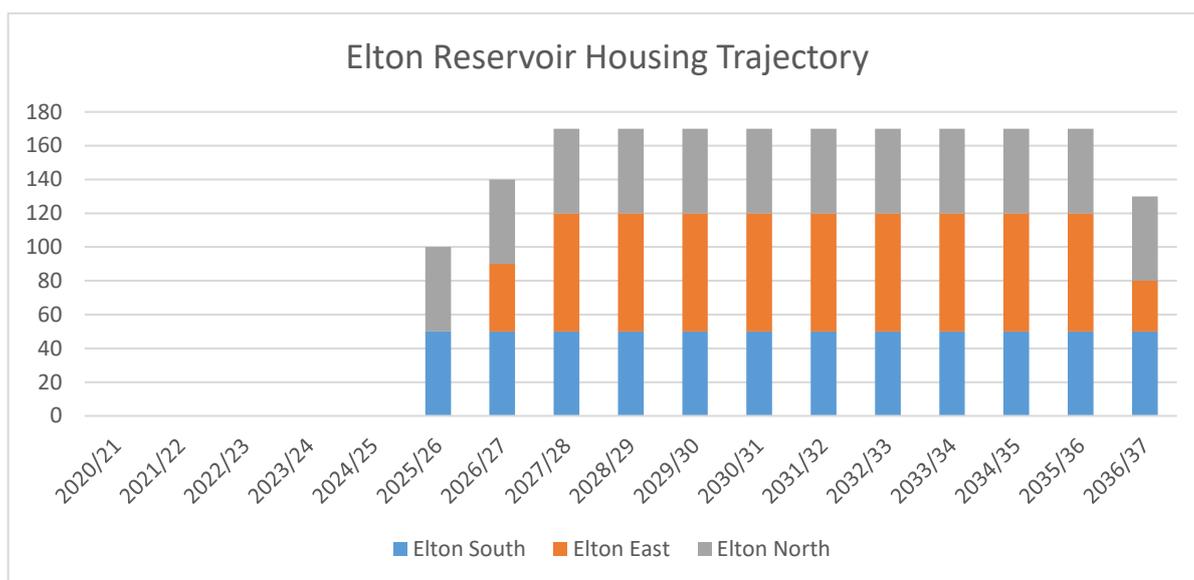
(Note that although allocation proposes around 3,500 dwellings, the appraisal is based on 3519 dwellings, based on indicative information provided by the site promoter.)

- 23.2 The testing indicates a positive return, however due to the need to provide significant infrastructure, particularly the link road, at an early stage of the development there may be a need for an element of forward funding. The Council, TfGM, Peel Land and Property and other partners will work together to ensure infrastructure can be delivered at the appropriate phase of the development.

24 Phasing

- 24.1 The policy wording for GM7 requires a comprehensive masterplan to be approved by the LPA for the allocation, which any proposals must then be in accordance with. The policy states that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. This should include the delivery of highways, infrastructure, surface water drainage, grey infrastructure, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.
- 24.2 The policy also states that residential development within the allocation will be limited until key elements of new improved highways infrastructure is implemented as necessary mitigation.

- 24.3 A phasing strategy will be developed through on-going discussions with key stakeholders in relation to infrastructure delivery. The estimated phasing and delivery trajectory will evolve as the plans for the allocation are developed further.
- 24.4 The allocation is in an established market area which experiences strong demand for new homes. It has multiple access points and will deliver a wide range of dwelling types and sizes, meaning that there are opportunities for multiple sources of delivery within the allocation. The site promoter has suggested the allocation could be split into approximately five ‘outlets’ each providing between 30 to 50 dwellings per annum. Delivery of higher density dwellings, such as apartment or retirement accommodation would support higher delivery rates.
- 24.5 A slightly more conservative approach has been taken to the delivery figures used within the GMSF, based on only three outlets, but with delivery rates of 50 – 80 dwellings per annum.
- 24.6 The three outlets identified are land to the north at Spen Moor, to the east at Hagside and to the south around Coney Green. First completions are anticipated to take place in 2025/26, with a delivery rate of up to 50 dwellings per annum at Spen Moor and Coney Green, and 80 dwellings per annum at Hagside where it is anticipated there will be more high density apartment development close to the new Metrolink stop.
- 24.7 This results in the following trajectory for the Elton Reservoir Allocation within the plan period:



- 24.8 A lead in time of five years from the start of the plan period and around three years from adoption has been allowed. This allocation has undergone considerable masterplanning and preparatory work as part of the GMSF process, and so outline permission could be granted soon after adoption of the GMSF, with first completions in 2025/26.
- 24.9 Much of the allocation is in the freehold ownership of Peel L&P Investments (North) Limited. Peel L&P intend to act as “master-developer” over the multi-phase development, coordinating delivery alongside Bury Council and other key partners. Peel L&P has also recently established its own house-building company, Northstone, that it intends will deliver a significant part of the proposals, with other house-builders, registered housing providers and working alongside Homes England and the Council. Peel L&P is also able to undertake significant elements of infrastructure delivery, for example greenspace, highways and energy, whilst it also intends to establish site management and maintenance structures to ensure the operation and upkeep of the development in perpetuity.

25 Indicative Masterplanning

- 25.1 The site promoters for the Elton Reservoir Allocation have produced an Illustrative Development Framework Plan to show how proposed development could come forward within the allocation (see below). This provides an indicative layout of the development, including the location of the residential parcels, green and blue infrastructure, schools, local centre, new Metrolink stop, Park and Ride and key pedestrian and vehicular access.
- 25.2 GMSF Policy GM7 requires a comprehensive masterplan to be submitted prior to any planning applications within the allocation. The masterplan must include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Delivery. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Section F – Conclusion

26 GMSF 2020 Integrated Appraisal

- 26.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation was required.
- 26.2 The majority of the 2019 recommendations for the Elton Reservoir allocation were positively addressed by the allocation policy itself or other GMSF thematic policies. A small number of residual recommendations remained from the 2020 IA, in order to further strengthen the policies.
- 26.3 In particular this included:
- Climate Change – since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
 - Accessible design standards – whilst this is broadly covered in Policy GM-E1 and within GM-H3 relating to housing, it was suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of users. This could be achieved through strengthening Policy GM-E1.
 - Deprivation – whilst this is also broadly covered within the supporting text and broadly within Policy GM-E1, particularly referencing social inclusivity, it is considered that the policy could be more explicitly in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.
- 26.4 The residual IA recommendations for GM7 could therefore be met through the strengthening of thematic Policy GM-E1 rather than any specific amendments to Policy GM7. This demonstrates the overall improvement of the 2020 draft GMSF in relation to the IA Framework.

27 The main changes to the Proposed Allocation

- 27.1 The level of development proposed within GM7 Elton Reservoir has not changed since the 2019 GMSF. The 2020 GMSF Allocation proposes a minor amendment to the Allocation boundary compared to what was presented in the 2019 GMSF and the area of release will now include a small piece of land adjacent to Burnside Close (off the B6292 Ainsworth Road).
- 27.2 The 2020 GMSF has additional criteria within the policy requiring:
- A comprehensive masterplan and phasing strategy for the allocation.
 - The provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
 - The provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features.
- 27.3 A significant amount of evidence base work has been produced to support the allocation since 2019 and this has allowed the criteria within the policy to be expanded upon and be more specific to the allocation.

28 Conclusion

- 28.1 GM7 Elton Reservoir is considered to meet the site selection criteria and make a positive contribution towards the overall vision, objectives and strategy of the GMSF. The allocation is considered to be deliverable and available for development. Further work has been identified to take forward the allocation through the planning process.
- 28.2 The allocation provides the opportunity to deliver 3,500 high quality homes, including a significant amount of affordable homes and contribute to meeting Bury's housing needs. The development will underpin sustainable economic growth and support efforts to regenerate Radcliffe Town Centre. It will be a highly accessible development, with numerous opportunities for sustainable travel.
- 28.3 The allocation will deliver an extensive and diverse network of green and blue infrastructure in the form of a new parkland. This will be an environment of substantial quality which balances the needs of ecology, nature and landscape conservation, habitat biodiversity and recreation.

Appendices

Appendix 1 – GM7 Elton Reservoir

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Implementation. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development within this allocation will be required to:

1. Deliver a broad mix of around 3,500 houses to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older persons, plots for custom and self-build and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around 1,900 of these homes will be delivered during the plan period;
2. Make provision for new and improved highways infrastructure including:
 - A north-south strategic spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe that is designed to be suitable for buses, would not adversely impact on the operation of Metrolink services, incorporates provision for active travel and is in line with local design standards;
 - A strategic connection from the spine road to Spring Lane, Radcliffe via the former Coney Green High School site that is designed to be suitable for buses, incorporates provision for active travel and is in line with local design standards; and
 - Other off-site highway works where these are necessary to ensure acceptable traffic movement, including in and around Radcliffe town centre.

Residential development within the allocation will be limited until the above infrastructure (or key elements of it) is implemented as necessary mitigation.

3. Make provision for major investment in public transport infrastructure to enable more sustainable transport choices, including a requirement for a new Metrolink stop and associated park and ride facilities in the Warth area
4. Deliver a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, designed and constructed in accordance with national and GM standards and local planning policies.
5. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the allocation and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).
6. Make provision for two new two-form entry primary schools to meet the needs of the prospective school-aged residents;
7. Make provision for a new secondary school to meet the needs of the prospective school-aged residents;

8. Make provision for new local centres in accessible locations which include a range of appropriate retail, health and community facilities and ensure they are integrated with existing communities;
9. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
10. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to Inner Radcliffe, Radcliffe Town Centre, Radcliffe Metrolink Station, local schools and Bury Town Centre;
11. Make provision for recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
12. Provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the allocations wider drainage strategy in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a Greener Greater Manchester. This should include the enhancement and the integration of the existing assets at Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal to create an extensive recreation, tourism and leisure asset.
13. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – Biodiversity and Geodiversity.
14. Ensure the allocation is safe from, and mitigates for, potential flood risk from all sources including the River Irwell, Elton and Withins Reservoirs and surface water and does not increase the flood risk elsewhere. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
15. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.
16. Make appropriate provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space/parkland and sustainable drainage features; and
17. Protect and enhance heritage and archaeological assets and their setting within the allocation in accordance with the findings and recommendations of a Heritage Impact Assessment, including the Grade II Listed Old Hall Farmhouse and the wider historic character of the surrounding area.

Justification

The area around Elton Reservoir is of strategic significance, not only for Bury, but also in the Greater Manchester context given that it will bring forward one of the GMSF's largest contributions to future housing supply and provide a diverse mix of house types and affordable housing provision for the Bury and Radcliffe areas.

The allocation is almost entirely surrounded by the existing urban area and is well-connected to existing infrastructure. Although the allocation has the capacity to deliver a total of around 3,500 new homes, it is anticipated that around 1,900 of these will be delivered within the plan period. Nevertheless, it is considered necessary to release the allocation in full at this stage given that the scale of the proposed development means that it will need to be supported by significant strategic infrastructure and this level of investment needs the certainty that the remaining development will still be able to come forward beyond the plan period.

Fundamental to the delivery of residential development in this area will be the provision of major highways infrastructure. This will include the need to incorporate a strategic north-south spine road through the allocation connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe. This will provide an essential alternative to Bury Bridge for traffic travelling south towards Manchester from the west Bury area. The new road must not adversely impact on the operation of Metrolink services. Furthermore, in order to improve linkages to and assist in the physical and social regeneration of inner Radcliffe and Radcliffe town centre, there is a need to provide a significant spur road connecting the allocation to Spring Lane via the former Coney Green High School site. The new highways infrastructure must be in place before significant amounts of housing is developed and this should be reflected in the Phasing Strategy.

Proposals for development of the allocation will be required to fully assess the impacts on traffic generation on existing highways and, where necessary, to incorporate or facilitate the delivery of the required improvements to other roads and junctions.

The Bury to Manchester Metrolink line runs along the eastern edge of this area and, in order to reduce reliance on the car, any development within the allocation will be required to incorporate the provision of a new Metrolink stop and any associated park and ride facilities in the Warth area. Direct walking and cycling connections to the Metrolink stop will also be necessary.

New development and investment in this area will need to be fully integrated into the existing urban fabric and with surrounding neighbourhoods and communities. In doing so, any development will need to facilitate new pedestrian and cycle links through the development and into surrounding areas. This will include strong linkages to Inner Radcliffe and Radcliffe town centre, Radcliffe Metrolink and local schools which, in addition to the spur road, will further help in supporting on-going physical and social regeneration efforts in this area.

Development of this scale will significantly increase demands for education provision and, as a result, the development will need to include the provision of new facilities for primary and secondary education. It will also generate a need to make provision for appropriate local centres that are more accessible to and meet the day-to-day needs of surrounding communities.

A significant amount of the allocation is to remain as Green Belt. This provides the opportunity to significantly enhance the green infrastructure and biodiversity value of the allocation, enhance and incorporate existing assets (such as the priority habitats and the water features of Elton and Withins Reservoirs and the Manchester and Bolton and Bury Canal) and improve access to open space for the local community. The development will need to have regard to existing features of ecological and wildlife interest by minimising impacts on and providing net gains for biodiversity.

Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the allocation boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should communicate with the public sewer.

There is one Grade II Listed building within the allocation – Old Hall Farmhouse and there are a number of locally listed buildings and structures throughout the allocation. Any development will, therefore, be required to respect the setting of the Farmhouse and capitalise on opportunities to draw on the contribution that the Farmhouse makes to the character of the area. The completion of a Heritage Impact Assessment will be required.

GM8 - Seedfield

Topic Paper

GMSF October 2020

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Section A – Background

1 Introduction

- 1.1 The allocation is located in the Seedfield area of Bury and was formerly occupied by Seedfield High School before more recently being used as a training centre. The allocation provides the opportunity to deliver a diverse mix of house types including affordable housing provision for the Seedfield area.
- 1.2 This Topic Paper brings together a wide range of information and evidence in connection with the proposed strategic site allocation. The paper may be subject to further technical amendments in advance of the formal commencement of consultation.

2 Site Details

- 2.1 The allocation is well-connected to the existing urban area and is located less than 2 kilometres from Bury town centre. In total the allocation measures 5.15 ha with an approximate developable area of 3.46 ha. Approximately 50% of the allocation is previously-developed with the remainder of the allocation being used as playing fields. All of the allocation is currently designated as Green Belt.

3 Proposed Development

- 3.1 The allocation will deliver a broad mix of around 140 houses to diversify the type of accommodation in the Seedfield area. The allocation will make provision for affordable housing in line with local planning policy requirements.
- 3.2 Appendix 1 sets out the GM8 Seedfield policy wording.
- 3.3 The allocation boundary or the area proposed to be released has not been amended from that proposed in the 2019 GMSF.

4 Site Selection

- 4.1 The Seedfield allocation is largely surrounded by development within the existing urban area with residential development bounding the site on three sides and the East Lancashire Railway embankment bounding the site to the west.
- 4.2 The Seedfield allocation is already connected to the existing urban area and is in a sustainable location.
- 4.3 Given the above, the allocation was selected for inclusion within the GMSF on the basis of Criteria 1 'Land which has been previously developed and/or land which is well served by public transport'. Further detail is provided within in the GMSF Site Selection Paper available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>
- 4.4 The Seedfield allocation fits within the overall GMSF spatial strategy in that it will contribute to inclusive growth. The allocation will contribute to the Borough's future housing supply and provide a diverse mix of house types and affordable housing provision.
- 4.5 The GMSF vision will be delivered through the pursuit of a number of broad objectives. The Seedfield allocation will contribute to meeting the following GMSF objectives:

- 1 - Meet our Housing Need
- 2 - Create Neighbourhoods of Choice
- 6 - Promote the sustainable movement of people, goods and information.

5 Planning History

5.1 There is no relevant planning history for this allocation.

6 GMSF 2019 Consultation Responses

6.1 268 comments were received in relation to the allocation during the consultation on the Revised Draft GMSF in 2019. A summary of the key issues raised are as follows:

Principle / scale of development
<ul style="list-style-type: none"> ▪ The local area is already largely built-up. ▪ Streets would be preferred to cul-de-sacs. ▪ The site needs redevelopment and represents an obvious infill opportunity on the edge of the urban area.
Housing (incl. affordable housing)
<ul style="list-style-type: none"> ▪ Concern that proposed homes will not be affordable.
Green Belt
<ul style="list-style-type: none"> ▪ This allocation is already part of a built-up area and should not be Green Belt.
Brownfield
<ul style="list-style-type: none"> ▪ Practical use of a brownfield site and an obvious infill opportunity that needs redevelopment. ▪ The plan should include more sites like this on brownfield land.
Transport – Highways / Public Transport / Cycling / Walking
<ul style="list-style-type: none"> ▪ The only access point into the site is inadequate. It is narrow and used for parking, has poor access for emergency services and additional access points are required. ▪ Additional development would lead to likely congestion on the A56. ▪ Public transport improvements are required e.g. rail/Metrolink. ▪ There is a lack of detailed information on transport interventions. ▪ Site represents an accessible brownfield site close to bus route and town centre.
Physical Infrastructure and utilities
<ul style="list-style-type: none"> ▪ Lack of detailed information on infrastructure requirements and provision.
Social Infrastructure
<ul style="list-style-type: none"> ▪ Existing schools in northeast Bury over-subscribed. The former secondary school at Seedfield should be brought back into use. ▪ GPs and dentists are in short supply. ▪ A new sports hall is required as part of the proposals.

<ul style="list-style-type: none"> ▪ Lack of detailed information on social infrastructure requirements and what the community benefits will be.
<p>Environmental</p>
<ul style="list-style-type: none"> ▪ These proposals would lead to a loss of wildlife. We need to make the most of natural resources. ▪ There would be a loss of recreation space, in particular playing pitches. These are in demand and there is a lack of suitable replacement sites in the area. ▪ Open space should be maintained by developers. ▪ A buffer is required to the west of the site. ▪ There is a lack of detailed information on proposals such as evidence on existing GM ecological networks or an Ecological Impact Assessment. ▪ Welcome the proposed off-road access from the site to Burrs Country Park, walking/cycle routes should include Green Infrastructure and needs to be made accessible for horse riders.
<p>Air Quality</p>
<ul style="list-style-type: none"> ▪ Concern that congestion will negatively impact air quality.
<p>Other</p>
<ul style="list-style-type: none"> ▪ Little done to publicise proposals, online portal was difficult to use and questions were leading in nature. ▪ Lack of detail on approach taken/reasoning e.g. not clear why previous sites rejected, why some districts have not released Green Belt and others have. ▪ Imbalance between Green Belt loss in north and south.

7 GMSF 2019 Integrated Assessment

- 7.1 The 2019 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>.
- 7.2 The IA reviewed how the draft GMSF policies could impact upon the environment, the economy, local communities, equality and public health. The IA also recommended ways in which the GMSF can be improved to ensure that the policies are as sustainable as possible.
- 7.3 The Seedfield allocation performed very well against the 2019 Integrated Assessment objectives. However a number of recommendations were made:
- Make specific reference to energy efficient of the housing stock.
 - Consider how housing land can enhance work force skills and training, such as through construction jobs.
 - Consider feasibility study into requirements and ability of local network to support development.
 - Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.
 - The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.

- Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages.
- Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially appropriate towards the south eastern side nearest to the AQMA.
- Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases.
- Integrate green infrastructure throughout the scheme at masterplan stage.
- A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.
- Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk.
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.

7.4 It is important to note that the IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Seedfield allocation policies are already covered in other GMSF policies. However some wording changes have been made as a result of the IA in relation to housing types, electric vehicles, heritage and archaeology.

Section B – Physical

8 Transport

- 8.1 No strategic transport interventions have been identified for the allocation. However, a signalised junction at Walmersley Road could potentially be required if traffic modelling shows it is necessary and a secondary emergency access point into the allocation may also be required. Further work will be required to establish the exact nature of any transport interventions as the allocation moves through the planning process.

9 Flood Risk and Drainage

Flood Risk Summary

- 9.1 The allocation is located within Flood Zone 1.
- 9.2 The allocation is at low risk of surface water flooding.

GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment

- 9.3 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM Level 1 SFRA) (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) was completed in March 2019 as part of the evidence base to inform the preparation of the GMSF. This SFRA initiated the sequential risk-based approach to the allocation of land for development and identified whether application of the Exception Test was likely to be necessary using the most up-to-date information and guidance.
- 9.4 The Level 1 SFRA recommended that a site specific flood risk assessment was required for the Seedfield allocation and no further strategic assessment was required.

10 Ground Conditions

- 10.1 There are no known ground conditions on allocation. However, detailed assessments of the ground conditions will be undertaken prior to the submission of any future planning application/s.

11 Utilities

United Utilities

- 11.1 United Utilities in their response to the latest GMSF consultation highlighted that new development should be focused in sustainable locations which are accessible to local services and infrastructure. United Utilities will continue to work to identify any infrastructure issues and appropriate resolutions throughout the development of the Spatial Framework.
- 11.2 In relation to the Seedfield allocation, United Utilities have advised that a combined sewer falls within the allocation and consideration will need to be given to either diverting this sewer if possible or any potential easements should the sewer remain in situ. Consideration must also be given to disposal of surface water in the most sustainable way. The Site Promoters will be required to agree drainage proposals prior to the submission of any future planning applications.

Electricity

Electricity North West

- 11.3 Electricity North West have carried out assessments on the proposed GMSF allocations which have fed into their 'Spatial Energy Plan'. This is a high level assessment of the expected impact of the proposed developments on the electricity network. In relation to Seedfield, the assessment indicated that primary substation capacity in the area may be above 95% of capacity due to forecast additional load resulting from proposed developments.
- 11.4 Electricity North West in their response to the 2019 GMSF consultation, advised that they were confident in being able to meet the network capacity requirements for the level of investment and growth proposed in Greater Manchester. Where necessary they have secured the appropriate regulatory allowances within their 'Well Justified Business Plan.'

Gas

National Grid Infrastructure

- 11.5 Discussions with National Grid will need to take place as the allocation moves through the planning process to establish whether or not any existing infrastructure needs to be diverted as a result of the proposals. Discussions will also need to take place to establish if there is sufficient capacity within the network to support the proposals or if any upgrades to the existing infrastructure are required.

12 Telecommunications

Existing BT Infrastructure

- 12.1 Further detailed discussions will need to take place with BT as the allocation moves through the planning process to establish whether or not any existing infrastructure needs to be diverted as a result of the proposals. Discussions will also need to take place to establish if there is sufficient capacity within the network to support the proposals or if any upgrades to the existing infrastructure are required.

Existing Virgin Media Infrastructure

- 12.2 Further detailed discussions will need to take place with Virgin Media as the allocation moves through the planning process to establish whether or not any existing infrastructure needs to be diverted as a result of the proposals. Discussions will also need to take place to establish if there is sufficient capacity within the network to support the proposals or if any upgrades to the existing infrastructure are required.

Section C – Environmental

13 Green Belt Assessment

- 13.1 The proposed removal of the Seedfield Allocation has been informed by several studies undertaken by LUC available at: <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>
- The Greater Manchester Green Belt Assessment 2016
 - Green Belt Harm Assessment, 2020;
 - Greater Manchester Green Belt Study – Identification of Opportunities, 2020
- 13.2 The proposed allocation would involve the release of around 5 hectares of land from the Green Belt.
- 13.3 In 2016 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 13.4 In the Greater Manchester Green Belt Assessment 2016, GM Allocation 8 Seedfield was included within Strategic Green Belt Area 11. There were 4 different purposes of Green Belt that each Area was assessed against and the Area performs as follows:
- Purpose 1: To check the unrestricted sprawl of large built up areas: Moderate - Strong
 - Purpose 2: To prevent neighbouring towns from merging into one another: Strong
 - Purpose 3: To assist in safeguarding the countryside from encroachment: Moderate - Strong
 - Purpose 4: Preserving the setting and special character of historic towns: Moderate
- 13.5 In 2019 LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2 km of the allocation site. The study considered the opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.
- 13.6 Land lying within 2 km of GM Allocation 8 Seedfield formed the focus of GI recommendations/mitigation to enhance the 'beneficial use' of the Green Belt. There are 3 proposed additions to the Green Belt within 2 km of GM8 – Woolfold, Pigs Lea Brook 1 and Chesham.
- 13.7 The potential GI opportunities in the Green Belt relevant to the Seedfield allocation identified in the assessment include:
- Improve strategic pedestrian and cycle linkages along the River Irwell or the preserved East Lancashire Railway towards Bury Town Centre and Burrs Country Park;
 - Improve access and enhance the green corridor or the River Irwell in this location to create local level leisure and tourism opportunities;

- Introduce new crossing points within the adjacent Green Belt south west of GM8 Seefield linking Woodhill Road Park and the suburbs of Seedfield/Limefield.
 - Relocate Seedfield Sports Club to a suitable location to land within or out with the adjacent Green Belt;
 - Walking routes including signage should be reviewed to link neighbouring open space facilities within the adjacent Green Belt;
 - Refurbish sports facilities at Clarence Park;
 - Incorporate green infrastructure enhancements at existing SBIs, including habitat management in conjunction with GMEU's recommendations at these locations;
 - Enhance the Castlesteads scheduled monument within adjacent Green Belt in Burrs Country Park to the north;
 - Enhance semi natural habitats and network, including riparian and broadleaved woodland and regenerating habitats typical at Burrs Country Park. Incorporate woodland creation schemes based on the Northern Forest Initiative at Burrs Country Park;
 - Hedgerow restoration at Brandlesholme Road.
- 13.8 Some of these opportunities have been either included within the policy requirements for the allocation. Others would be more appropriately dealt with a detailed masterplan or planning application(s).
- 13.9 In conjunction with the assessment of GI opportunities within the Green Belt, LUC carried out an assessment to identify potential harm to the Green Belt through a Green Belt Harm Assessment, 2020. The report concluded that the allocation makes a limited contribution to Green Belt purposes. Release of the allocation would not increase the containment of any retained Green Belt land and would result in a strong and consistent Green Belt boundary to the west, which would be defined by a woodland edge and bolstered by the railway line and the River Irwell.
- 13.10 Evidence on Green Belt is only one part of the evidence base that influence any decision on Green Belt release. Consequently where studies have found that harm is to be caused by release of the Green Belt, this finding should be balanced against other important factors that could make up exceptional circumstances such as sustainability, viability and deliverability.
- 13.11 The Seedfield allocation is deemed necessary to deliver a housing opportunity with supporting infrastructure. The allocation responds to the spatial strategy in the GMSF and its key themes of 'Inclusive Growth' and 'Addressing Disparities' It also directly addresses the aspirations set by Policy GM Strat-6 Northern Areas which seeks to boost economic opportunities and diversify housing provision in the north of the conurbation by the selective release of Green Belt.
- 13.12 The potential GI opportunities in the Green Belt study discussed earlier are not exhaustive and will require consultation with key stakeholders and may require further surveys and viability testing to establish costings. However the enhancement opportunities nonetheless demonstrate that opportunities exist to help offset the loss of Green Belt which will have a potential positive effect on the beneficial use of the Greater Manchester Green Belt moving forward.
- 13.13 The final masterplan for the allocation will be required to use the findings from all the assessments on Green Belt in the area to inform the layout and form development across the allocation.

14 Green Infrastructure

- 14.1 Existing green infrastructure elements can be found to the west and south of the allocation. These will be retained and enhanced as part of any future proposals. Appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment will also be provided.

15 Recreation

- 15.1 Part of the allocation is currently used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision to off-set the loss of the existing playing fields within the allocation. It is important that the replacement provision should be accessible, be of an equivalent or greater quantity and quality and laid out and usable prior to the commencement of any development on the Seedfield allocation.

16 Landscape

- 16.1 The proposals will retain any existing well-established landscape features such as mature trees and hedgerows. These will be integrated within the development alongside new planting to enhance the ecological value of the allocation.

17 Ecological/Biodiversity Assessment

- 17.1 There are no known ecological issues on the allocation and it should be suitable for residential development in principle. There is, however, a wildlife corridor to the west and south of the allocation that will need to be retained and enhanced as part of any proposals.
- 17.2 A detailed Ecological Assessment will be undertaken as part of any development proposals as necessary.

Habitat Regulation Assessment

- 17.3 A Habitat Regulation Assessment (HRA) is required for the GMSF because it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. The HRA made an appropriate assessment of the implications of the GMSF in view of conservation objectives (available here: <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>).
- 17.4 The Habitats Regulation Assessment (December 2018) concluded that the allocation is too distant and too separated from any European protected sites for discernible effects to occur.

18 Heritage Impact Assessment

- 18.1 The GMSF Historic Environment Assessment Screening Exercise (June 2019) (available here: <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) concluded that no further assessment of the allocation is required. There are no designated assets nearby or within the allocation and the allocation has no archaeological interest.

19 Air Quality

- 19.1 The scale of development should not result in any air quality issues to the surrounding area

in respect of traffic emissions. The allocation is well placed to encourage travel by non-car modes of transport which will help minimise the extent to which additional traffic from the allocation might result in air quality emissions.

- 19.2 An Air Quality Assessment will be undertaken as part of any development proposals as necessary.

20 Noise

- 20.1 Given the allocation's location adjacent to the urban area, the prevailing use is residential. It is therefore considered that there are no significant noise constraints in the local area which might affect the development of the allocation.
- 20.2 A detailed Noise Assessment will be undertaken as part of any planning application process and any required mitigation will be embedded within the proposed development.

Section D – Social

21 Education

- 21.1 The Seedfield Allocation is expected to yield around 29 primary age pupils and 20 secondary age pupils. Current forecasts indicate that there will be sufficient capacity in the area to accommodate this modest yield of primary age pupils.
- 21.2 Cumulative secondary age demand pressures will need to be considered more strategically, and in conjunction with other proposed developments across North Bury.

22 Health Impact Assessment

- 22.1 Further work will be required to determine whether there is additional capacity within any local healthcare facilities to meet the increased demands arising from the prospective occupants of the new development.
- 22.2 If additional provision is necessary, the most appropriate means and location for such provision can be identified through future iterations of the masterplan. Alternatively, there may be a requirement to make a financial contribution toward off site health provision through a planning obligation or condition at the planning application stage.

Section E – Deliverability

23 Viability

- 23.1 The Three Dragons Viability Appraisal of the allocation using the base model shows a positive result for the allocation, including provision of 25% affordable housing and other policy requirements. The transport costs for the scheme are incorporated within the base model because they are not strategic interventions. The results are set out in the table below:

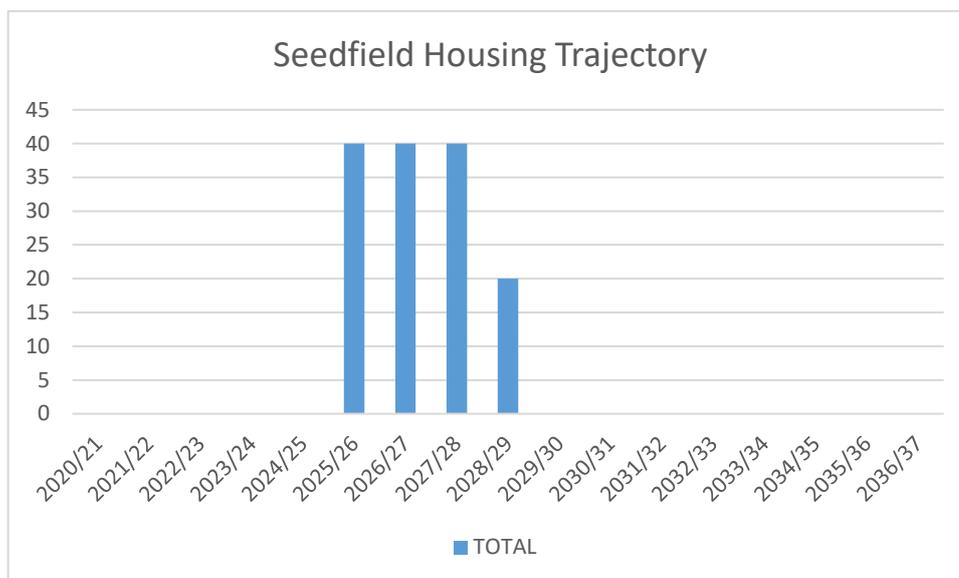
Test Type	Total BLV, SDLT & Land acq fees	Scheme RV (incl BLV & return)	Viability measure as a % of BLV	Headroom (blended return)	Test result category
Whether the test is the 'Base' test or a sensitivity test	The total figure used in the testing for land value, includes tax and fees. BLV = benchmark land value SDLT = Stamp duty land tax	Scheme value (could also be described as headroom) once all costs have been accounted for including land and developer return RV = Residual value BLV = benchmark land value	Description of whether the scheme provides sufficient residual value in terms of how it compares with the benchmark land value i.e. if it is 10% or more above the benchmark land value it is shown as green, if it is within 10% of the benchmark land value it is shown as amber and where it is less than 90% of the benchmark land value it is shown as red.	The headroom expressed as blended rate of return. The percentages shown are the headroom available after all costs, except developer return divided by the total gross development value for the scheme. If schemes were to go ahead as described, then this is the total return available to the developer.	Category 1 - The residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed.
Base model	£1,360,000	£540,000	More than 10% BLV	17%	Cat 1

- 23.2 The testing indicates a headroom of £540,000, and shows that the scheme is viable based on the high level Three Dragons appraisal. The allocation is classed as Category 1 – the residual value is 10% or more above the benchmark land value, it is viable and should be able to proceed.

24 Phasing

- 24.1 This is a comparatively small partly previously developed allocation in single ownership (owned by Bury Council), with existing highways access and other infrastructure provision. There are no major infrastructure constraints to be overcome before the allocation can be delivered. Therefore it will be relatively straightforward to develop as one outlet in a single phase.
- 24.2 The allocation is anticipated to deliver 40 dwellings per year from 2025/26, with the final completions estimated for 2028/29. The delivery rate of 40 per annum is in line with other similar sites delivered in the Borough. The first completions are estimated for 2025/26 to give ample time for planning approval to be obtained following adoption of the GMSF. This allocation could in fact begin to deliver housing ahead of the GMSF as it is partially previously developed, but a more cautious start date has been applied. The previously

developed part of the allocation may be developed ahead of relocation of the existing football pitches to an alternative location.



25 Indicative Masterplanning

25.1 Paragraph 145 of the National Planning Policy Framework specifies that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but that exceptions to this are limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

25.2 As such, given that a significant part of the Seedfield allocation is previously-developed, it is considered that, in principle, it has the potential to be acceptable within the context of current Green Belt policy and is not dependent on the removal of the Green Belt designation through the GMSF process. As such, the Seedfield allocation has not been subject to the detailed masterplanning work that has been done on other allocations as part of the justification for removing Green Belt.

25.3 Nevertheless, a high-level indicative plan has been prepared to identify potential extent of housing development and to reflect principles around the provision of areas of open space.



Section F – Conclusion

26 GMSF 2020 Integrated Assessment

- 26.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation was required.
- 26.2 The majority of the 2019 recommendations for GM8 Seedfield were positively addressed by the policy itself or another thematic policy. A small number of residual recommendations remained from the 2019 IA, in order to further strengthen the policies.
- 26.3 In particular this included:
- Climate Change – since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
 - Accessible design standards – whilst this is broadly covered in Policy GM-E1 and within GM-H3 relating to housing, it was suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of users. This could be achieved through strengthening Policy GM-E1.
 - Deprivation – whilst this is also broadly covered within the supporting text and broadly within Policy GM-E1, particularly referencing social inclusivity, it is considered that the policy could be more explicitly in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.
- 26.4 The residual IA recommendations for GM8 could therefore be met through the strengthening of thematic Policy GM-E1 rather than any specific amendments to Policy GM8. This demonstrates the overall improvement of the 2020 draft GMSF in relation to the IA Framework.

27 The main changes to the Proposed Allocation

- 27.1 The allocation boundary or the area proposed to be released has not been amended from that proposed in the 2019 GMSF.
- 27.2 The 2020 GMSF has additional criteria within the policy requiring:
- Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies
 - Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 A Net Enhancement of Biodiversity and Geodiversity;
 - Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and sustainable drainage features.
- 27.3 A significant amount of evidence base work has been produced to support the allocation since 2019 and this has allowed the criteria within the policy to be expanded upon and be more specific to the allocation.

28 Conclusion

- 28.1 GM8 Seedfield is considered to meet the site selection criteria and make a positive contribution towards the overall vision, objectives and strategy of the GMSF. The allocation is considered to be deliverable and available for development.
- 28.2 The allocation provides the opportunity to deliver a residential development in a location which is well-connected to the existing urban area and is less than 2 kilometres from Bury town centre. It provides an opportunity to deliver a diverse mix of house types and affordable housing provision for the Seedfield area.

Appendices

Appendix 1 – GM8 Seedfield

Development within this allocation will be required to:

1. Deliver a broad mix of around 140 houses to diversify the type of accommodation in the Seedfield area;
2. Make necessary improvements to local highway infrastructure to facilitate appropriate access to the allocation and incorporate enhancements to public transport, pedestrian and cycle routes in the area;
3. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);
4. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
5. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links to Burrs Country Park and employment opportunities in Bury Town Centre;
6. Retain and enhance and/or replace existing recreation facilities and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
7. Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the allocation and introduce appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a Greener Greater Manchester;
8. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 A Net Enhancement of Biodiversity and Geodiversity;
9. Ensure the allocation is safe from and mitigates for, potential flood risk from all sources including surface water, sewer flooding and groundwater. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
10. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available;
11. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and sustainable drainage features.

Justification

The allocation is well-connected to the existing urban area and is less than 2 kilometres from Bury town centre. It provides an opportunity to deliver a diverse mix of house types and affordable housing provision for the Seedfield area.

Around 50% of the allocation is previously-developed and a large part of the remaining land is used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision to off-set the loss of the existing playing fields within the allocation. It is important that the replacement provision should be accessible, be of an equivalent or better quantity and quality and laid out and usable prior to the commencement of any development on the Seedfield allocation.

The attractive setting of the development will be further strengthened by the provision of improved east/west pedestrian and cycle linkages, particularly to and from the expanding leisure attractions at Burrs Country Park.

Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

GM9 - Walshaw

Topic Paper

October 2020

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Appendices

Section A – Background

1 Introduction

- 1.1 The proposed Walshaw allocation seeks to deliver 1,250 houses in a sustainable and well-connected location set entirely within the existing urban area. The allocation can deliver new homes alongside recreation facilities, a new primary school, a local centre and strategic transport infrastructure which includes a new link road.
- 1.2 This Topic Paper brings together a wide range of information and evidence in connection with the proposed strategic site allocation. The paper may be subject to further technical amendments in advance of the formal commencement of consultation.

2 Site Details

- 2.1 The Walshaw allocation comprises 64 ha with a developable area of 28 ha and is located entirely within the Borough of Bury. It lies to the west of the Borough, 1.6 km west of Bury town centre. The land is loosely bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east, Lowercroft to the south and Walshaw to the west.
- 2.2 Bordering the allocation to the west is High Street / Lowercroft Road, and a strip of residential development, beyond which lies farmland and open countryside. The allocation extends to the north and south of Walshaw Road and existing road infrastructure also bounds the site, including the B6213 (Bury Road/ Tottington Road), Scobell Street, Dow Lane, and High Street/ Church Street.
- 2.3 The allocation is mainly agricultural in use and contains three reservoirs fed by Walshaw Brook. The Bolholt Hotel and Stables Country Club and Lake Hill private residence are located to the north of the reservoirs although these are excluded from the proposed area for development. The River Irwell lies approximately 1.5 km to the east of the allocation.

3 Proposed Development

- 3.1 Approximately 1,250 homes are proposed within the GM9 Walshaw allocation.
- 3.2 The allocation will include an appropriate mix of house types and sizes, affordable housing, accommodation for older persons, plots for custom and self-build and a mix of housing densities with higher density development in areas with good accessibility and with potential for improved public transport connectivity.
- 3.3 The proposed development will be required to provide infrastructure to support the new community. This includes a new link road through the allocation, other off-site highway works where these are necessary to ensure acceptable traffic movement more routes for walking and cycling, a local centre with convenience shopping facilities and a new primary school. There will be high quality, publicly accessible, multifunctional green and blue infrastructure throughout the allocation which can be used for sport, leisure and recreation.
- 3.4 Appendix 1 sets out the GM9 Walshaw policy wording.
- 3.5 The allocation boundary or the area proposed to be released has not been amended from that proposed in the 2019 GMSF.

4 Site Selection

- 4.1 The Walshaw allocation is almost entirely surrounded by the existing urban area and is well connected to existing infrastructure.
- 4.2 The provision of a new route through the allocation which provides an alternative to the use of the existing highway network through Walshaw coupled with a contribution to the proposed strategic route through the Elton Reservoir site which will also allow traffic from the Walshaw area to travel south without needing to travel through Bury town centre, will deliver significant highway improvements. These will help to resolve existing congestion issues in the wider Bury North area and Bury Town Centre. The development will also facilitate improvements to public transport into and around the allocation in order to allow for more sustainable transport choices.
- 4.3 Given the above, the allocation was selected for inclusion within the GMSF on the basis of Criteria 7 (land that would deliver significant local benefits by addressing a major local problem/issue). Further detail is provided within in the GMSF Site Selection Paper (<https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>).
- 4.4 The Walshaw allocation fits within the overall GMSF spatial strategy in that it will contribute to inclusive growth and will contribute to boosting northern competitiveness. The allocation will contribute to the Borough's future housing supply and provide a diverse mix of house types and affordable housing provision.
- 4.5 The GMSF vision will be delivered through the pursuit of a number of broad objectives. The Walshaw allocation will contribute to meeting the following GMSF objectives:
- 1 - Meet our housing need
 - 5 - Reduce inequalities and improve prosperity
 - 6 - Promote the sustainable movement of people, goods and information.

5 Planning History

- 5.1 Planning permission has not been granted for any significant uses within the allocation.

6 GMSF 2019 Consultation Responses

- 6.1 640 comments were received in relation to the allocation during the consultation on the Revised Draft GMSF in 2019. A summary of the key issues raised are as follows:

Principle / scale of development
<ul style="list-style-type: none"> ▪ It would be an unfair concentration of large-scale development in one area with no clear rationale for its inclusion. ▪ The setting of Walshaw village would be harmed. Separation required between existing and proposed properties. ▪ Walshaw is home to a number of businesses, which would be affected. Should be selecting sites that are vacant/have fewer constraints. ▪ Loss of farmland that should be kept open as it offers local benefits e.g. residential amenity and improved health/wellbeing.

<ul style="list-style-type: none"> ▪ The area is unsuitable for housing. Poor land stability due to past mining activity, culverted watercourses and natural springs are on-site. Evidence required addressing land stability/hydrology. ▪ Parts of the site within the indicative housing areas are not available for development. The site should be extended to include The Nurseries/Scholes Nursery. ▪ Landowners report that it is available, suitable and achievable. A joint framework is being prepared for the whole site.
<p>Housing (inc affordable housing)</p>
<ul style="list-style-type: none"> ▪ The affordable housing situation will not be addressed. ▪ More information needed on affordability and house type. They need to cater for over 65s and first time buyers not aspirational homes. ▪ Should be built out by smaller, locally based developers. ▪ Higher density terraced housing would minimise greenfield loss and would be in keeping with local area. ▪ Housing figure should be expressed as a minimum.
<p>Employment and Economy</p>
<ul style="list-style-type: none"> ▪ Construction jobs would only be temporary. ▪ The proposals will damage the local economy. Local businesses will not benefit. ▪ Employment sites continue to be underused and central Manchester sites will still outperform them.
<p>Green Belt</p>
<ul style="list-style-type: none"> ▪ Large amount of loss, which will merge Bury/Tottington and cause urban sprawl. ▪ Has role in enabling recreation, leisure, good health and wellbeing. ▪ Efforts to minimise loss are welcomed.
<p>Brownfield</p>
<ul style="list-style-type: none"> ▪ The Nurseries/Scholes Nursery site is brownfield and should be included. ▪ Several unused/derelict brownfield sites and those in town centres should be prioritised and regenerated.
<p>Transport – Highways / Public Transport / Cycling / Walking</p>
<ul style="list-style-type: none"> ▪ Existing roads are at capacity and are in poor condition partly due to large amount of schools in area. There would be an impact on road safety, emergency services and businesses. Consider the impact on the network including routes going out of the Borough. ▪ There is pressure on Bury Bridge. We need another road crossing over the Irwell. ▪ Proposed highway solution does not alleviate the situation. Not clear how Elton Reservoir link road helps, only displaces traffic. ▪ Concerns at collective impact on existing road network and on motorways from both Walshaw and Elton Reservoir allocations. ▪ Public transport is poor and new bus routes will not work. ▪ Current walking routes not safe, cycling plans will not work. ▪ The detailed proposals on infrastructure are welcomed.
<p>Physical Infrastructure and utilities</p>

<ul style="list-style-type: none"> ▪ There is an inadequate sewerage system in Scobell Street area, which overflows in heavy rain. No policy reference to improving its capacity. United Utilities has not addressed this issue. ▪ The proposals will impact recycling and waste. ▪ Water shortages in the area and development will make it worse. ▪ Support for infrastructure provision commitments. Current infrastructure is inadequate and new provision must be in place first. ▪ Uncertainties over infrastructure require other sites to be considered that do not have constraints. ▪ The detailed proposals on infrastructure welcomed.
<p>Social Infrastructure</p>
<ul style="list-style-type: none"> ▪ Increased stress on schools, which are already inadequate, and at capacity. ▪ Concern that hotel and leisure facilities at Bolholt will be lost. ▪ More clarity needed on new social infrastructure. Concern that Fairfield Hospital is reducing services. ▪ Local centre will not work and will become vacant. Shops/community facilities should be within walking distance and be co-located. Should invest in redevelopment of Radcliffe town centre instead. ▪ Detailed proposals on infrastructure welcomed. Provision of new school welcomed.
<p>Environmental – Green Infrastructure, Biodiversity, open space</p>
<ul style="list-style-type: none"> ▪ Important element of the GM green infrastructure network. ▪ Proposals would cause harm to the Special Landscape Area between the lodges. ▪ Negative impact on key ecological sites, considerable loss of wildlife home to a wide range of species, will reduce their movement. Deciduous woodland and priority ponds are on-site. ▪ Designations of Sites of Biological Importance/corridors need to be reviewed and extended. ▪ The proposals would lead to a loss of trees, woodland and hedgerows. There would be no net biodiversity gain. ▪ The policy should protect and enhance the Nurseries site and require a buffer. ▪ Loss of well-used recreation space and public rights of way would negatively impact on health and wellbeing. Routes need to be made safe for horse riders and others. ▪ Green infrastructure corridors should link further west and east to other Borough-wide routes e.g. Kirklees Trail. ▪ Proposals should provide a buffer for water bodies at Bolholt. ▪ We need strict guidelines to ensure carbon neutrality benefits. ▪ Further evidence required such as an Ecology Impact Assessment and maintenance of green infrastructure corridors. ▪ Opportunities exist to secure net gains for nature e.g. green infrastructure, woodland, ponds and protected species.
<p>Air Quality</p>
<ul style="list-style-type: none"> ▪ Huge impact on carbon footprint/pollution likely to increase which would have a negative impact on quality of life.

Flood risk
<ul style="list-style-type: none"> ▪ Concern over increase in flooding, surface water run-off. ▪ The policy should be more flexible with regard to natural drainage.
Heritage
<ul style="list-style-type: none"> ▪ Development would have an impact on Walshaw Cross and historic cottages and farms at Bradshaw Road/Four Lane Ends. ▪ Should preserve open spaces around Christ Church to retain setting.
Other
<ul style="list-style-type: none"> ▪ There would be a reduced quality of life from the construction process, which will be disruptive and detrimental to amenity and likely increase crime. ▪ Online consultation form was difficult to complete. Not everyone has internet access. The document contains too much jargon. We need plain English. ▪ This has been a developer-led process. ▪ Unfair that most Green Belt loss proposed in north. Unclear why previous draft allocations in north of the borough have been rejected. ▪ More bus/Metrolink/park and ride interchanges needed, remove bus lanes, widen roads, more ring roads needed, better linkages to motorway. Improved access to North Manchester General Hospital required. ▪ Housing need should be met through a new town. Should negotiate with surrounding authorities and extend timeframe to 15 years.

7 GMSF 2019 Integrated Assessment

- 7.1 The 2019 GMSF Integrated Assessment (IA) is available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>
- 7.2 The IA reviewed how the draft GMSF policies could impact upon the environment, the economy, local communities, equality and public health. The IA also recommended ways in which the GMSF can be improved to ensure that the policies are as sustainable as possible.
- 7.3 The Walshaw allocation performed well against the 2019 Integrated Assessment objectives. However a number of recommendations were made:
- Make specific reference to energy efficiency of the housing stock;
 - Consider how housing land can enhance work force skills and training, such as through construction jobs;
 - Consider feasibility study into requirements and ability of local utilities network to support development;
 - Benefits such as creation of construction and operational employment or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible, such benefits should be maximised to help bring about long term benefits for deprived areas.
 - The allocation needs to encourage integration with existing community and provision of a range of housing tenures.
 - Ensure any new social infrastructure provision is accessible to all and that local capacity is considered throughout future masterplanning stages.

- Ensure any new educational provision is accessible to all and that local capacity is considered through future masterplanning stages.
- Seek to minimise the number of trips made by private car to/from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.
- Consider the priority habitat and wildlife corridor throughout detailed design to reduce risk throughout construction and operational phases.
- Integrate green infrastructure throughout the scheme at masterplan stage.
- A suitable flood risk assessment maybe required and associated mitigation in order to prevent the flood zone expanding.
- Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk.
- Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.
- Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.
- Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)
- Further research into agricultural land quality and investigation into if impacts on any 3a land can be avoided/minimised.
- Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL).
- Promote sustainable construction methods.
- Consider waste and recycling facilities in design e.g. consider location of waste/recycling facilities in design/layout of masterplans and how waste facilities can be located to encourage recycling.

7.4 It is important to note that the IA was focusing on each policy in isolation from other policies and that many of the recommended changes for the Walshaw allocation policy is already covered in other GMSF policies. However some wording changes have been made as a result of the IA in relation to housing types, electric vehicles, heritage and archaeology.

Section B – Physical

8 Transport

- 8.1 The allocation is located to the north-west of Bury and is bound by Lowercroft Road to the west, Scobell Street to the north, residential dwellings and industrial units to the east accessed from Tottington Road. Walshaw Road travels east to west through the centre of the allocation. Elton High School is located to the south-east of the allocation, to the south of Walshaw Road.
- 8.2 The allocation includes the provision of a link road, running north to south between Lowercroft Road and Scobell Street. This will provide for development traffic and existing through traffic, reducing flows of traffic passing through Walshaw. The link road will also permit buses to pass through the site, providing flexibility in terms of service provision and routing. A number of other vehicular accesses to the development will also be provided across the local road network.
- 8.3 The Locality Assessment (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>): concludes that certain parts of the network would be constrained in 2040 without any GMSF related traffic. Whilst the creation of a link road through the Walshaw allocation will ease traffic conditions to the north, additional congestion is predicted to occur at the Crostons Road/Tottington Road junction towards Bury town centre and at the Cocky Moor Road signalised junction to the south as a result of additional GMSF traffic. However, implementation of a number of mitigation schemes at these locations will be sufficient to mitigate the GMSF traffic so that the highway network within the study area either operates at the same level or better than the 2040 Reference Case, or with spare capacity.
- 8.4 The following mitigation measures have been identified:

Mitigation	Description
Supporting Strategic Interventions	
Elton Link Road	New link road between the A58 Bolton and Bury Road and Radcliffe Road, providing access to the Metrolink Stops and associated park and ride facilities at Radcliffe (existing) and Elton (proposed).
Necessary Local Mitigations	
New Allocation Link Road	Link road providing bus penetration through the allocation between Lowercroft Road and Scobell Street, via Walshaw Road.
Junction 5: Crostons Road/ Tottington Road Junction	Extension of existing two-lane approach on Crostons Road
Junction 5a: Tottington Road/ Walshaw Road Priority Junction	Reconfiguration of the Walshaw Road approach
Junction 7: Cockey Moor Road Junction	Adjustments to signalised junction to improve entry capacities and improve efficiency of signal operation.
Junction 9: A58 Bolton Road/Ainsworth Road	Adjustments to signalised junction to improve operation. Requirement/form to be confirmed.

A58 Bolton & Bury Road/Starling Road	Adjustments to signalised junction to improve operation. Requirement/form to be confirmed.
Provision of bus services	
Provision of off-site active-travel infrastructure	
SRN Interventions	
None proposed	

- 8.5 In addition to the initial mitigation measures above, two further junctions are considered to possibly require mitigation:
- A58 Bolton Road/Ainsworth Road; and
 - A58 Bolton & Bury Road/Starling Road.
- 8.6 While the need for improvement at these locations is recognised in the Locality Assessment to ensure its robustness, the modelling undertaken does not at this stage confirm the need for or the form of any mitigation at these junctions. Further work will therefore need to be undertaken to assess the requirement for and nature of any improvements.
- 8.7 The proposed policy wording for the GM9 Walshaw has been informed by the Locality Assessment and ensures the allocation will be supported by the appropriate mitigation measures.
- 8.8 The allocation is considered to be deliverable although further work will be needed as the allocation moves through the planning process. The potential improvement works will be subject to further detailed assessment and viability work. All final design solutions will be consistent with Greater Manchester’s best practice Streets for All highway design principles. The allocation would need to be supported by continuing wider transport investment across GM.

9 Flood Risk and Drainage

Flood Risk Summary

- 9.1 The allocation is located within Flood Zone 1.
- 9.2 There are three notable watercourses either within or in close proximity to the allocation:
- Unnamed watercourse to the north of Scobell Street, which flows through the existing residential area from west to east before becoming culverted approximately 50m to the west of Camberley Close. United Utilities records identify the culvert turning and flowing in a north easterly direction. There is no evidence to suggest that it enters the proposed development site.
 - Walshaw Brook, an ordinary watercourse which runs through the northern part of the allocations to the southern boundaries of the HIMOR, Redrow Homes land and the northern boundary of the VHW Land Partnership (Walshaw) Limited land, flowing in a south easterly direction. There are numerous tributaries that drain at various locations along its length. Also, there are ponds/lakes to the north of the Brook and to the south of the Redrow Homes site which have connectivity.
 - Elton Brook, an ordinary watercourse present just outside the VHW Land Partnership southern development site boundary. This generally flows in an easterly direction with a number of tributaries present within the allocation connecting at various points. One of the

main tributaries commences within the allocation and crosses a number of the development parcels. Outside the south east boundary, north of Elton Vale sports Club, are three large water features which are referred to as Elton Brook Reservoirs.

- 9.3 Surface water mapping shows areas of the allocation are potentially susceptible to surface water flooding. These are generally limited to the alignment of existing water features such as Walshaw Brook and the existing lake/pond features.
- 9.4 A number of existing noteworthy surface water overland flow flood routes have been identified from this data.
- The first originates to the north and east of the allocation and appears to be associated with a low point in Scobell Street which is prone to surface water flooding. Water appears to flow from Scobell Street along/through the allocation's eastern boundary in a southern direction and end up off-site in the pond/lake to the south of the Bolholt Hotel;
 - The second of these flow paths is located in the western area of the allocation that originates south of Scobell Street and flows south towards the junction with Walshaw Brook; and
 - The third of these flow paths is to the south east boundary of the allocation and appears to originate from the alignment of Walshaw Brook and around the western most pond/lake features.
 - The fourth of these flow paths relates to the alignment of Elton Brook and its tributaries.
 - Localised surface water flooding is also identified in sections of the local highway network adjacent to and bisecting the allocation. This generally tends to be contained within the highway boundaries.
- 9.5 There have been historical instances of sewer flooding north of Scobell Street. United Utilities have advised that this is due to a number of factors including blockages in the existing culverts to the brook running alongside Scobell Street and drainage connections from developments north of Scobell Street.
- 9.6 Given the topography of the allocation and the surrounding area, it is possible that flooding from surcharged sewers could impact on the allocation as any excess flow would follow the existing allocation topography.
- 9.7 Regular maintenance including gully cleaning is carried out and United Utilities are currently undertaking works to remove highway drainage from the combined sewers to increase the capacity within the sewer.

GMSF Greater Manchester Level 1 Strategic Flood Risk Assessment

- 9.8 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM Level 1 SFRA) (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>): was completed in March 2019 as part of the evidence base to inform the preparation of the GMSF. This SFRA initiated the sequential risk-based approach to the allocation of land for development and identified whether application of the Exception Test was likely to be necessary using the most up-to-date information and guidance.
- 9.9 The Walshaw allocation is located within flood zone 1. Therefore the Level 1 SFRA recommended that the GM9 Walshaw allocation could be allocated subject to a site specific flood risk assessment which would ensure that any potential surface water flood risk could be mitigated on site through site design and layout.

- 9.10 The site promoters for GM9 Walshaw have prepared Flood Risk Assessments, to assess the risk of flooding in more detail and developed a Masterplan Drainage Strategy for the allocation.
- 9.11 A separate surface water drainage network is proposed within the allocation. This will ensure that surface water run-off from the allocation would not exceed the existing greenfield scenario and a betterment would be provided for longer return periods.
- 9.12 The new drainage system will be designed in accordance with drainage hierarchy and national sustainable urban drainage system (SuDS) standards. The use of green suds including detention basis, rain gardens, swales and the proposed controlled release of surface water to Walshaw Brook and Elton Brook will help to minimize the flood risk impact on the downstream watercourse network. It is expected that no surface water will be discharged to the combined public sewer.
- 9.13 Finished site levels will be engineered to provide positive drainage where required and prevent ponding and this should ensure that there will not be an accumulation of standing water.
- 9.14 Gradients of hard standing areas, where possible, will be designed to fall away from buildings such that any overland flow resulting from extreme events would be channeled away from entrances.
- 9.15 To ensure that the proposed development will not increase flood risk elsewhere, surface water drainage discharge rates will be restricted. This restricted discharge in conjunction with surface water attenuation on site will mitigate against flood risk to other land. By reducing the post development peak run-off to greenfield rates prior to its discharge into Walshaw Brook and Elton Brook, this will reduce the potential for surface water flooding on the downstream network. Suitable pollution control measures will be required to safeguard the local environment.
- 9.16 The development and drainage system will be designed to cope with intense storm events (with an allowance for climate change). If an extreme rainfall event exceeds the design criteria for the drainage network, it is likely that there will be some overland flows which are unable to enter the system and existing known overland flows.
- 9.17 Any overland flows generated by the proposed development would be directed away from the existing properties surrounding the allocation and towards the highway network where it can follow natural flow paths.
- 9.18 The proposed policy wording for the GM9 seeks to ensure that any development within the allocation is safe from and mitigates for potential flood risk from all sources. Policy GM9 requires development to incorporate sustainable drainage systems to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Proposals to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should communicate with the public sewer.
- 9.19 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

10 Ground Conditions

- 10.1 The land within the Walshaw allocation has been used for a number of previous uses including agricultural fields, farmland, sewage works, bleach and print works, outbuildings and reservoirs.
- 10.2 Geological mapping indicates that the allocation is underlain by Cannel Rock Sandstone, Old Lawrence Rock Sandstone, Sandstone, Pennine Lower Coal Measures and Trencherbone Rock Secondary A Aquifers which are overlain by Till, Glaciofluvial Deposits of Sand and Gravel and Alluvial Clay, Silt and Gravel.
- 10.3 The allocation is located in an area of historic quarrying/mining activity and is also within an identified coal mining area. A Coal Authority reports shows that within the majority of the allocation no recorded opencast mining has historically occurred. The report states that part of the allocation could be affected by past underground mining of 2 no. seams of coal from an unnamed colliery at 42m and 56m depth, last worked between 1876 and 1878. It is likely that there are other unrecorded shallow (<30m) workings in this area. Two coal shafts have been identified within the allocation boundary. No mine gas emissions or emergency surface hazard call out procedures are recorded in the allocation.
- 10.4 Phase 1 Preliminary Assessments – available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents> - have been produced in support of the allocation and have been reviewed by Bury Council's Environmental Health department who have accepted the findings and confirmed that the level of work is sufficient to take forward the site allocation to the next stage of the GMSF.
- 10.5 A geotechnical and geo-environmental ground investigation will be required to be submitted with any planning application/s. This should include potential for ground gas and groundwater monitoring, and a watching brief to be carried out and further investigation of identified potentially contaminated areas to be carried out. Due to the presence of coal seams and 2 historical mine shafts on parts of the allocation it would be appropriate to identify the depth and extent of coal within the underlying strata, and if appropriate to install combined ground gas and ground water monitoring pipes to evaluate any requirements for gas remediation measures.
- 10.6 Furthermore, Environmental Health have requested analytical testing of all materials to be used in gardens and soft landscaped areas to ensure they are suitable for use. A site investigation proposal will be required for submission and approval by Environmental Health.
- 10.7 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

11 Utilities

United Utilities

- 11.1 Three Utilities Assessments have been carried out within the site allocation (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>). They confirm that there are no major diversions and there are points of connection for all utilities in close proximity to the allocation. However, there is a requirement for a water main easement and this has been incorporated into the Masterplan
- 11.2 United Utilities have reviewed the assessments and highlighted that new development should be focused in sustainable locations which are accessible to local services and infrastructure. Consideration must also be given to disposal of surface water in the most

sustainable way. United Utilities will continue to work to identify any infrastructure issues and appropriate resolutions throughout the development of the GMSF.

Electricity

Electricity North West

- 11.3 Electricity North West in their response to the latest GMSF consultation advised that they were confident in being able to meet the network capacity requirements for the investment and growth in proposed in Greater Manchester. Where necessary they have secured the appropriate regulatory allowances within their 'Well Justified Business Plan.'
- 11.4 Electricity North West have carried out assessments on the proposed areas, which fed into the 'Spatial Energy Plan' document. This is a high level assessment of the expected impact of the proposed developments on the electricity network, the information was presented as a Red/Amber /Green (RAG) indicator. In relation to Walshaw, this allocation presented as Green, which indicates that there are no primary substation capacity issues envisaged due to forecast additional load resulting from proposed developments.

Gas

National Grid Infrastructure

- 11.5 Cadent have confirmed that there is a low pressure network connection on Scobell Street, 2 meters from the allocation entrance. However, this point of connection will require reinforcement. Following further consultation and assessment it is expected that the most appropriate point of connection for the allocation will be the Medium Pressure Main in the carriageway of Scobell Street opposite the allocation entrance. As a result, a gas governor will be required within the allocation.

12 Telecommunications

Existing BT Infrastructure

- 12.1 Infrastructure records show that existing BT Openreach infrastructure is limited to existing highway surrounding the proposed allocation. As a result, no significant diversions will be required other than those required to facilitate access to the development. Connection points will be determined by BT Openreach upon submission of a detailed application following more detailed design.

Existing Virgin Media Infrastructure

- 12.2 Further detailed discussions will need to take place with Virgin Media as the allocation moves through the planning process to establish whether or not any existing infrastructure needs to be diverted as a result of the proposals. Discussions will also need to take place to establish if there is sufficient capacity within the network to support the proposals or if any upgrades to the existing infrastructure are required.

Section C – Environmental

13 Green Belt Assessment

- 13.1 The proposed removal of the Walshaw allocation has been informed by several studies undertaken by LUC (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>):
- The Greater Manchester Green Belt Assessment 2016;
 - Green Belt Harm Assessment, 2020;
 - Greater Manchester Green Belt Study – Identification of Opportunities, 2020
- 13.2 The proposed allocation would involve the release of 61 hectares of land from the Green Belt.
- 13.3 In 2016 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 13.4 In The Greater Manchester Green Belt Assessment 2016, GM9 Walshaw was included within Strategic Green Belt Area 10. There were 4 different purposes of Green Belt that each Area was assessed against and the Area performs as follows:
- Purpose 1: To check the unrestricted sprawl of large built up areas: **Moderate-Strong**
 - Purpose 2: To prevent neighbouring towns from merging into one another: **Strong**
 - Purpose 3: To assist in safeguarding the countryside from encroachment: **Moderate-Strong**
 - Purpose 4: Preserving the setting and special character of historic towns: **Moderate-Strong**
- 13.5 In 2019 LUC carried out an assessment identifying the potential opportunities to enhance the beneficial use of remaining Green Belt within 2 km of the allocation site. The study considered the opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.
- 13.6 Land lying within 2 km of GM 9 Walshaw will form the focus of GI recommendations / mitigation to enhance the 'beneficial use' of the Green Belt. There are two proposed additions to the Green Belt within 2 km of the allocation site at Woolfold to the east and Lower Hinds to the south east.
- 13.7 The potential GI opportunities in the Green Belt relevant to the Walshaw allocation identified in the assessment include:
- Upgrade and enhance (resurfacing, new access points) the existing footpath network to provide local level recreational facilities;
 - Create a more attractive gateway access point at Woolfold through resurfacing, interpretation, signage and new planting;

- Introduce surfacing improvements and an off road multi user route along Elton Brook;
 - Creation of community recreation space at former Cyrus Ainsworth Nurseries;
 - Undertaken enhancements to Elton Vale Sports Club and Dow Lane Play Area;
 - Enhance allotment provision;
 - Enhance existing habitat mosaics and introduce green infrastructure enhancements at Woolfold and Lower Hinds;
 - Improve vegetation management and reinstate species rich hedgerows parallel adjacent footpaths, multi-user routeway improvements or at strategic access points such as Leigh Lane;
 - Improve the health of still water bodies through the planting of appropriate aquatic and semi-marginal species to increase biodiversity and encourage native species succession and enhance the Cyrus Ainsworth Nurseries and Parkers Lodges SBI;
 - Retention and enhancement of existing hedgerow boundaries within GM9 where possible;
 - Enhance and restore the field boundaries in the area around Lowercroft Reservoirs and in the landscape north of Bentley Hall Road, replacing post and wire fences with species rich hedgerows and stone walls;
 - Vegetation management in adjacent natural and semi-natural open space at Woolfold and Lower Hinds, including tree works, replanting invasive species management;
 - Enhance the existing semi-natural greenspace north of Elton Brook in Green Belt to the east of GM9.
- 13.8 Some of these opportunities have been included within the policy requirements for the allocation, for others it is more appropriate for them to form part of the overall masterplan or subsequent planning applications.
- 13.9 In conjunction with the assessment of GI opportunities within the Green Belt, LUC carried out an assessment to identify potential harm to the Green Belt through The Green Belt Harm Assessment, 2020. The report concluded that the allocation makes a moderate contribution to checking the sprawl of Greater Manchester and safeguarding the countryside from encroachment. The allocation also makes a relatively limited contribution to maintaining the separation of Bury and Tottington which are already merged to a significant degree.
- 13.10 Releasing the allocation would increase the containment of retained Green Belt land to the southeast, but this plays a similar role in relation to Green Belt purposes and as such this does not increase the harm of release. Release of the allocation would therefore cause moderate harm to Green Belt purposes.
- 13.11 Evidence on Green Belt is only one part of the evidence base that influence any decision on green belt release. Consequently where studies have found that harm is to be caused by release of the Green Belt, this finding should be balanced against other important factors that could make up exceptional circumstances such as sustainability, viability and deliverability.
- 13.12 The Walshaw allocation is deemed necessary to deliver a key strategic housing opportunity with supporting transport infrastructure. The allocation is critical in responding to the spatial strategy in the GMSF and its key themes of 'Inclusive Growth' and 'Addressing Disparities' It also directly addresses the aspirations set by Policy GM Strat-6 Northern Areas which seeks to boost economic opportunities and diversify housing provision in the north of conurbation by the selective release of Green Belt.

- 13.13 The potential GI opportunities in the Green Belt study discussed earlier are not exhaustive and will require consultation with key stakeholders and may require further surveys and viability testing to establish costings. However the enhancement opportunities nonetheless demonstrate that opportunities exist to help offset the loss of Green Belt which will have a potential positive effect on the beneficial use of the Greater Manchester Green Belt moving forward.
- 13.14 The final masterplan for the allocation will be required to use the findings from all the assessments on Green Belt in the area to inform the layout and form development across the allocation.

14 Green Infrastructure

- 14.1 The emerging masterplan for the Walshaw allocation includes a multi-functional green infrastructure network which will provide an attractive setting within the allocation as well as extending the existing surrounding landscape into and through the new community. The objective is to provide accessible open space within walking distance of every home. The green and blue infrastructure network will incorporate:
- The retention and incorporation of existing trees, hedgerows and woodland;
 - The creation of green wedges and corridors that connect the development with existing neighbourhoods and Walshaw village;
 - Provision of strategic cycle and walking connections along the green routes, including the retention and incorporation of existing Public Rights of Way;
 - The creation of new biodiversity habitats;
 - The provision of a tree lined link road;
 - The provision of a network of connected green space and public open space;
 - The enhancement of key views;
 - Provision of a sustainable drainage strategy, designed to address surface water run off across the allocation.

15 Recreation

- 15.1 New play areas and sports facilities will be required to support the delivery of housing at Walshaw in line with Bury's Local Plan requirements.
- 15.2 Good cycling/walking links will integrate GM9 with surrounding communities allowing access to existing nearby sports and recreation facilities.

16 Landscape

- 16.1 The Walshaw allocation lies within the 'Manchester Pennine Fringe' Character Area (National Character Area 54). The Bury Landscape Character Assessment considers the allocation to be located within 'Fringe Industrial Brooks'. The allocation is also located within a Special Landscape Area which encompasses the standing water and woodland habitats in the southern part of the allocation.
- 16.2 There are no Conservation Areas within the allocation or within visual range of the allocation. The closest Conservation Area is Bury Town Centre, located 1.75km south east of the allocation.

- 16.3 Of the 'Guiding Principles' noted within the Bury Landscape Character Assessment for the Fringe Industrial Brooks, the following are of relevance with regards to the allocation and the future development of it in order to preserve and enhance the character and should be incorporated where possible:
- Consolidate and strengthen wildlife links and corridors in all fringe industrial brook areas;
 - Promote the introduction of broadleaved woodland and plantation woodland along Walshaw Brook;
 - Promote recreation links between brook area and surrounding residential areas;
 - Prevent boundary loss and fragmentation around urban fringes;
 - Repair and maintain network of hedgerows at Walshaw Brook
 - Preserve buildings and other industrial heritage; and
 - Retain industrial heritage features relating to the bleach work buildings at Elton and Walshaw Brook where possible.
- 16.4 Visibility of the allocation appears to predominately relate to the adjacent built settlement edge albeit there are localised opportunities for long distance views extending beyond the allocation. These long distance views extend to the north and provide sight lines of Peel Monument located 4.25km from sections of the public right of way network within and adjacent to the allocation. In addition long distance views can be achieved to general south west of Christ Church. By contrast, the rolling topography of the allocation, together with the presence of woodland and hedgerow vegetation results in pockets that are well contained visually which gives it a more intimate character with views contained to the allocation and adjacent land. The allocation has a settlement edge setting with built form often visible in the periphery of views across the allocation.
- 16.5 Given the screening benefit and character contributions made by the woodland and standing water habitats within the Special Landscape Area, these habitats should be retained and enhanced as part of the GI Strategy for the allocation.
- 16.6 Opportunities exist to maintain and improve public access across the landscape on allocation, to link up existing public rights of way network within the wider area, to introduce planting that would strengthen and enhance the existing landscape features and reflect the characteristics of the local landscape and to enable the connectivity of existing woodland habitats.

17 Ecological/Biodiversity Assessment

- 17.1 Ecology reports have been produced by the site promoters covering the allocation as a whole and as separate sites north and south of Walshaw Road (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>). The reports identify the following habitat types:
- Semi-natural broadleaved woodland;
 - Mill ponds
 - Permanent and ephemeral ponds,
 - Walshaw and Elton Brook
 - Network of hedgerows

- 17.2 Adjacent to the south-eastern boundary is the Cyrus Ainsworth's nurseries and Parker Lodges Site of Biological Importance (SBI). This SBI includes two water bodies, deciduous woodland, grassland and a brook. A minimum offset of 15m is suggested by the site promoters between the SBI boundary and the proposed development.
- 17.3 To the south of the SBI is Dow Lane informal recreation area and Elton Vale Sports Club, which comprises a cricket club, football pitch and tennis courts.
- 17.4 The SBI, Recreation Ground and land within the southernmost section of the allocation are located with a Wildlife Links and Corridors Unitary Development Plan (UDP) designation.
- 17.5 The Bury UDP policy for wildlife corridors requires that new development within or adjacent to identified Wildlife Links and Corridors should contribute to their effectiveness through the design, landscaping and siting of development proposals.
- 17.6 NPPF (para 174) requires LPAs 'to pursue opportunities for achieving measurable biodiversity net gain (BNG)'. The Environment Act currently passing through parliament will make this a statutory requirement. This requirement will be applied to all new development seeking planning permission, which to be granted consent will have to demonstrate that it will deliver a net gain for biodiversity. The metric to be used to assess biodiversity gain uses habitat quantity and quality as a proxy for biodiversity value. It is worth noting that habitat can also be used to a degree as a proxy for green infrastructure value so the calculation can also be used to demonstrate wider benefits.
- 17.7 Currently BNG is considered as an opportunity within this allocation and the policy requires the allocation to minimise impacts on and provide net gains for biodiversity assets within the allocation. It is expected that the biodiversity gain provision will be focused on the Walshaw and Elton Brook corridors, Dow Lane and Cyrus Ainsworth and integrated with other green infrastructure functions such as recreation and surface water management.

Habitat Regulation Assessment

- 17.8 A Habitat Regulation Assessment (HRA) is required for the GMSF because it is considered to have the potential to cause harm to the special nature conservation interest of European Protected Sites. The HRA made an appropriate assessment of the implications of the GMSF in view of conservation objectives (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>).
- 17.9 The Habitats Regulation Assessment (December 2018) concluded that the allocation is too distant and too separated from any European protected sites for there to be significant impacts on them. However, development at Walshaw could contribute a very small cumulative impact alongside other GMSF developments, via traffic pollution on the Manchester Mosses SAC, via water pollution on the Mersey Estuary SPA and via recreational disturbance on the Peak District SAC and SPA.
- 17.10 Further assessment will be required as the allocation moves through the planning process.

18 Heritage Impact Assessment

- 18.1 There are no designated heritage assets within the allocation, however one has been identified close to the allocation boundary (Christ Church, Walshaw). Due to the importance of the interrelationship within the surrounding environment, any proposed development within the allocation could impact on the setting of Christ Church.

- 18.2 There is potential for Pre-historic remains, however, Roman remains are unlikely due to the presence of the Roman road some distance away (approx. 1km to the west of the site allocation).
- 18.3 The GMSF Historic Environment Assessment Screening Exercise, June 2019 (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) concluded that further work is required to investigate the heritage potential of the allocation and this should include:
- Further assessment of the designated asset identified outside the land allocation;
 - Non-intrusive work including walkover and geophysical survey to identify any areas of prehistoric potential;
 - Historic building assessments of the farmsteads, hotel and print work remains; and
 - Targeted intrusive work, depending on the results of the non-intrusive works and also on the site of the former Bolholt print works.
- 18.4 In response, the Promoters for the allocation have engaged closely with Greater Manchester Archaeology Advisory Service (GMAAS) regarding the proposed development within the allocation. A Walshaw Historic Environment Assessment, June 2020 (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) has been prepared and draws together the available archaeological, historical, topographic, geological and land-use information in order to provide a detailed assessment of the archaeological potential of the allocation, examine any heritage issues and identify potential mitigation measures.
- 18.5 In summary the Walshaw Historic Environment Assessment:
- Provides a detailed assessment of Christ Church and confirms its high heritage significance, with its setting within the graveyard and landmark position overlooking the landscape to the south and east contributing to its significance. In response, the emerging masterplan seeks to protect the Church with a surrounding green buffer in order to maintain its prominence in the area's character. Views towards the church are proposed to be maintained and framed for new development. An area of landscaping along the east perimeter of the graveyard is proposed along with tree planting to the south.
 - Recommends that the design of the final layout of the proposed development needs to consider maintaining the intervisibility of the church within its surroundings to the north east, east, south-east and south. In addition, any development will need to avoid narrowing the views of the church to those along the network of proposed roads as it was intended that Church was seen within the wider landscape.
 - Recommends further consideration of the effects of the proposed development on the setting of the designated heritage asset of Christ Church will be needed as part of the design process.
 - Requires a programme of non-intrusive and intrusive investigation and recording works to investigate any surviving archaeological remains primarily from the prehistoric period. This work will focus on those areas that have the most potential to contain evidence relating to prehistoric activities or settlement, i.e. well-drained sands and gravels, localised higher topography overlooking watercourses. By targeting these areas it is intended that features such as hearths, which are also indicators of prehistoric activity, may be revealed.
 - Identified historic landscape features which are of local historical interest. These represent historic footpaths or routeways, administrative boundaries or field systems. The Assessment recommended that these heritage assets are retained within the Allocation

and where feasible should be enhanced in order to maintain and preserve the links with the elements that shaped the existing landscape around Walshaw.

- Concludes that there is no evidence to suggest that the allocation contains, or have the potential to contain, any archaeological remains of sufficient importance to preclude or constrain development.

- 18.6 Greater Manchester Archaeological Advisory Service (GMAAS) have accepted the findings of the assessment and confirmed that the level of work undertaken to date is sufficient to take forward the site allocation to the next stage of the GMSF.
- 18.7 Policy GM 9 requires the allocation to protect and enhance the heritage and archaeological assets and their setting within the allocation and the wider historic character of the surrounding area including the Grade II* Listed building, Christ Church in accordance with the findings and recommendations of a Heritage Impact Assessment.
- 18.8 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

19 Air Quality

- 19.1 An Air Quality Assessment of GM9 has been produced. (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) The allocation is not situated within Bury's allocated Air Quality Management Area (AQMA), although it is in close proximity to main roads situated within the AQMA.
- 19.2 The development of land for residential use has the potential to cause air quality impacts during construction and operation, as well as expose future occupants to any existing air quality issues. However, the Assessment concludes that, whilst further detailed assessment will be required as the proposals develop, suitable mitigation measures will ensure that air quality levels are kept to acceptable levels. Mitigation measures could include:
- Production of a Travel Plan;
 - Sensitive Layout Design
 - Provision of electric vehicle charging points within the development; and
 - Financial off-setting of emissions.
- 19.3 The assessment has recommended that a Detailed Air Quality Assessment (DAQA) will be required in support of any future planning application/s for the development.
- 19.4 Bury Council's internal Environmental Health Team have reviewed the Air Quality Assessment. They have accepted the findings and confirmed that the level of work is sufficient to take forward the site allocation to the next stage of the GMSF. Further air quality assessments will be required prior to any planning applications being submitted within the allocation.
- 19.5 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

20 Noise

- 20.1 A Noise Screening Assessment, April 2020 (available at <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>) has been undertaken to identify potential noise sources which are likely to impact on the allocation.

- 20.2 The Assessment states that the existing source of noise affecting the proposed allocation will be road traffic noise on the surrounding road network. Given the roads primarily serve the residents of Walshaw and the surrounding area, it is unlikely noise from the local road network will represent an insurmountable constraint to development.
- 20.3 The allocation will produce additional traffic on the local road network and may cause an increase in noise at existing residential properties. However, there are several routes from which traffic will disperse from the proposed allocation. Therefore, the development is not likely to cause a significant potential change in noise levels at these receptors.
- 20.4 Any proposed noise mitigation measures will be agreed with Bury Council prior to commencement of any development.

Section D – Social

21 Education

- 21.1 Bury Council's Department for Children and Young People has identified that a proposed residential development sitting on the edge of Bury West providing 1,250 new homes would yield 263 primary age pupils and 175 secondary age pupils. Current forecasts show both primary and secondary schools in the area full to capacity, therefore all additional demand created would require additional school places.
- 21.2 It is proposed that the demand for primary places be met through the establishment of a new 1fe primary school located within the allocation providing 210 places, with the balance of the demand being met through an increase in capacity at an existing primary school. Cumulative secondary age demand pressures will need to be considered more strategically, potentially linked to other proposed developments across North Bury.
- 21.3 An area (c.2.5 Ha) of the allocation has been reserved for the provision of a new Primary School, as shown within the Masterplan. However, the most recent view on a potential location for a new secondary school suggests the Council owned former 'Coney Green' school site off Spring Lane would be most suitable. The site currently houses Radcliffe Leisure Centre and Pupil Referral Unit. The new school would be accommodated in a new building.
- 21.4 Initially, to meet current demand the building will comprise a provision of a 4fe (600 place) secondary school, with potential for this to increase to 7fe (1,050) in the longer term linked to the development of allocations contained within the GMSF

22 Health Impact Assessment

- 22.1 Further work will be required to determine whether there is additional capacity within any local healthcare facilities to meet the increased demands arising from the prospective occupants of the new development. If additional provision is necessary, the most appropriate means and location for such provision can be identified through future iterations of the masterplan. Alternatively, there may be a requirement to make a financial contribution toward off site health provision through a planning obligation or condition at the planning application stage.
- 22.2 The allocation is therefore considered to be deliverable although further work will be needed as the allocation moves through the planning process.

Section E – Deliverability

23 Viability

23.1 The Three Dragons Viability Appraisal of the allocation has been run using the base model, which showed the allocation would likely require public support to proceed. However, a sensitivity test has also been carried out for the allocation, showing that a small increase in values of 5% would improve the status of the allocation and return a positive value. The results are set out in the table below:

Test Type	Total BMLV, SDLT & Land acq fees	Scheme RV (incl BLV & return)	Viability measure as a % of BLV	Headroom (blended return)	Test result category
Whether the test is the 'Base' test or a sensitivity test	The total figure used in the testing for land value, includes tax and fees. BLV = benchmark land value SDLT = Stamp duty land tax	Scheme value (could also be described as headroom) once all costs have been accounted for including land and developer return RV = Residual value BLV = benchmark land value	Description of whether the scheme provides sufficient residual value in terms of how it compares with the benchmark land value i.e. if it is 10% or more above the benchmark land value it is shown as green, if it is within 10% of the benchmark land value it is shown as amber and where it is less than 90% of the benchmark land value it is shown as red.	The headroom expressed as blended rate of return. The percentages shown are the headroom available after all costs, except developer return divided by the total gross development value for the scheme. If schemes were to go ahead as described, then this is the total return available to the developer.	Category 1 - The residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed. Category 4 - These schemes are generally not viable with the measures used in this study and will likely require public sector support to be developed. However, for a number of these residential schemes, despite not meeting the described viability measures, a developer return of 15% and above (still consistent with the range in the PPG) is shown as being achieved, this would suggest a viable scheme, if a developer/land owners found that acceptable.
Base model	£17,050,000	£4,260,000	Less than 90% BLV	14%	Cat 4
Sensitivity test – increase values by 5%	£17,050,000	£7,700,000	More than 10% BLV	18%	Cat 1

23.2 The Three Dragons report shows that without a contribution to strategic transport costs, the scheme produces a positive residual value both for the main and the sensitivity test. However, a small increase in house prices of less than 5% would be required to accommodate the full strategic transport costs identified.

23.3 With a small increase in values compared to the base model, the sensitivity test demonstrates that the allocation would be able to support all policy costs including 25% affordable housing and the infrastructure required to support the development, including the strategic transport costs. A 5% increase is considered appropriate for this location as it is in a popular residential area and is closely linked with Walshaw and the areas to the west of Bury where house prices are typically higher than other parts of the town.

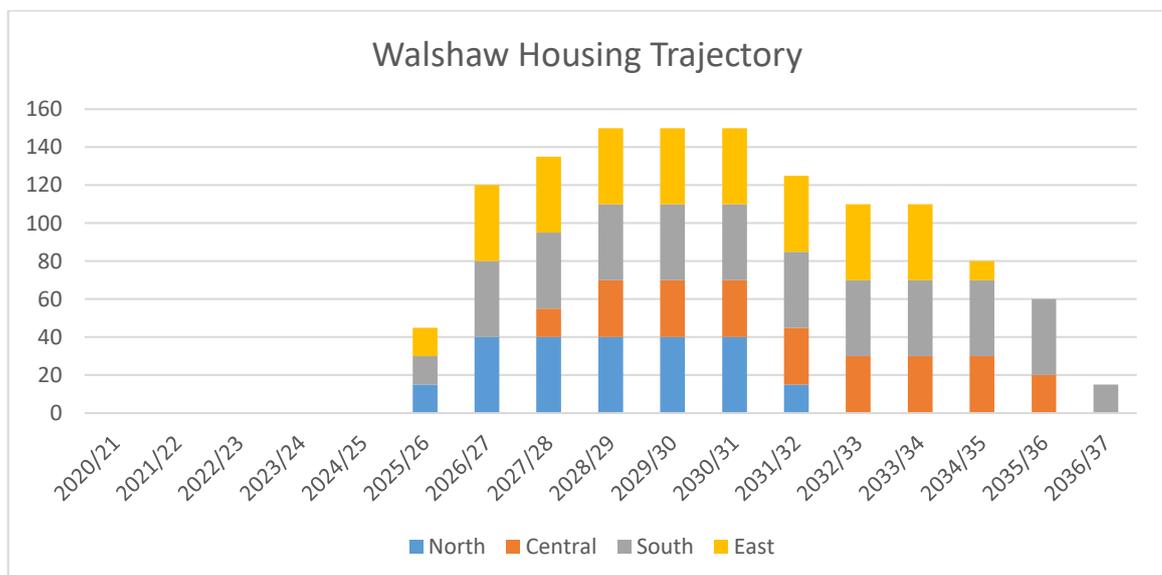
24 Phasing

- 24.1 The policy wording for GM9 requires a comprehensive masterplan to be approved by the LPA for the allocation, which any proposals must then be in accordance with. The policy states that this shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development. This should include the delivery of highways, infrastructure, surface water drainage, grey infrastructure, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

- 24.2 The phasing strategy will be developed through on-going discussions with key stakeholders in relation to infrastructure delivery. The estimated phasing and delivery trajectory will evolve as the plans for the allocation are developed further.

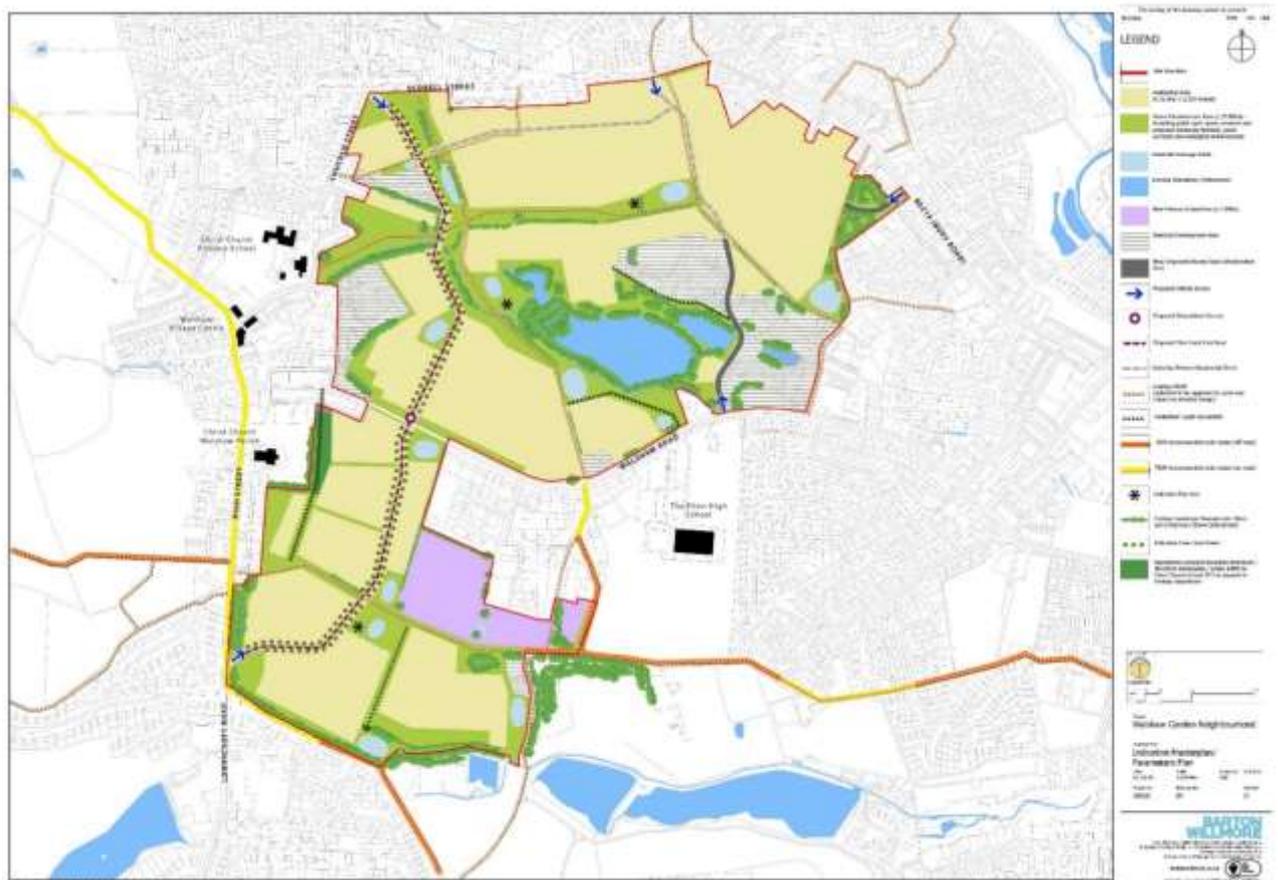
- 24.3 The allocation is in an established market area and will deliver a range of dwelling types and sizes, including affordable housing and provision for older people. The allocation is split into four separate outlets under the control of Himor (2 outlets), Redrow and Vernon and Co. Developments. Each parcel can be served by a separate access and can therefore be delivered simultaneously.

- 24.4 First completions are anticipated to take place in 2025/26, with a delivery rate of up to 40 dwellings per outlet per year, with all 1,250 dwellings expected to be delivered within the plan period. Although a significant amount of preparatory work has already been undertaken as part of the GMSF process, a lead-in time of five years from the start of the plan period has been allowed before the first completions to allow sufficient time from adoption of the plan for masterplanning to be completed, planning permission to be secured and enabling works to take place before the first units are delivered.



26 Indicative Masterplanning

- 25.1 The Site Promoters for the Walshaw Allocation have produced an Illustrative Development Framework Plan (see following plan) to show how proposed development could come forward within the allocation. This provides an indicative layout of the development, including the location of the residential parcels, green and blue infrastructure, schools, local centre, and key pedestrian and vehicular access.
- 25.2 Policy GM 9 requires a comprehensive masterplan to be submitted prior to any planning applications within the allocation. The masterplan must include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Delivery. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.



Section F – Conclusion

27 GMSF 2020 Integrated Appraisal

- 26.1 An Integrated Appraisal (IA) was undertaken on the 2020 draft GMSF in order to understand how the policy had changed since the 2019 IA and to identify if any further enhancement/mitigation was required.
- 26.2 The majority of the 2019 recommendations for the GM9 Walshaw were positively addressed by the draft 2020 policy itself or another thematic policy. A small number of residual recommendations remained from the 2020 IA, in order to further strengthen the policies.
- 26.3 In particular this included:
- Climate Change – since the 2019 IA was undertaken there has been greater emphasis on the climate change agenda and this is reflective of the declaration of a climate emergency by the ten GM authorities;
 - Accessible design standards – whilst this is broadly covered in Policy GM-E1 and within GM-H3 relating to housing, it was suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of users.
 - Deprivation – whilst this is also broadly covered within the supporting text and broadly within Policy GM-E1, particularly referencing social inclusivity, it is considered that the policy could be more explicitly in terms of inclusive growth and making jobs available to existing local communities or to those suffering deprivation.
- 26.4 The residual IA recommendations for GM9 could therefore be met through the strengthening of thematic Policy GM-E1 rather than any specific amendments to Policy GM9. This demonstrates the overall improvement of the 2020 draft GMSF in relation to the IA Framework.

28 The main changes to the Proposed Allocation

- 27.1 The boundary and level of development proposed within GM9 Walshaw has not changed since the 2019 GMSF.
- 27.2 The 2020 GMSF has additional criteria within the policy requiring:
- The provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
 - Financial contribution towards off-site secondary school provision to meet the needs generated by the development; and
 - The provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
- 27.3 A significant amount of evidence base work has been produced to support the allocation since 2019 and this has allowed the criteria within the policy to be expanded upon and be more specific to the allocation.

29 Conclusion

- 28.1 GM9 Walshaw is considered to meet the site selection criteria and make a positive contribution towards the overall vision, objectives and strategy of the GMSF. The allocation is considered to be deliverable and available for development. Further work has been identified to take forward the allocation through the planning process.
- 28.2 The allocation at provides the opportunity to deliver a high quality residential development in a sustainable location. Community facilities, including a new primary school and Walshaw Village, will be located within an easy and attractive walk of residents. A tree-lined link road will be provided centrally through the allocation while strategic green wedges with new pedestrian and cycle routes, will connect the allocation with the wider countryside and surrounding neighbourhoods.

Appendices

Appendix 1 – GM9 Walshaw

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D1 Infrastructure Implementation. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development within this allocation will be required to:

1. Deliver a broad mix of around 1,250 houses to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older persons, and provision of plots for custom and self-build housing;
2. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:
 - The provision of a new strategic through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards;
 - Off-site highway works where these are necessary to ensure acceptable traffic movement from the allocation, including appropriate linkages to the Elton Reservoir Link Road
3. Make provision for major investment in public transport in order to encourage more sustainable transport choices (including potential upgrade of existing bus services or a new bus service linking Tottington – Walshaw – Elton – proposed new Metrolink stop at Warth – Bury/Radcliffe);
4. Deliver a network of safe cycling and walking routes through the allocation linking neighborhoods with key destinations, incorporating Leigh Lane and Dow Lane and in accordance with national and GM standards of design and construction and local planning policy requirements;
5. Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings proposed on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);
6. Make provision for a new one-form entry primary school within the allocation to accommodate additional demand on school places;
7. Make a financial contribution towards off-site secondary school provision to meet the needs generated by the development;
8. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities and ensure that it is integrated with existing communities;
9. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
10. Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to the recreation areas at Dow Lane, Elton Vale, Whitehead Lodges as well as Walshaw Village and Bury Town Centre;

11. Make provision for recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
12. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation to provide health benefits to residents as well as to create a visually attractive environment and provide linkages to the sites wider drainage strategy in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a Greener Greater Manchester. This should include the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks.
13. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 A Net Enhancement of Biodiversity and Geodiversity; It is expected that the biodiversity gain provision will be focused on the Walshaw and Elton Brook corridors and integrated with other green infrastructure functions such as recreation and surface water management;
14. Ensure the allocation is safe from and mitigates for, potential flood risk from all sources including surface water, sewer flooding and groundwater; The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
15. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.
16. Make appropriate provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features; and
17. Protect and enhance the heritage and archaeological assets and their setting within the allocation and the wider historic character of the surrounding area including the Grade II* Listed building, Christ Church in accordance with the findings and recommendations of a Heritage Impact Assessment.

Justification

This is an extensive area of land occupying a sustainable and well-connected location set entirely within the existing urban area. The land is loosely bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east Lowercroft to the south and Walshaw to the west.

The allocation has the potential to deliver around 1,250 houses, providing a diverse mix of house types and affordable housing provision for the local area.

This number of new homes will require significant improvements to the local highway network to accommodate increased traffic generation. This will require the provision of a new route through the allocation that provides an alternative to the use of the existing highway network through Walshaw and may require a contribution to the proposed strategic route through the Elton Reservoir allocation which will also allow traffic from the Walshaw area to travel south without needing to travel through Bury town centre. The development will need to facilitate improvements to public transport into and around the allocation in order to allow for more sustainable transport choices.

The scale of the development will create additional demands for education and the provision of a new one form entry primary school and contributions to off-site secondary school provision will be required in order to accommodate needs that cannot be met through existing facilities.

The development will generate the need to make provision for a new accessible local centre providing facilities such as shops, health facilities and community facilities.

Existing sport and recreational facilities at Dow Lane and Elton Vale Sports Club are situated to the south of the allocation and the development should incorporate a green corridor to provide access from the allocation to these existing recreational assets.

The development will need to have regard to any existing ecological and wildlife features including Walshaw and Elton Brooks which run through the northern and southern parts of the allocation interest by minimising impacts on and providing net gains for biodiversity. The brooks should provide the focal point for the creation of a good quality green infrastructure network providing publicly accessible open spaces and recreational opportunities for residents in the area. Such a network should seek to maximise the value of existing features and areas of nature conservation value and offer opportunities for active travel, particularly between homes, schools, shops, places of work and recreation. Connectivity from west to east is already well established although there is potential for improved pedestrian and cycle routes linking Tottington in the north to Elton and Starling in the south. There are existing reservoirs within the allocation and other opportunities for blue infrastructure may exist to enhance visual amenity, provide sustainable drainage and widen local biodiversity.

To reduce the risk of flooding, the development should minimise the risk associated with inadequate sewer capacity and minimise and control the rate of surface water run-off through an appropriate drainage strategy which ensures co-ordination between phases of development and, where possible, safeguard land within the allocation for flood storage. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

Christ Church in Walshaw is a Grade II* Listed Building sitting adjacent to the allocation. Any development will, therefore, be required to respect the setting of the church and capitalise on opportunities to draw on the contribution that the church makes to the character of the area. The completion of a Heritage Impact Assessment will be required.

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Appendix 3 – Treatment of existing UDP Policies

Bury UDP Policy		GMSF Replacement Policy/Policies
EC1	EMPLOYMENT LAND PROVISION	GM-P1 (Supporting Long-Term Economic Growth)
	EC1/1 – Land for Business (B1), General Industrial (B2) and Warehousing Uses (B8)	Saved- refers to sites
	EC1/2 – Land Suitable for Business (B1) and Office Use	Saved- refers to sites
	EC1/3 – Land Suitable for Business (B1), Office and Hotel/Conference Facility Uses	Saved- refers to sites
EC2	EXISTING INDUSTRIAL AREAS AND PREMISES	GMP2 (Employment Sites and Premises) and GM-P4 (Industry and Warehouse Development).
	EC2/1 – Employment Generating Areas	Saved- refers to sites
	EC2/2 – Employment Land and Premises Outside the Employment Generating Areas	Saved- refers to sites
EC3	IMPROVEMENT OF OLDER INDUSTRIAL AREAS AND PREMISES	GMP2 (Employment Sites and Premises)
	EC3/1 – Measures to Improve Industrial Areas	GM-P2 (Employment Sites and Premises)
EC4	SMALL AND GROWING BUSINESSES	Saved
	EC4/1 – Small Businesses	Saved
EC5	OFFICES	GM-P3 (Office Development)
	EC5/1 – Office Development in Bury Town Centre	Saved- refers to sites
	EC5/2 – Other Centres and Preferred Office Locations	Saved- refers to sites

Bury UDP Policy		GMSF Replacement Policy/Policies
	EC5/3 – Other Office Locations	Saved
EC6	NEW BUSINESS, INDUSTRIAL AND COMMERCIAL DEVELOPMENT	Saved
	EC6/1 – Assessing New Business, Industrial and Commercial Development	Saved
	EC6/2 – Hazardous Installations	Saved
H1	HOUSING LAND PROVISION	GM- H1 (Scale, Distribution and Phasing of New Housing Development)
	H1/1 – Housing Land Allocations	Saved refers to sites
	H1/2 – Further Housing Development	Saved
	H1/3 – Provision for Gypsies and Travellers	Saved
H2	HOUSING ENVIRONMENT AND DESIGN	GM-H3 (Type, Size and Design of New Housing)
	H2/1 – The Form of New Residential Development	Saved
	H2/2 – The Layout of New Residential Development	Saved
	H2/3 – Extensions and Alterations	saved
	H2/4 – Conversions	Saved
	H2/5 – Conversions of Residential Property to Hotels and Guest Houses	Saved
	H2/6 – Garden and Backland Development	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
H3	INCOMPATIBLE USES IN RESIDENTIAL AREAS	Saved
	H3/1 – Assessing Non-Conforming Uses	Saved
	H3/2 – Existing Incompatible Uses	Saved
H4	HOUSING NEED	GM-H3 (Type, Size and Design of New Housing)
	H4/1 – Affordable Housing	Saved
	H4/2 – Special Needs Housing	Saved
H5	HOUSING IMPROVEMENT	Saved
EN1	ENVIRONMENT	GM- E1 (Sustainable Places)
	EN1/1 – Visual Amenity	GM- E1 (Sustainable Places Clause 1, 2 and 11)
	EN1/2 – Townscape and Built Design	Saved
	EN1/3 – Landscaping Provision	GM- E1 (Sustainable Places Clause 16)
	EN1/4 – Street Furniture	Saved
	EN1/5 – Crime Prevention	Saved
	EN1/6 – Public Art	Saved
	EN1/7 – Throughroutes and Gateways	Saved
	EN1/8 – Shop Fronts	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	EN1/9 – Advertisements	Saved
	EN1/10 – Telecommunications	Saved
	EN1/11 – Public Utility Infrastructure	GM- E1 (Sustainable Places Clause 9)
EN2	CONSERVATION AND LISTED BUILDINGS	GM - E2 (Heritage)
	EN2/1 – Character of Conservation Areas	Saved
	EN2/2 – Conservation Area Control	Saved
	EN2/3 – Listed Buildings	Saved
	EN2/4 – Historic Parks	Saved
EN3	ARCHAEOLOGY	Saved
	EN3/1 – Impact of Development on Archaeological Sites	Saved
	EN3/2 – Development Affecting Archaeological Sites	Saved
	EN3/3 – Ancient Monuments	Saved refers to sites
EN4	ENERGY CONSERVATION	GM-S2(Carbon and Energy) GM-S3 (Heat and Energy Networks)
	EN4/1 – Renewable Energy	GM-S2(Carbon and Energy) GM-S3 (Heat and Energy Networks)
	EN4/2 – Energy Efficiency	GM-S2(Carbon and Energy) GM-S3 (Heat and Energy Networks)

Bury UDP Policy		GMSF Replacement Policy/Policies
EN5	FLOOD PROTECTION AND DEFENCE	GM-S5 (Flood Risk and the Water Environment)-
	EN5/1 – New Development and Flood Risk	GM-S5 (Flood Risk and the Water Environment)
EN6	CONSERVATION OF THE NATURAL ENVIRONMENT	GM - G9 (A Net Enhancement of Biodiversity and Geodiversity)
	EN6/1 – Sites of Nature Conservation Interest (SSSIs, NNRs and Grade A SBIs)	Saved refers to sites
	EN6/2 – Sites of Nature Conservation Interest (LNRs and Grade B and C SBIs)	Saved refers to sites
	EN6/3 – Features of Ecological Value	Saved
	EN6/4 – Wildlife Links and Corridors	Saved
	EN6/5 – Sites of Geological Interest	GM - G9 (A Net Enhancement of Biodiversity and Geodiversity)
EN7	POLLUTION CONTROL	GM-E1 (Sustainable Places)
	EN7/1 – Atmospheric Pollution	GM-S6 (Clean Air)
	EN7/2 – Noise Pollution	Saved
	EN7/3 – Water Pollution	Saved
	EN7/4 – Groundwater Protection	Saved
	EN7/5 – Waste Water Management	Saved
EN8	WOODLAND AND TREES	GM -G7 (Trees and Woodland)

Bury UDP Policy		GMSF Replacement Policy/Policies
	EN8/1 – Tree Preservation Orders	Saved
	EN8/2 – Woodland and Tree Planting	Saved
	EN8/3 – Red Rose Forest	Saved
EN9	LANDSCAPE	GM -G1 (Valuing Important Landscapes)
	EN9/1 – Special Landscape Area	GM -G1 (Valuing Important Landscapes)
EN10	ENVIRONMENTAL IMPROVEMENT	Saved
	EN10/1 – Derelict Land	Saved
	EN10/2 – Riverside and Canalside Improvement in Urban Areas	Saved
OL1	GREEN BELT	GM-G10 (The Greater Manchester Greenbelt)
	OL1/1 – Designation of Green Belt	GM-G10 (The Greater Manchester Greenbelt)
	OL1/2 – New Development in the Green Belt	Saved
	OL1/3 – Infilling in Existing Villages in the Green Belt	Saved
	OL1/4 – Conversion and Re-use of Buildings in the Green Belt	Saved
	OL1/5 – Mineral Extraction and Other Development in the Green Belt	Saved
	OL1/6 – Reuse/Redevelopment of Clifton House, Prestwich	Saved
OL2	OTHER PROTECTED OPEN LAND	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	OL2/1 – Development on Other Protected Open Land	Saved
OL3	URBAN OPEN SPACE	GM -G6 (Urban Green Space)
	OL3/1 – Protection of Urban Open Space	GM -G6 (Urban Green Space)
OL4	AGRICULTURE	Saved
	OL4/1 – Agricultural Land Quality	Saved
	OL4/2 – Protection of Farm Holdings	Saved
	OL4/3 – Development Impact on Farming Areas	Saved
	OL4/4 – Agricultural Diversification	Saved
	OL4/5 – Agricultural Development	Saved
	OL4/6 – Agricultural Dwellings	Saved
	OL4/7 – Development Involving Horses	Saved
OL5	RIVER VALLEYS	GM -G3 (River Valleys and Waterways)
	OL5/1 – Designation of River Valleys	Saved
	OL5/2 – Development in River Valleys	Saved
	OL5/3 – Riverside and Canalside Development in Urban Areas	Saved
OL6	MULTI-FUNCTIONAL COUNTRYSIDE	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	OL6/1 – New Uses and Development of the Countryside	Saved
OL7	SPECIAL OPEN LAND AREAS	Saved
	OL7/1 – East Lancashire Paper Mill Water Catchment Area	Already deleted
	OL7/2 – West Pennine Moors	Saved
RT1	EXISTING PROVISION FOR RECREATION IN THE URBAN AREA	Saved
	RT1/1 – Protection of Recreation Provision in the Urban Area	Saved
	RT1/2 – Improvement of Recreation Facilities	Saved
RT2	NEW PROVISION FOR RECREATION IN THE URBAN AREA	GM- E7 (Sport and Recreation)
	RT2/1 – Provision of New Recreation Sites	Saved
	RT2/2 – Recreation Provision in New Housing Development	Saved
	RT2/3 – Education Recreation Facilities	GM- E7 (Sport and Recreation Clause 7)
	RT2/4 – Dual-Use of Education Facilities	GM- E7 (Sport and Recreation Clause 7)
RT3	RECREATION IN THE COUNTRYSIDE	GM-G3 (River Valleys and Waterways), GM-G2 (Green Infrastructure Network), GM-G5 (Uplands)
	RT3/1 – Protection of Existing Recreation Provision in the Countryside	Saved
	RT3/2 – Additional Provision for Recreation in the Countryside	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	RT3/3 – Access to the Countryside	Saved
	RT3/4 – Recreation Routes	Saved
	RT3/5 – Noisy Sports	Saved
RT4	TOURISM	Saved
	RT4/1 – Tourism Development	Saved
	RT4/2 – Safeguarding Tourism Assets	Saved
	RT4/3 – Visitor Accommodation	Saved
	RT4/4 – Tourism Support Facilities	Saved
	RT4/5 – Special Tourism and Leisure Provision	Saved
	RT4/6 – East Lancashire Railway	Saved
	RT4/7 – The Manchester, Bolton and Bury Canal	Saved
S1	EXISTING SHOPPING CENTRES	Saved
	S1/1 – Shopping in Bury Town Centre	Saved
	S1/2 – Shopping in Other Town Centres	Saved
	S1/3 – Shopping in District Centres	Saved
	S1/4 – Local Shopping Centres	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	S1/5 – Neighbourhood Centres and Local Shops	Saved
	S1/6 – Additions to the Shopping Hierarchy	Saved
S2	CONTROL OF NEW RETAIL AND NON-RETAIL DEVELOPMENT	Saved
	S2/1 – All New Retail Proposals: Assessment Criteria	Saved
	S2/2 – Prime Shopping Areas and Frontages	Saved
	S2/3 – Secondary Shopping Areas and Frontages	Saved
	S2/4 – Control of Non-Retail Uses in All Other Areas	Saved
	S2/5 – New Local Shopping Provision Outside Recognised Shopping Centres	Saved
	S2/6 – Food and Drink	Saved
	S2/7 – Amusement Centres and Arcades	Saved
S3	NEW RETAIL DEVELOPMENT AND ENVIRONMENTAL IMPROVEMENTS	Saved
	S3/1 – New Retail Development Opportunities Within or Adjoining Town Centres	Saved
	S3/2 – New Retail Development Opportunities Within District Centres	Saved
	S3/3 – Improvement and Enhancement (All Centres)	Saved
	S3/4 – Markets	Saved
S4	NEW RETAIL DEVELOPMENT OUTSIDE TOWN AND DISTRICT CENTRES	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	S4/1 – Retail Development Outside Town and District Centres	Saved
	S4/2 – Assessing Out-of-Centre Retail Development	Saved
	S4/3 – Nurseries, Farm Shops and Garden Centres	Saved
	S4/4 – Car Showrooms, Car Sales Areas and Petrol Filling Stations	Saved
S5	LARGE OUT-OF-TOWN SHOPPING CENTRES	Saved
HT1	A BALANCED TRANSPORTATION STRATEGY	GM- N1 (Our Integrated Network) GM-E1 (Sustainable Places), GM-N4- Streets for All
HT2	HIGHWAY NETWORK	Saved
	HT2/1 – The Strategic Route Network	Saved
	HT2/2 – Improvements to the Strategic Route Network	Saved
	HT2/3 – Improvements to Other Roads	Saved
	HT2/4 – Car Parking and New Development	Saved
	HT2/5 – Public Car Parks	Saved
	HT2/6 – Replacement Car Parking	GM-N7 (Transport requirements of new developments)
	HT2/7 – Lorry Parking	Saved
	HT2/8 – Taxi and Private Hire Business	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	HT2/9 – Highways Agency Road Schemes	Saved
	HT2/10 – Development Affecting Trunk Roads	GM-N7 (Transport requirements of new developments)
HT3	PUBLIC TRANSPORT	GM- N1 (Our Integrated Network) and GM-N3(Our Public Transport)
	HT3/1 – Schemes to Assist Bus Movement	Saved
	HT3/2 – Bus Services	Saved
	HT3/3 – Design of Roads for Bus Routes	Saved
	HT3/4 – Schemes to Assist Metrolink	Saved
HT4	NEW DEVELOPMENT	GM-N7 (Transport requirements of new developments)
HT5	ACCESSIBILITY FOR THOSE WITH SPECIAL NEEDS	Saved
	HT5/1 – Access for Those with Special Needs	Saved
HT6	PEDESTRIANS AND CYCLISTS	GM- N1 (Our Integrated Network), GM-N4 (Streets for All), GM-N5 (Walking and Cycling)
	HT6/1 – Pedestrian and Cyclist Movement	Saved
	HT6/2 – Pedestrian/Vehicular Conflict	GM- N4 (Streets for All), GM-N5 (Walking and Cycling)
	HT6/3 – Cycle Routes	Saved
HT7	FREIGHT	GM-N6 (Freight and Logistics)

Bury UDP Policy		GMSF Replacement Policy/Policies
	HT7/1 – Freight Facilities	Saved
CF1	PROPOSALS FOR NEW AND IMPROVED COMMUNITY FACILITIES	GM -E1 (Sustainable Places) GM -E3 (Cultrual Facilities)
	CF1/1 – Location of New Community Facilities	Saved
CF2	EDUCATION LAND AND BUILDINGS	GM- E5 (Education, Skills and Knowledge)
	CF2/1 – Bury College	Saved
CF3	SOCIAL SERVICES	Saved
	CF3/1 – Residential Care Homes and Nursing Facilities	Saved
CF4	HEALTHCARE FACILITIES	GM- E6 (Health)
	CF4/1 – Fairfield General Hospital	Saved
CF5	CHILDCARE FACILITIES	Policy GM- E5 (Education, Skills and Knowledge)
	CF5/1 – Childcare Facilities in New Developments	Saved
MW1	PROTECTION OF MINERAL RESOURCES	GM-S7 (Resource Effeciency)
	MW1/1 – Areas of Search	Saved
	MW1/2 – Mineral Working Within Areas of Search	Saved
	MW1/3 – Sterilisation of Mineral Deposits	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	MW1/4 – The Need for Aggregates	Saved
MW2	ENVIRONMENTAL CONSIDERATIONS FOR MINERAL WORKINGS	GM-S7 (Resource Efficiency)
	MW2/1 – Assessing Mineral Extraction Proposals	Saved
	MW2/2 – Planning Applications for Mineral Workings	Saved
	MW2/3 – Development Control Conditions (Minerals)	Saved
	MW2/4 – Longstanding Planning Permissions	Saved
	MW2/5 – Derelict or Degraded Land (minerals)	Saved
	MW2/6 – Alternatives to Newly Won Minerals	Saved
	MW2/7 – Transport Routes for Minerals and Minerals Waste	Saved
	MW2/8 – Materials for Restoration	Saved
	MW2/9 – Standards of Restoration (Minerals)	Saved
MW3	WASTE DISPOSAL FACILITIES	GM-S7 (Resource Efficiency)
	MW3/1 – Derelict or Degraded Land (Waste)	GM-S7 (Resource Efficiency)
	MW3/2 – Waste Recycling and Bulk Reduction	GM-S7 (Resource Efficiency)

Bury UDP Policy		GMSF Replacement Policy/Policies
MW4	ENVIRONMENTAL CONSIDERATIONS FOR WASTE DISPOSAL SITES	Saved
	MW4/1 – Assessing Waste Disposal Proposals	Saved
	MW4/2 – Development Control Conditions (Waste)	Saved
	MW4/3 – Household Waste Disposal	Saved
	MW4/4 – Transport Routes for Waste Disposal Sites	Saved
	MW4/5 – Land Contamination	Saved
	MW4/6 – Standards of Restoration (Waste)	Saved
TC1	TOWN CENTRES	Saved
	TC1/1 – Open Space in Town Centres	Saved
	TC1/2 – Pedestrian/Vehicular Conflict in Town Centres	Saved
TC2	TOWN CENTRE ENHANCEMENT AND DEVELOPMENT	Saved
	TC2/1 – Upper Floors	Saved
	TC2/2 – Mixed Use Development	Saved
	TC2/3 – Vacant And Cleared Sites	Saved
TC3	BURY TOWN CENTRE	Saved
	BURY TOWN CENTRE	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	Area BY1 – Tentersfield/Millet Street/Tenterden Street	Saved
	Area BY2 – Bridge Road/Buckley Wells	Saved
	Area BY3 – Bolton Street/Market Street	Saved
	Area BY4 – Manchester Road/Knowsley Street	Saved
	Area BY5 – The Rock/Peel Way	Saved
	Area BY6 – Central Shopping Area	Saved
	Area BY7 – Townside/Market Street	Saved
	Area BY8 – The Rock/Moorgate	Saved
	Area BY9 – George Street	Saved
	Area BY10 – Rochdale Road/Lord Street/York Street	Saved
	Area BY11- Heywood Street/Spring Street	Saved
	RAMSBOTTOM TOWN CENTRE	Saved
	Area RM1 – Market Place/Carr Street/Ramsbottom Lane	Saved
	Area RM2 – St Paul’s/Crow Lane	Saved
	Area RM3 – Bolton Street/Bridge Street	Saved
	Area RM4 – Square Street	Saved

Bury UDP Policy		GMSF Replacement Policy/Policies
	Area RM5 – Railway Street/Bridge Street/Peel Brow	Saved
	RADCLIFFE TOWN CENTRE	Saved
	Area RD1 – Blackburn Street/Dale Street/Church Street West	Saved
	Area RD2 – Green Street/New Church Street	Saved
	Area RD3 – South of Pilkington Way	Saved
	Area RD4 – Stand Lane/Milltown Street	Saved
	Area RD5 – St Thomas’s/Bridgefield Street	Saved
	Area RD6 – Spring Lane/Church Street West/Radcliffe Metrolink Station	Saved
	PRESTWICH TOWN CENTRE	Saved
	Area PR1 – The Longfield Centre/Bury New Road	Saved
	Area PR2 – Warwick Street/Derby Street	Saved
	Area PR3 – Rectory Lane	Saved
	Area PR4 – Church Lane/Bury New Road/Clark’s Hill	Saved

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Equality Analysis Form

The following questions will document the effect of your service or proposed policy, procedure, working practice, strategy or decision (hereafter referred to as 'policy') on equality, and demonstrate that you have paid due regard to the Public Sector Equality Duty.

1. RESPONSIBILITY

Department	Business Growth and Infrastructure	
Service	Strategic Planning and Economic Development	
Proposed policy	Publication Greater Manchester Spatial Framework	
Date	14 th October 2020	
Officer responsible for the 'policy' and for completing the equality analysis	Name	David Wiggins
	Post Title	Unit Manager: Development Planning
	Contact Number	0161 253 5282
	Signature	<i>D. Wiggins</i>
	Date	29 th September 2020

2. AIMS

What is the purpose of the policy/service and what is it intended to achieve?	<p>The Greater Manchester Spatial Framework (GMSF) is Greater Manchester's Plan for homes, jobs, and the environment. It has been put together by the Greater Manchester Combined Authority, which comprises the Mayor of Greater Manchester and the leaders of Greater Manchester's ten local councils.</p> <p>It's a plan setting out where we will build the new homes we need, where our businesses will locate to sustain and create jobs for our people, what infrastructure is needed to support the development and to protect and enhance our towns, cities and landscapes. It covers a timeframe up to 2037.</p> <p>Whilst one of the key purposes of the GMSF is to make provision for the homes and jobs needed across Greater Manchester in a co-ordinated and managed way, it is also about establishing a framework for reducing inequalities, improving the lives of our residents and transforming Greater Manchester into the world-leading city-region we know it can be.</p>
Who are the main stakeholders?	<p>The main stakeholders which are involved in the GMSF are local residents, developers, land owners, businesses, planning and development consultants, statutory consultees, infrastructure providers, interest groups and representative bodies.</p>

3. ESTABLISHING RELEVANCE TO EQUALITY

3a. Using the drop down lists below, please advise whether the policy/service has either a positive or negative effect on any groups of people with protected equality characteristics. If you answer yes to any question, please also explain why and how that group of people will be affected.

Protected equality characteristic	Positive effect (Yes/No)	Negative effect (Yes/No)	Explanation
Race	No	No	The Publication GMSF has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including race.
Disability	Yes	No	The Publication GMSF includes policies that seek to ensure that all neighbourhoods are designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances. The GMSF has also been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including disability.
Gender	No	No	
Gender reassignment	No	No	The GMSF has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain

			groups of people; and/or effect on relationships between different groups of people, including gender reassignment.
Age	Yes	No	<p>A number of the development allocations state that they will provide housing for elderly people.</p> <p>The GMSF has also been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including age.</p>
Sexual orientation	No	No	The GMSF has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including sexual orientation.
Religion or belief	No	No	The GMSF has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including religion or belief.
Caring responsibilities	No	No	
Pregnancy or maternity	No	No	The GMSF has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including pregnancy or maternity.

Marriage or civil partnership	No	No	The GMSF has been subject to an Integrated Appraisal and part of this has involved an Equality Impact Assessment which has considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people, including marriage or civil partnership.
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3b. Using the drop down lists below, please advise whether or not our policy/service has relevance to the Public Sector Equality Duty. If you answer yes to any question, please explain why.

General Public Sector Equality Duties	Relevance (Yes/No)	Reason for the relevance
Need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010	No	
Need to advance equality of opportunity between people who share a protected characteristic and those who do not (eg. by removing or minimising disadvantages or meeting needs)	Yes	The GMSF will include policies that are specifically designed to make provision for special needs housing, including housing for the elderly as well as ensuring that all neighbourhoods are designed to enable residents to live healthier, happier and more fulfilling lives, with the barriers to doing so minimised as far as possible. This must include recognising and responding to the difficulties that people may face due to age, disability, illness or financial circumstances.
Need to foster good relations between people who share a protected characteristic and those who do not (eg. by tackling prejudice or promoting understanding)	No	

If you answered 'YES' to any of the questions in 3a and 3b

Go straight to Question 4

If you answered 'NO' to all of the questions in 3a and 3b

Go to Question 3c and do not answer questions 4-6

3c. If you have answered 'No' to all the questions in 3a and 3b please explain why you feel that your policy/service has no relevance to equality.

4. EQUALITY INFORMATION AND ENGAGEMENT

4a. For a service plan, please list what equality information you currently have available (including a list of all EAs carried out on existing policies/procedures/strategies),

OR for a new/changed policy or practice please list what equality information you considered and engagement you have carried out in relation to it.

Please provide a link if the information is published on the web and advise when it was last updated?

(NB. Equality information can be both qualitative and quantitative. It includes knowledge of service users, satisfaction rates, compliments and complaints, the results of surveys or other engagement activities and should be broken down by equality characteristics where relevant.)

Details of the equality information or engagement	Internet link if published	Date last updated
<p>Following consultation on two previous drafts in 2016 and 2019, the GMSF is now progressing to the formal Publication stage.</p> <p>If all 10 Executive Committees agree (including Bury Cabinet), the Publication GMSF 2020 will then be brought forward for eight-weeks of public consultation.</p>		

4b. Are there any information gaps, and if so how do you plan to tackle them?

No

5. CONCLUSIONS OF THE EQUALITY ANALYSIS

<p>What will the likely overall effect of your policy/service plan be on equality?</p>	<p>Positive</p>
<p>If you identified any negative effects (see questions 3a) or discrimination what measures have you put in place to remove or mitigate them?</p>	<p>N/A</p>
<p>Have you identified any further ways that you can advance equality of opportunity and/or foster good relations? If so, please give details.</p>	<p>No</p>
<p>What steps do you intend to take now in respect of the implementation of your policy/service plan?</p>	<p>Following consultation, the Publication version of the GMSF will be formally submitted to the Government alongside all supporting evidence. The Government will then appoint an Independent Planning Inspector (or a panel of Inspectors) to undertake a public examination of the GMSF. Importantly, all representations made at the Publication stage will also be submitted to the Government and these will be considered by the Inspector(s) as part of the Examination of the plan.</p>

6. MONITORING AND REVIEW

If you intend to proceed with your policy/service plan, please detail what monitoring arrangements (if appropriate) you will put in place to monitor the ongoing effects. Please also state when the policy/service plan will be reviewed.

The GMSF will be continually monitored in order to determine the effectiveness of its policies.

COPIES OF THIS EQUALITY ANALYSIS FORM SHOULD BE ATTACHED TO ANY REPORTS/SERVICE PLANS AND ALSO SENT TO YOUR DEPARTMENTAL EQUALITY REPRESENTATIVE FOR RECORDING.