AGENDA FOR

CABINET

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To: All Members of Cabinet

Councillors : E O'Brien (Leader and Cabinet Member, Strategic Growth) (Chair), C Cummins (Cabinet Member, Housing Services), C Morris (Cabinet Member, Culture, Economy & Skills), A Quinn (Cabinet Member, Environment, Climate Change and Operations), T Rafiq (Cabinet Member, Corporate Affairs and HR), L Smith (Deputy Leader and Cabinet Member, Children and Young People), T Tariq (Deputy Leader and Cabinet Member, Health and Wellbeing), S Thorpe (Cabinet Member, Finance and Transformation) and S Walmsley (Cabinet Member, Communities and Inclusion)

Dear Member/Colleague

Cabinet

You are invited to attend a meeting of the Cabinet which will be held as follows:-

Date:	Wednesday, 5 March 2025
Place:	Bury Town Hall
Time:	6.00 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:	

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

Members of Cabinet are asked to consider whether they have an interest in any of the matters of the Agenda and, if so, to formally declare that interest.

3 PUBLIC QUESTION TIME

Questions are invited from members of the public about the work of the Cabinet.

Notice of any question must be given to Democratic Services by midday on Monday, 03rd March 2025. Approximately 30 minutes will be set aside for Public Question Time, if required.

4 MEMBER QUESTION TIME

Questions are invited from Elected Members about items on the Cabinet agenda. 15 minutes will be set aside for Member Question Time, if required.

Notice of any Member question must be given to the Monitoring Officer by midday Friday 28th February.

5 MINUTES *(Pages 5 - 24)*

Minutes from the meeting held on 12th February 2025 are attached.

6 Q3 PERFORMANCE REPORT *(Pages 25 - 50)*

Report of the Cabinet Member, Finance and Transformation attached.

7 Q3 FINANCE POSITION *(Pages 51 - 70)*

Report of the Cabinet Member for Finance and Transformation attached.

8 LOCAL INFRASTRUCTURE ORGANISATION PROVISION FOR BURY'S VOLUNTARY, COMMUNITY, FAITH AND SOCIAL ENTERPRISE SECTOR FROM APRIL 2025 *(Pages 71 - 100)*

Report of the Cabinet Member for Communities and Inclusion attached.

9 BURY COMMUNITY SAFETY PARTNERSHIP STRATEGY 2025-2028 *(Pages 101 - 144)*

Report of the Cabinet Member for Communities and Inclusion attached.

10 DRAFT LOCAL PLAN (CONSULTATION DRAFT PLAN) *(Pages 145 - 344)*

Report of the Leader and Cabinet Member for Strategic Growth attached.

11 **ADOPTION OF SUPPLEMENTARY PLANNING DOCUMENT – HOLCROFT MOSS PLANNING OBLIGATIONS** *(Pages 345 - 394)*

Report of the Leader and Cabinet Member for Strategic Growth attached.

12 **NORTHERN GATEWAY DEVELOPMENT FRAMEWORK SUPPLEMENTARY PLANNING DOCUMENT** *(Pages 395 - 588)*

Report of the Leader and Cabinet Member for Strategic Growth attached.

13 **NORTHERN GATEWAY MDC** *(Pages 589 - 610)*

Report of the Leader and Cabinet Member for Strategic Growth attached.

14 **CARE AT HOME TENDER APPROVAL** *(Pages 611 - 644)*

Report of the Deputy Leader and Cabinet Member for Health and Wellbeing attached.

15 **SALE OF NEW SUMMERSEAT HOUSE, RAMSBOTTOM.** *(Pages 645 - 650)*

Report of the Leader and Cabinet Member for Strategic Growth attached.

16 **EXTENSION OF BURY SUBSTANCE MISUSE SERVICE** *(Pages 651 - 658)*

Report of the Cabinet Member for Health and Wellbeing attached.

17 **UNIT 4 SYSTEM UPGRADE & TRANSFORMATION STRATEGIC PARTNER CONTRACT AWARD** *(Pages 659 - 662)*

Report of the Cabinet Member for Finance and Transformation attached.

18 **APPOINTMENT OF THE DEPUTY MAYOR**

To consider the appointment and that Council be recommended to appoint Councillor Tahir Rafiq as Deputy Mayor for 2025/26.

19 **MINUTES OF ASSOCIATION OF GREATER MANCHESTER AUTHORITIES / GREATER MANCHESTER COMBINED AUTHORITY** *(Pages 663 - 684)*

To consider the minutes of meetings of the AGMA Executive Board and Greater Manchester Combined Authority held on 31st January 2025.

20 **URGENT BUSINESS**

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

21 **EXCLUSION OF PRESS AND PUBLIC**

To consider passing the appropriate resolution under Section 100 (A)(4), Schedule 12(A) of the Local Government Act 1972, that the press and public be excluded from the meeting for the reason that the following business involves the disclosure of exempt information as detailed against the item.

22 UNIT 4 SYSTEM UPGRADE & TRANSFORMATION STRATEGIC PARTNER CONTRACT AWARD - PART B *(Pages 685 - 690)*

Report of the Cabinet Member for Finance and Transformation attached.

Agenda Item 5

Minutes of: **CABINET**

Date of Meeting: 12 February 2025

Present: Councillor E O'Brien (in the Chair)
Councillors C Cummins, C Morris, A Quinn, T Rafiq, L Smith, T Tariq, S Thorpe and S Walmsley

Also in attendance: Councillors Bernstein, M Smith and D Vernon.

Lynne Ridsdale, Chief Executive, Jacqui Dennis, Monitoring Officer, Will Blandamer, Executive Director, Health and Adult Care, Adrian Crook, Director of Community Commissioning, Jeanette Richards, Executive Director Children and Young People, Rachel Stirk, Service Manager (Education Services), Kate Waterhouse, Executive Director of Strategy and transformation, Neil Kissock, Director of Finance, Paul Lakin, Director of Place and Chloe Ashworth, Democratic Services.

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

Apologies for Absence: Councillor Birchmore.

CA.296 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Birchmore.

CA.297 DECLARATIONS OF INTEREST

There were no declarations of interest.

CA.298 PUBLIC QUESTION TIME

There were no public questions.

CA.299 MEMBER QUESTION TIME

The following question was submitted in advance of the meeting by Councillor Birchmore:

Please can you provide me with the total amount of section 106 money currently held by the Council and break that amount down into:

- a list of the planning applications the section 106 payments were made for
- the amount of money awarded to each application
- how much of the money remains unspent for each application.

Responding, Councillor O'Brien reported that Local Authorities have a statutory requirement to produce an annual Infrastructure Funding Statement.

These Statements are required to be published to provide transparency on the contributions that are received through s106 agreements in the preceding 12 month period, along with any expenditure incurred over the same period.

These annual Infrastructure Funding Statements are presented to the Planning Control Committee, and are then uploaded on the Council's website. The latest Statement for the 2023/24 financial year indicates that on 31st March 2024 there was a rolling balance of £6,116,361, with the vast majority of this pot allocated to specific projects. The Statement also provides a high-level breakdown of the types of infrastructure that the monies will be spent on, and these are legally ringfenced for those purposes.

However, the statement does not provide the full details on all of the 'raw data' on every single s106 agreement and this would be an extensive list.

For completeness, Officers will seek to pull this information together and to upload this alongside the Infrastructure Funding Statement, and also request that this is then sent to all Members for information.

CA.300 MINUTES

It was agreed:

That the minutes of the meeting held on 08th January 2025 be approved as a correct record.

a FOR INFORMATION: OVERVIEW AND SCRUTINY COMMITTEE RECOMMENDATION

Members noted the recommendation from Overview and Scrutiny Committee on the 06th February 2025.

Councillor D Vernon, Chair of the Overview and Scrutiny Committee attended the meeting following the recommendation made to Cabinet. He advised members that the Overview and Scrutiny Committee met with good attendance to discuss all the budget papers presented to Cabinet. The main concern raised by the Overview and Scrutiny Committee was assurance that the Budget papers presented will be those that go ahead to Budget Council on the 19th February. It was confirmed that the budget presented to Overview & Scrutiny would proceed unaltered.

CA.301 ANNUAL HRA BUDGET 2025/26 & RENT SETTING

Councillor Thorpe, Cabinet Member for Finance and Transformation presented the report which formed part of a suite of documents relating to the Council's budget setting process for 2025/26. It established the proposes the rent level and proposed increase for Council Housing, Dwelling and Garage rents, Sheltered Support, Management, Service and Heating charges and Furnished Tenancy charges.

Decision:
Cabinet approved the following and commend to the Council to:

- Approve the 2025/26 budget for the Housing Revenue Account
- Agree rents to be increased for 2025/26 by 2.7% which is the Government's maximum allowable increase being September CPI (Consumer Price Index) 1.7% plus 1% with effect from 7th April 2025.
- Shared ownership rents to be increased by 2.7% in line with the provision which is set out within shared ownership agreements with effect from 7th April 2025.
- Approve an increase in Garage rents by CPI as at September 2023 CPI + 1% 2.7%.

- Approve an increase in Sheltered Management and Support Charges by CPI + 1% 2.7%.
- Approve an increase in Service and Amenity Charges by CPI + 1% 2.7%
- Approve an increase in Support and Heating charges by CPI + 1% 2.7%
- Approve an increase in Furnished Tenancy charges by CPI+ 1% 2.7%
- Note that where a social rent property is re-let to a new or transferring tenant the rent level will be increased to the formula rent (target rent) for that property. In accordance with the Rent Standard, where an affordable rent property is re-let to a new or transferring tenant the rent level be set by reference to 80% of the market rent (including service charges where applicable) for a similar property at the time of letting or the formula rent for the property, whichever is the greater.

Reasons for recommendations:

To progress the Council's budget setting process to achieve an approved and balanced budget.

Other options considered and rejected:

None.

a **THE COUNCIL'S 2025/26 REVENUE BUDGET AND MEDIUM-TERM FINANCIAL STRATEGY (MTFS) FOR 2026/27 THROUGH TO 2027/28**

Councillor Thorpe, Cabinet Member for Finance and Transformation, presented the suite of budget papers with comprised of the key elements of the 2025/26 budget proposals and the framework for the longer-term Medium Term Financial Strategy (MTFS) 2026/27 to 2027/28.

It makes available the latest financial information that will underpin the 2025/26 budget and the MTFS. The report also sets out the process that will lead to the agreement of the budget and the setting of the 2025/26 Council Tax at Full Council on the 19 February 2025.

This report reflects the Government's Provisional 2025/26 Local Government Finance Settlement published in December 2024. The financial tables within the report focus on a three-year period.

The report is part of the suite of financial reports including:

- Council Tax Setting
- Treasury Management Strategy 2025/26
- Capital Strategy 2025/26 to 2027/28
- The Dedicated Schools Grant and the schools' budget 2025/26

Decision:

Cabinet approved the recommendations and commended to Council the following:

- Approve the Medium-Term Financial Strategy to 2027/28 and the assumptions regarding resources and spending requirements.

- Approve the Council Tax base for Bury Council for 2025/26 of 58,697.86 Band D equivalent dwellings, this is the basis on which the Council Tax funding has been calculated (Appendix 1).
- Approve the net revenue budget of £238.256m for 2025/26. Page 32
- Approve the Council Tax requirement of £118.296m and the increase in Council Tax in 2025/26 of 2.99% in terms of General Council Tax and a further 2% for the Adult Social Care precept for 2025/26 (Appendix 1).
- Approve the budget assumptions of £23.210m in 2025/26.
- Approve the new revenue budget proposal relating to residents parking permits pricing structure for consultation and referred to Council for their consideration.
- Note the remaining budget gap of £11.571m over the medium-term to 2027/28.
- Approve the use of £5.858m of reserves from the budget stabilisation reserve for 2025/26.
- Note the forecast position on reserves over the medium-term to 2027/28.
- Approve the recommendations set out in the Treasury Management Strategy (Appendix 2)
- To approve the Treasury Management Strategy including the associated Prudential Indicators and Annual Investment Strategy.
- To approve the Treasury Management Policy Statement.
- To approve the Minimum Revenue Provision (MRP) Policy Statement.
- Approve the Capital Strategy and the Programme for 2025/26 – 2027/28 (Appendix 3).
- Approve the Dedicated Schools Grant budget for 2025/26 at £253.097m and approve the allocations between the four funding blocks as set out in Appendix 4 of this report.
- The Schools and Academies 20205/26 funding unit values as recommended by Schools Forum and detailed at Annex 1 to appendix 4.
- Approve the 2025/26 hourly rates for all early year's providers as follows:
  i. £5.48 per hour for 3- and 4-year-olds.
  ii. £7.88 per hour for 2-year olds.
  iii. £10.50 per hour for under 2's.
- Note the Equality Impact Assessment for the budget report (Appendix 5).
- Note the Chief Finance Officer (Director of Finance) statement on the robustness of estimates and adequacy of financial reserves in setting the budget (Appendix 6).

Reasons for recommendations:

- The Council has a legal requirement annually to set a balanced budget and Council Tax and where necessary undertake consultation with the public, businesses, stakeholders and internally with staff and through Overview & Scrutiny Committee.

Alternative options considered and rejected 27. The current assumption within the 2025/26 budget and medium term is for an ongoing 4.99% annual Council Tax increase (2.99% general precept and 2% adult social care precept). 28. An alternative option could be made to increase its 'relevant basic amount of council tax' above the levels set out in the Provisional 2025/26 Local Government Finance Settlement published in December 2024 of 4.99%, but this would require holding a local referendum and a majority vote. 29. A 1% increase or decrease in Council Tax is the equivalent to c.£1.1m

b **COUNCIL TAX SUPPORT SCHEME**

Councillor Thorpe, Cabinet Member for Finance and Transformation presented the Council Tax Support Scheme that set out the Council Tax Support Scheme to be considered by Full Council and considered as part of the budget setting process. As part of the process, local authorities are required to consider whether to revise their existing scheme or replace it with a new one. The report outlined the background, current scheme, context of overall Welfare Reform and recommendations for delivering a local scheme of Council Tax Support with effect from April 2025.

Decision:
Cabinet endorsed to Council:

- Approve that the scheme continues in its current form for the year 2025/26
- Note the current disregard of all War Widow's/Widower's Pension or War Disablement Pension is continued
- Note the performance of the scheme continues to be closely monitored and will be reviewed and amended as appropriate on an annual basis.

Reasons for recommendations:

- The Council is required to set a local scheme for Council Tax Reductions, these recommendations are the same as in previous years based on an affordable model to support low-income households in Bury

Alternative options considered:

- The scheme for pensioners is determined by statute and the council has discretion regarding the award of council tax reductions for working age residents, the details of the scheme were last reviewed and consulted upon in 2017. A detailed review of new options for the scheme will take place in 2025/26 with a view to simplifying the scheme and proposals put before Cabinet.

CA.302 **PROCUREMENT AND APPROVAL OF CONTRACT FOR THE HRA CAPITAL PROGRAMME 2024/25**

Councillor Cummins, Cabinet Member for Housing Services presented a report which follows on from that received at Cabinet on the 4th December 2024. The report included two projects which although tendered could not be confirmed at that time. The project Communal Works, Lots 1 & 2 were subject to tender clarifications and the report stated they would be submitted to the Cabinet for approval after clarifications with bidders had been confirmed.

Decision:
Cabinet approved the following:

- Communal Works Lot 1 – Ian Williams contract value £659,979.91
- The award of a contract to the winning bidder for the initial period of the tender with the option to extend for a further 12 months in the event that additional work is identified.

Alternative options considered:

- Do nothing: This is not an option as the communal areas are in urgent need of upgrading and improvement The works will enhance the physical appearance and security of common areas across the Borough and will be welcomed and valued by residents.
- Deliver Inhouse: In addition to a lack of capacity in the in-house contractor there is significant specialist door entry system works included in the contract.
- Open Tender: This option was considered however this would involve a significantly extended procurement process in both time and cost. The use of the Procure Plus framework which specialises in social housing investment works adds benefits in ensuring all tenderers meet capability, expertise and compliance requirements. The mini competition process allows the tender to be tailored to the Councils specific requirements. Using the framework offers clear benefits over the open tender route.

CA.303 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE - SUPPLIER FOR LEVI AND CRSTS FUNDING

Councillor A Quinn, Cabinet Member for Environments, Climate Change and Operations gave an overview of the report which sought approval for Transport for Greater Manchester, undertake the procurement to appoint a supplier to deliver the Local Electric Vehicle Infrastructure (LEVI) Programme on behalf of Bury Council

The Council recently appointed Be.EV to install Electric Vehicle Charging Infrastructure (EVCI) under a concessionary contract on Council land. This contract is aimed at installing areas in rapid charging infrastructure in areas with a good throughput of traffic that is likely to turn a profit for the operator.

The earlier report submitted to cabinet on 12th July 2024 outlined a proposal for Bury Council to utilise this funding to directly procure a supplier to install, operate and maintain EVCI on Council land. However, following this Cabinet report Government Office for Low Emissions Vehicles (OZEV) made it clear that they would prefer and favour collaborative working from city regions to support better funding distribution and efficient delivery of services. As a result, it was decided that TfGM should work with the ten Greater Manchester Authorities to carry out the procurement of an EVCI supplier on behalf of all the Greater Manchester Authorities. The successful supplier will keep the income from the network and operate it independently from the Council

Decision:
Cabinet:

- approved that TfGM, undertake the procurement to appoint a supplier to deliver the LEVI Programme on behalf of Bury Council.

- approved the signing of the Collaborative Memorandum of Understanding and delegating power to the Director of Operations in consultation with the Director of Law and Democratic Servies for the final approval of the final terms of the MOU.

Reasons for recommendation(s)

1. The Council has a target of being carbon neutral by 2038. To achieve this goal, we need to significantly reduce carbon emissions. A significant amount of carbon emissions come from petrol and diesel cars. One way to reduce these emissions is for people to transition to electric vehicles, which have zero emissions at the tailpipe and a reduced carbon impact overall.
2. There is roughly £2m of funding being made available to the Council to install EVCI for people who do not have access to off-street parking.
3. We cannot use our existing EVCI concession contract to spend this funding.
4. The Council does not have the resources in place to install, operate or maintain a network of EVCI.
5. Therefore, we recommend appointing a supplier to work to install, operate, maintain, and operate EVCI. The Council can then combine this funding with investment from the supplier to increase the number of EVCI installed in Bury.

Reasons for recommendations:

- The Council has a target of being carbon neutral by 2038. To achieve this goal, we need to significantly reduce carbon emissions. A significant amount of carbon emissions come from petrol and diesel cars. One way to reduce these emissions is for people to transition to electric vehicles, which have zero emissions at the tailpipe and a reduced carbon impact overall.
- There is roughly £2m of funding being made available to the Council to install EVCI for people who do not have access to off-street parking.
- We cannot use our existing EVCI concession contract to spend this funding.
- The Council does not have the resources in place to install, operate or maintain a network of EVCI.
- Therefore, we recommend appointing a supplier to work to install, operate, maintain, and operate EVCI. The Council can then combine this funding with investment from the supplier to increase the number of EVCI installed in Bury.

Alternative options considered and rejected:

- Option 1 a. The Council could own and operate the EVCI keeping 100% of the income generated to support the operation and maintenance of the infrastructure. This would still require a procurement process to appoint a supplier to install the infrastructure and carry out the operation and maintenance. This approach would not encourage private investment and shifts the burden of risk onto the Council. We also do not have the internal expertise at the Council to operate and maintain electric vehicle charging infrastructure.
- Option 2 b. We could do nothing. However, this would mean we would miss out on the opportunity to access significant funding to provide our communities with a wider range of accessible EV charging infrastructure.

CA.304 MILLWOOD SPECIAL SCHOOL-UPDATE & REQUEST FOR APPROVAL TO GO TO TENDER

Councillor L Smith, Cabinet Member for Children and Young People presented the report to Cabinet with a full explanation of the latest position, details of the provisional programme including estimated budget costs and sought approval to go out to tender for the construction of the new wing extension, roofing remedial and other outstanding defects scheme.

The report is issued without finalised figures as these will not be available until after the tenders have been returned. They will then be reviewed internally and validated by independent Quantity Surveyors. Provided that the tender figures can be recommended, an updated report will then be issued for Cabinet approval.

Decision:
Cabinet:

- approved the indicative budget and provisional works programme with an anticipated 12 month build scheme and targeted completion of September 2026.
- approved the seeking of competitive tenders for the works, subject to a further report being brought back to a future Cabinet meeting for approval of the tender sum and contract award to the preferred contractor.

Reasons for recommendations:

- Approval to proceed to tender is required for the Millwood scheme to progress. The scheme will include a new build extension it will also address the roofing remedial works/other defects that are unfinished due to the original contractors going into Administration in September 2024.
- Development of additional capacity at Millwood Primary Special School, as set out in the Project Safety Valve agreement between the Council and the Department for Education, is a key element of the specialist place sufficiency strategy. Taken together, the Agreement and strategy set out the business case for the development of new provision and expansion of existing specialist provision to meet increasing demand within Bury and reduce the reliance on placements in Independent Non-Maintained Special Schools (INMSS). The extension scheme at Millwood Primary Special School is a priority within this strategy.

Alternative options considered:

- Do nothing. If we don't proceed with the extension this would mean pupils being sent to out of borough provisions which would be at a large cost to the council We must address the roofing remedial works/other defects as a priority as the original contractors only re-roofed approximately half of the school roofs. The roof is deteriorating and needs to be replaced as soon as practically possible.

CA.305 SKYLINE GMCA RESIDENTIAL CHILDREN'S HOMES

Councillor L Smith, Cabinet Member for Children and Young People presented the report regarding Project Skyline which involves the ten Greater Manchester local authorities, NHS Greater Manchester and the Greater Manchester Combined Authority (GMCA) which will

create an increased supply of specialist children's homes for children in care in the Greater Manchester region for some of our most vulnerable young people. This will see ten new homes that can accommodate up to 24 children with complex mental health issues or Emotional Behavioural Difficulties. GMCA is leading the procurement to appoint the care home operators on behalf of the ten GM local authorities.

The Leader of the Council, wished to highlight regarding some of the local residents' concerns and acknowledged that some elected members may also share these concerns. Members were informed that this report should be seen as an opportunity and it is important the Council listens and assures local residents. Councillor L Smith added that discussions regarding planning permissions for Childrens Homes is taking place with the Department for Education currently.

Decision:
Cabinet:

- Noted the proposed arrangements for the delivery specialist residential care in Greater Manchester for Looked After Children ("LAC") and to agree that Bury Council should continue its due diligence prior to agreeing participation in the scheme.
- Dependent upon due diligence, agree to delegate authority to the Chief Executive/Executive Director Children & Young People, in consultation with the portfolio holder for Children and Young People, and Director of Finance to negotiate and finalise the Partnership Agreement and all other contractual and ancillary arrangements.
- Delegated to the Director of Law and Democratic Services to enter and complete the documentation necessary to give effect to the recommendations.

Reasons for the recommendations:

- To enable Bury to participate in progressing plans to invest in new regional provision that will be protected for GM children and seek to develop a portfolio of new publicly owned residential provision to support children in care to GM authorities in need of residential provision.
- At its core, creating dedicated GMCA provision is seeking to mitigate the exposure to market forces, particularly the escalating cost of provision and sometimes sub-optimal outcomes for children. The Project aims to establish 10 homes for up to 24 children and young people. Whilst this is a small number relative to the number of children in care to GM authorities in private sector children's homes (slightly less than 600 currently), it represents an important shift and a return to the children's homes market for GM local authorities.
- Bury is the only Local Authority in Greater Manchester that does not currently have internal residential homes, so we are the most challenged of all GM authorities in terms of sufficiency of specialist homes and our subsequent exposure to market forces, we have seen a marked increase in the number of residential placements currently at 46 having seen an increase in volume of 21% over the past 12 months, with an weekly average cost of £5,834 per child at the end of Q1 2024/25 and with a total cost of £8.7m at 2023/24 outturn.
- Engagement in Project Skyline would be a complementary facet of Bury's sufficiency strategy whilst we also develop plans for our own residential provision and build the number of fostering households and the range of needs that foster homes are able to meet.

Alternative options considered:

- Do nothing - The Council is exploring the Skyline model before committing to enter into a Partnership Agreement, it would be prudent to explore this option fully.
- Develop in house provision - The Council has already approved the development of its own residential provision in November 2024 and Project Skyline should be seen as complementary to the Council's own proposal, rather than either being an alternative to the other. Project Skyline aims to provide up to 24 homes for children across GM and the Council's own development provides for the development of 6 homes for children. These figures should be seen in the context of close to 600 children in private sector residential homes across GM and 46 children currently in the care of Bury. One can see that this is the beginning of a broader rebalancing of provision between public and private sector.
- Furthermore, as part of the plans across GM, Project Skyline envisages developing specialist children's homes for children vulnerable to extra-familial safeguarding risks and with acute mental health/behavioural concerns. This provision would differ from the type of homes that Bury itself would be seeking to establish.

CA.306 ADULT SOCIAL CARE PROVIDER FEES 25/26

Councillor T Tariq, Cabinet Member for Health and Wellbeing presented the report which detailed the fee engagement process including timelines and proposed recommendations for the standard fee proposal to contracted providers of adult social care services for the period 2025/26. For each provider sector, the Council has uplifted the staffing element of the fee by 5% in line with the increase in the Real Living Wage and 6.73% for those paying the National Living Wage.

In response to a members question regarding the changes to National Insurance contributions for Employers, members were informed that the impact is 1.5% which equates to £1.68 million pounds, members were assured that Bury Council is ensuring care providers employed by Bury Council are not place under any further financial stress.

Decision:
Cabinet:

- Noted the outcome of the fee engagement process detailed below.
- Approved the uplifted 2025/2026 Hourly Fee Rate, with effect from 1st April 2025.

Reasons for recommendations:

- The Council is required to carry out a provider fee engagement process and has done so for year 25/26. The uplifts are within budget and look to drive the provider market to meet needs now and going forward, while ensuring provider sustainability in light of current pressures. The recommended fee rates also support providers to pay their staff the Real Living Wage and continue the move towards the Cost of Care.

Alternative options considered:

- Alternatives were not considered as we are required to issue fee uplifts within allocated budgets.

CA.307 ANNUAL REVIEW OF ADULT SOCIAL CARE FEES & CHARGES 2025-26

Councillor T Tariq, Cabinet Member for Health and Wellbeing presented the report which proposed the 2025/26 Adult Social Care fees and charges across the Health and Care directorate to take effect in April 2025.

Decision:
Cabinet:

- Approved the proposed Adult Social Care Fees & Charges for 2025/26 detailed in Appendix A of the report.

Reasons for recommendations:

- In accordance with the Council's Financial Regulations, there is a requirement to review fees and charges on an annual basis.

Alternative options considered:

- No alternatives were considered. The uplift to 2025/26 Adult Social Care fees are in line with the 2025/26 Adult Social Care Provider Fee Uplifts or in line with the November 2024 Autumn Statement which announced that Department of Works and Pensions benefits will increase by 1.7%.

CA.308 CARERS STRATEGY AND COMMISSIONING INTENTIONS

Councillor T Tariq, Cabinet Member for Health and Wellbeing presented the report which proposed the approval and implementation of the new Bury Adult Carers Strategy- 2025- 2029 and commissioning intentions, based on aspirations to improve the quality of life of unpaid carers in Bury.

Decision:
Cabinet:

- approved the implementation of the Adult Carers Strategy 2025-2029.
- approved a tendering exercise for a provider to deliver a service for unpaid carers across Bury.
- Approved that the new provider will enter a 4 year arrangement, including a 1 year extension subject to performance and review.
- Delegated authority to the Director of Adult Social Services and Community Commissioning for contract award and any future extensions relevant to this contract. (Within the specified Contract provision).

Reasons for recommendations:

- The previous Bury Carers Strategy 2021- 2024 is now out of date and requires updating to ensure that it is fit for purpose.
- To reflect the new commitments in the Strategy there is a need to refresh the current service specification delivered by commissioned provider
- Current contractual arrangements end on the 31st May 2025, therefore there is a need legally to procure for a new service.
- The Local Authority has a duty to provide care and support to those individuals assessed as needing this pursuant to assessments under Part 1 Care Act 2014.

This includes under s 10 a duty to assess carers who may have needs for care and support and under s 20 a duty and in certain circumstances provide any assessed eligible care and support needs for carers.

Alternative options considered:

- Procurement rules do not allow any further extensions to previous contractual arrangements. Therefore, the only option is to engage in a procuring process

CA.309 ACQUISITION OF NEW AND PRE-OWNED PROPERTIES IN THE BOROUGH

Councillor Cummins, Cabinet Member for Housing Services presented the report which sought approval to purchase new build homes on private developments in the borough where available, using retained Right to Buy receipts up to £3.019 m generated from the period 1st April 2022 to the 31st of March 2024, to accommodate homeless households, negate the need for expensive bed & breakfast and hotel provision and reduce service costs.

In response to a members question regarding spending the £3.019 million within a short space of time. Members were assured that the officer involved in this work has the correct skill set to deliver the ask for the council.

The Leader requested that the Cabinet Member for Housing Services ensures an update to the correct committee's and meetings on how the work is progressing.

Decision:
Cabinet:

- Approved the acquisition of new build homes on private developments using retained Right to Buy receipts up to £3.019 m, as set out within this report.
- Approved the acquisition of suitable pre-owned property using retained Right to Buy receipts up to £3.019 m where the Council is unable to obtain appropriate new build property within time limits.
- Delegate the finalised terms and acquisition of property to the Director of Regeneration & Project Delivery and Director of Housing, in consultation with the Director of Finance and Cabinet Member for Housing Services.

Reasons for Recommendations:

- To provide additional accommodation for households in priority need, negate the need for costly bed & breakfast and hotel provision and reduce service costs.
- To enable the Council to support vulnerable households and fulfil its statutory obligations.
- To increase the housing stock; generate additional rental income and council tax revenue.

Alternative Options Considered:

- Do nothing - this option has been rejected as these monies give the Council an opportunity to increase the housing stock and generate significant savings by reducing the need for temporary accommodation, in particular costly bed & breakfast, and hotel provision.
- Give the monies (£3.019 m) to a local registered provider for the acquisition of housing – this option has been rejected because the Council would lose control

of any housing assets acquired, together with the opportunity to maximise rental income and increase productivity.

- Use the monies to build/develop new affordable housing – this option has been rejected as these monies must be expended by the 31st of March 2026 to ensure maximum efficiency. The development of new affordable housing would not be completed within existing time limits and would incur additional expenditure/resource.
- Use the monies to improve/renovate existing housing stock – this option has been rejected as these monies can only be used to provide replacement affordable housing e.g. social and affordable rent and low-cost market housing such as shared ownership.

CA.310 NORTHERN GATEWAY WESTERN ACCESS SCHEME – STRATEGIC OUTLINE BUSINESS CASE ENDORSEMENT AND CONTRACT AWARD APPOINTMENT OF CONSTRUCTION CONTRACTOR AND ASSOCIATED MULTI-DISCIPLINARY CONSULTANT TEAM

The Leader and Cabinet Member for Strategic Growth presented the report which sought Cabinet's endorsement of the Strategic Outline Business Case for the Northern Gateway's Western Access scheme (Pilsworth Road Corridor Improvements). The Strategic Outline Business Case (SOBC) stage represents the first step in the on-going development and refinement of a HM Treasury (Green Book) compliant business case for the Western Access scheme. The SOBC's preliminary concept designs and associated high level cost estimates will now be reviewed and further updated as part of the development of the Western Access scheme's Outline Business Case during 2025.

Decision:
Cabinet:

- Endorsed the Strategic Outline Business Case for the Northern Gateway's Western Access scheme (Pilsworth Road Corridor Improvements) as a basis for on-going review and development during the scheme's Outline Business Case stage, including the identification of a preferred scheme option.
- Delegated the endorsement of future iterations of the Western Access scheme business case to the Director of Law and Democratic Services in consultation with the Executive Director of Place and Director of Finance and the Council Leader and Cabinet Member for Strategic Growth.
- Approved the appointment of Balfour Beatty UK Ltd as the scheme's main construction Contractor to undertake pre-constriction stage work packages covering the Outline Business Case / RIBA 3 Stage and Full Business Case / RIBA 4 Stage.
- Delegated final acceptance of a final contract sum up to a provisional maximum of £600,000 covering the Outline Business Case stage work packages, to the Director of Law and Democratic Services in consultation with the Executive Director of Place and Director of Finance and the Council Leader and Cabinet Member for Strategic Growth.
- Delegated finalisation and sealing of the pre-construction services contract including appropriate break clauses, to the Director of Law and Democratic Services in consultation with the Executive Director of Place and the Council Leader and Cabinet Member for Strategic Growth.

Reasons for recommendations:

- Significant progress is now being made to progress the delivery of the Northern Gateway Investment Zone ('Places for Everyone' Joint Development Plan' allocation JPA 1.1), which is the largest designated development site in the Atom Valley Mayoral Development Zone (MDZ).
- The Western Access scheme (Pilsworth Road Corridor Improvements) will provide the necessary off-site, highway and transportation infrastructure required to access the early development phases of the Northern Gateway Investment Zone (IZ) site (JPA 1.1 allocation). The construction of the Western Access scheme will create the potential capacity to unlock circa 3.5M sq/ft – 4M sq/ft employment generating uses, including advanced manufacturing commercial floor space.
- The Western Access scheme Strategic Outline Business Case (SOBC) provides the robust basis for the on-going review and further development of the scheme's concept design and business case during the scheme's pre-construction stage. Initially this will cover the preparation of the scheme's Outline Business Case (including identification of a preferred scheme option) in line with HM Treasury's 'Green Book' business case procedure, and the associated development of the scheme's planning designs and costings in line with the RIBA 3 planning stage.
- IZ year one revenue grant funding has now been allocated from 1st April 2024. Following Cabinet's approval of the Grant Funding Agreement (GFA) in November 2024, the year one grant (£800,000) has now been released and there is now an urgent need to swiftly and flexibly progress the development of the Western Access scheme to meet the challenging grant funding milestone deadlines.
- These GFA milestones include the production and approval of the Western Access scheme's Outline Business Case and associated RIBA 3 planning designs by December 2025, and thereafter the production of the scheme Full Business Case and RIBA 4 technical designs and costings by March 2027. GFA milestones also stipulate that the procurement of the scheme's main Contractor (and associated multi-disciplinary team) should occur during November 2024, and the subsequent contractual appointment to be in place by February 2025.
- In adherence with the above, the procurement of Balfour Beatty UK Ltd and its associated multi-disciplinary team to undertake the scheme's pre-construction work packages under a two stage Design & Build contract, has now been completed in full compliance with the Council's Corporate Procurement and Contract Procedure Rules, and the Public Contracts Regulations 2015, and in alignment with the approved Western Access Procurement Strategy.

Alternative options considered:

- That the recommendations are not approved, and we do not utilise the approved year 1 grant funding, with the funding being reallocated elsewhere in Greater Manchester. This presents a high risk to the delivery of the Places for Everyone joint development plan and specifically, the delivery of the Western Access scheme and the Northern Gateway Investment Zone (JPA1.1 allocation).
- Delaying the approval of the pre-construction Contract will delay the preparation of the Western Access scheme Outline Business Case (OBC) and associated

RIBA 3 planning designs. Consequently, this will delay the delivery of the subsequent Full Business Case (FBC) / RIBA 4 technical design stage during 2026 and thereafter delay the start of the construction delivery (RIBA 5 stage) of the Western Access scheme which under the grant funding requirements should commence by April 2027 and be completed by March 2029.

- Delaying the Western Access scheme OBC, FBC and construction delivery stages will jeopardise the delivery of the early phases of the Northern Gateway site Page 379 development. The delivery of the Western Access scheme is critical to providing the necessary highway capacity and associated transportation improvements required to unlock the Phase 1 IZ site (JPA 1.1 allocation).
- Delaying the delivery of the Western Access scheme would erode confidence in the Council's ability to deliver a key strategic priority for both Bury and its strategic partners, including Rochdale Borough Council, Greater Manchester Combined Authority, Transport for Greater Manchester and National Highways. Delaying the delivery of the Western Access scheme would undermine supporting the delivery of a number of major, corporate strategies and Team Bury initiatives including the Council's 'Let's Do It' Vision and Strategy, Northern Gateway Strategic Development Vision, Atom Valley MDZ Vision, Northern Gateway Development Framework (supplementary planning document), Bury's Economic Strategy, amongst others.

CA.311 DISPOSAL OF FORMER LIBRARY, PINFOLD LANE, WHITEFIELD

The Leader and Cabinet Member for Strategic Growth presented the report which provided an update on the proposed relocation of the Uplands Medical Centre in Whitefield, and the proposal to sell the former Whitefield Library to the NHS Property Services (NHS PS).

Decision:
Cabinet:

- Approved the sale of the former Whitefield Library, Pinfold Lane, Whitefield to NHS Property Services
- Approved the demolition costs for two small structures within the retained Pinfold site to enable the NHS to proceed with their works.
- Approved that the Council owned portion of the currently Uplands Medical Centre, once the practice has relocated, be deemed surplus to requirements and be placed on the Asset Transformation Programme disposal list.

Reasons for recommendations:

- To enable the Uplands Medical Centre and related services to be relocated
- To make best use of the Council's property assets.
- Disposing of property assets to reduce holding costs, reduce the Councils' carbon footprint and to generate capital receipts.
- To enable the Council to continue to generate capital receipts that can enable other Council projects to be supported. Alternative options considered and rejected
- To sell the site in the open market, however this option would prevent the proposed relocation of the Uplands Medical Centre and has therefore been discounted

CA.312 UNIT 4 SYSTEM UPGRADE & TRANSFORMATION REPORT

Councillor Thorpe, Cabinet Member for Finance and Transformation presented the report regarding the Unit 4 System upgrade which was a follow on from the Unit 4 Contract Award Report approved by Cabinet on 25 September 2025. The report provided a summary of the Strategic Outline Business Case (SOBC) produced by the Strategic Partner and sought approval from Cabinet to proceed with the full transformation delivery option required to deliver the implementation of the Unit 4 cloud-based ERP Financial Management System and the transformation programme.

A member sought assurances with regards to contingencies in place to support the transition. In response Councillor Thorpe, Cabinet Member for Finance and Transformation confirmed that the system used currently and the planned new system are both based on the same software decreasing the risks of an issue. There is also project management support and the original license does not elapse until 2026 giving time to transition.

The Leader, requested that appropriate progress reports on the advancements are received.

Decision:
Cabinet:

- Approved to proceed with the Full Transformation Delivery option.
- Approved the estimated one-off capital investment cost to be incepted into the capital programme, to be funded from a combination of earmarked reserves and/or capital receipts
- Noted the progress made with regard to the procurement of the Strategic Partner, with the final award to be considered for approval by Cabinet in March.

Reasons for recommendations:

- The current Financial Management System is nearing the end of its lifecycle, which limits efforts to modernise. Challenges include fragmented financial processes, reliance on manual tasks, and a lack of self-service options for staff and suppliers. There are also number of inherent risks and compliance concerns regarding the existing system alongside high reliance on manually based financial transaction activities which is affecting the efficiency of the finance service and the wider organisation.
- As stated in the September Cabinet report, Unit 4 have informed clients that the current on-premises version of Unit 4, which the council operates will be unsupported after 2026 and therefore this creates a burning platform to change and modernise the Financial Management System, but also an opportunity to drive through financial transformation programme throughout the Council.

Alternative options considered:

- Three options detailed in the body of the report were identified and their respective estimated cost & benefits were considered prior to making this recommendation.

CA.313 RESTRUCTURE OF THE REVENUES AND BENEFITS DEPARTMENT – APPROVAL OF REDUNDANCY COST

The Cabinet Member for Corporate Affairs and HR, Councillor T Rafiq, presented the report which sought support to request Council approval for three individuals whom expressed an interest in voluntary redundancy which totals more than £100,000. Therefore, in accordance with the requirement of section 38 of the Localism Act 2011 and associated statutory guidance as well as the Council's Pay Policy statement, approval of these applications is a matter for Council.

Decision:
Cabinet:

- Supports payment of the redundancy and capital costs associated with the aforementioned staff and commends this proposal to Council for their agreement. The wider, post consultation, proposal for implementation of the restructure have been subjected to approval by the Cabinet Member for HR and Corporate Affairs under their delegation.

Reasons for recommendations:

- The offer of voluntary redundancy has been made in accordance with Council Policy.

Alternative options considered and rejected:

- To refuse the three applications based on cost. The staff members could resign and claim constructive dismissal for breach of trust and confidence on the grounds that they had been deprived of a redundancy payment and the associated pension contributions.

CA.314 APPOINTMENTS REPORT

The Cabinet Member for Corporate Affairs and HR, Councillor T Rafiq, presented the report which set out amendments to the appointments made at the Annual Meeting of the Council held on 22nd May 2024.

The Leader, Councillor O'Brien reflected that he has met with the two new Independent Co-opted Members, Ben Thomas and David Webster and they are welcome additions to give the Audit Committee external rigor and support and bring great experience to the Committee.

Decision:
Cabinet:

- Noted the appointments and amendments to appointments made since the Annual Meeting of Council as set out at paragraph 2.

Reasons for recommendations:
N/A

Alternative options considered and rejected:
N/A

CA.315 MINUTES OF ASSOCIATION OF GREATER MANCHESTER AUTHORITIES / GREATER MANCHESTER COMBINED AUTHORITY

It was agreed:

That the minutes of the Greater Manchester Combined Authority meeting held on 13th December 2024 be noted.

CA.316 URGENT BUSINESS

There was no urgent business.

CA.317 EXCLUSION OF PRESS AND PUBLIC

Decision:
That the press and public be excluded from the meeting under Section 100 (A)(4), Schedule 12(A) of the Local Government Act 1972, for the reason that the following business involves the disclosure of exempt information as detailed against the item.

CA.318 MILLWOOD SPECIAL SCHOOL-UPDATE & REQUEST FOR APPROVAL TO GO TO TENDER - PART B

Councillor L Smith, Cabinet Member for Children and Young People presented the Part B report Millwood Special School. The report set out the full financial details.

Decision:
Cabinet:

- approved the indicative budget and provisional works programme with an anticipated 12 month build scheme and targeted completion of September 2026.
- approved the seeking of competitive tenders for the works, subject to a further report being brought back to a future Cabinet meeting for approval of the tender sum and contract award to the preferred contractor.

Reasons for recommendations:

- As set out in Part A

Alternative options considered:

- As set out in Part A

CA.319 DISPOSAL OF FORMER LIBRARY, PINFOLD LANE, WHITEFIELD - PART B

The Leader and Cabinet Member for Strategic Growth presented the Part B report regarding the disposal of former Library, Pinfold Lane, Whitefield. The report set out the financial details.

In response to a member question the Leader advised that 10% of the capital receipt will be used within Whitefield.

Decision:
Cabinet:

- Approved the sale of the former Whitefield Library, Pinfold Lane, Whitefield to NHS Property Services

- Approved the demolition costs for two small structures within the retained Pinfold site to enable the NHS to proceed with their works.
- Approved that the Council owned portion of the currently Uplands Medical Centre, once the practice has relocated, be deemed surplus to requirements and be placed on the Asset Transformation Programme disposal list.

Reasons for recommendations:

- As set out in Part A.

CA.320 UNIT 4 SYSTEM UPGRADE & TRANSFORMATION REPORT - PART B

Councillor Thorpe, Cabinet Member for Finance and Transformation presented the Part B report regarding Unit 4. The report set out the financial details.

Decision:
Cabinet:

- Approved to proceed with the Full Transformation Delivery option.
- Approved the estimated one-off capital investment cost to be incepted into the capital programme, to be funded from a combination of earmarked reserves and/or capital receipts
- Noted the progress made with regard to the procurement of the Strategic Partner, with the final award to be considered for approval by Cabinet in March.

Reasons for the decision:

- As set out for Part A.

Alternative options considered:

- As set out for Part A.

COUNCILLOR E O'BRIEN
Chair

(Note: The meeting started at 6.00 pm and ended at 7.00 pm)

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Agenda Item 6

Classification:	Decision Type:
Open	Non-Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	2024/25 Corporate Plan – Quarter Three Update	
Report of	Cabinet Member, Finance and Transformation	

Summary

In April 2024 the Cabinet approved the Council's Corporate Plan for 2024/25. The Plan sets out the Council's strategic priorities and delivery objectives for the financial year and our role in delivering the overarching vision of the borough's LET'S Do It! Strategy.

The Plan was agreed in the context of the Council's significant financial challenges with both reducing funding and increasing demand contributing to a reported circa. £30m financial gap in the Council's finances over the coming three years. The agreed Plan was structured around three overarching priorities:

- **Sustainable Inclusive Growth**
- **Improving Children's Lives**
- **Tackling Inequalities**

As part of the Plan, key objectives were described against each of these priorities, together with a clear set of quarterly delivery milestones. The Plan also included objectives and milestones for the **enabling actions** needed to ensure the organisational conditions necessary to deliver the priorities.

To support monitoring of the Plan, alongside measuring delivery of the agreed milestones (Appendix One), an initial set of Key Performance Indicators (KPIs) was set out. These have since been revised following operational feedback and the current suite of delivery KPIs is provided in Appendix Three.

As well as those priorities agreed in April, since the Plan was agreed the Council has responded to a number of unforeseen demands and additional pressures. Most notably this includes responding to the outcomes of the local area SEND inspection, published on 7 May and preparation for the General Election which was announced on 22 May and took place in July. In addition, in December 2024 the Council's external auditors presented their judgements in the areas of the Council's Value for Money arrangements for 2021/22 and 2023/24. Significant weaknesses were identified resulting in an urgent action plan being drawn up at the end of quarter 3. This has had an impact on the delivery against milestones which will be fully assessed at each quarter.

This report however describes the significant progress made in the third quarter of the financial year (October to December 2024) against the Corporate Plan priorities and objectives.

Recommendation(s)

Cabinet is asked to

1. Note the update on progress against the Corporate Plan 2024/25.

Reasons for recommendation(s)

To enable transparency and robust monitoring of performance and delivery of the Corporate Plan.

Alternative options considered and rejected.

Not applicable.

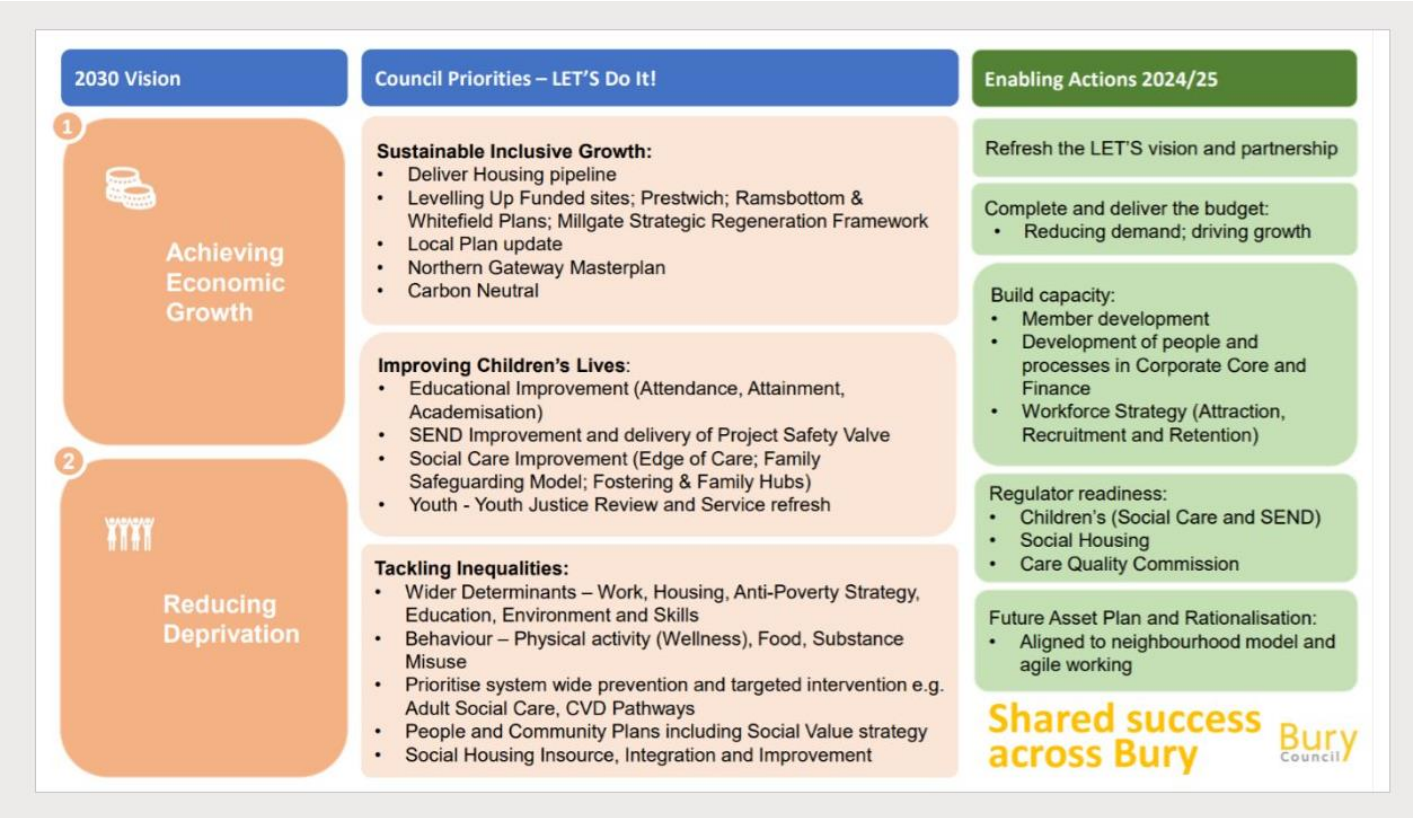
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1. Background

1.1 Last April the 2024/25 Corporate Plan was published and set out the Council's strategic priorities and delivery objectives for the year.

1.2 The Corporate Plan has been designed to reflect a tighter set of corporate priorities following feedback from the last LGA Peer Review in December 2023, hence the focus on the three priorities with a streamlined set of objectives. The priorities overlay the "business as usual" departmental functions which are described separately in service planning documents.



2. Progress Since Approval of the 2024/25 Corporate Plan

1.1 The table in Appendix Two provides a snapshot overview of progress against the Quarter Three milestones. This review of progress has been further supplemented by information gathered for the latest Leader's statement to Council.

1.2 The last report described a number of areas where progress has been delayed. There has been some recovery of these delays in quarter 3 despite the addition of the action plan in December 2024 in response to the outcomes of our external auditors regarding value for money activities.

1.3 As in the first half of the year, though not unforeseen, the work needed to progress the integration of Housing Services (in the context of the new regulatory requirements) has continued to require the focus on a number of

teams across the Council as services have started to integrate with their respective functions. Whilst the recruitment of a permanent Director of Housing has been underway this has put pressure on remaining capacity. However, this post was recruited to in quarter 3 and they are due to start in post imminently.

1.4 Finally, again not unforeseen, but the launch of the 25/26 budget in November 2024 and associated consultation has required a greater emphasis and focus due to the volume of savings projects required to support the budget deficit.

1.5 Sustainable Inclusive Growth

Key Achievements:

- Work on the Radcliffe regeneration continues at pace. Radcliffe Library has relocated to the upper floor, ready for construction of the new Enterprise Centre which will offer flexible working space, meeting rooms and business support services.
- The Radcliffe Hub project structural work has progressed including; excavations and works continue to create the basement areas; work on the steel frame for the roof and the front of the building; works to start on the roof over the pool area.
- Preparation works have commenced on the Radcliffe Market and basement for Market Chambers.
- Funding for Whitehead Gardens, Tottington have been announced – joint contributions from the Council, the national lottery and the Heritage fund. Plans for the site include making improvements to access and pathways, installing new seating areas, tree works, wildflower planting, wall repairs and improving drainage. The work on site will begin in Spring 2025 and is expected to be completed by Spring 2026.
- In December approval was granted at Cabinet to appoint the main contractor for the main works for the delivery of Phase 1A Travel Hub of the Prestwich Village Regeneration Scheme. This scheme will now continue to progress at pace throughout 2025.
- 30 affordable housing units have been completed at Wheatfields with tenants in occupation in early December
- The Northern Gateway Development Framework consultation went live in November. The consultation is due to close in quarter 4 to support a cabinet decision in February regarding the adoption of supplementary planning documents.
- The Council's Greenhouse Gas Emissions report is prepared for publishing and demonstrates that the council has reduced its emissions by 70% since the base year of 2008/09 and has made another year-on-year reduction from 2022/23 of 6%
- The Bury Town Centre Food and Drink festival took place in quarter 3 and attracted over 30,000 visitors

- Work is continuing on feasibility studies for the leisure centre costs and options appraisal project with an update due in quarter 4.

1.6 Improving Children's Lives

Key Achievements:

- The annual Believe and Achieve awards took place in quarter 3. The night celebrates the achievements of our cared for children and care experienced young people; recognising their achievements in education, sport, creativity and the support they have given their community. Some 150 children and young people were nominated across seven award categories, and there were 15 winners.
- The fostering service have been preparing to launch the second Mockingbird constellation, a key part of the Council's strategy to increase the number of foster carers looking after our children. The success of the first constellation was evident at a recent fostering event when carers in the constellation spoke to other carers about their experiences.
- The first Family Hub Christmas drop in offer was held in quarter 3 with a range of family help staff, early years, and partner agencies to provide support and advice to our families over the Christmas period, including accessing food parcels and Christmas presents.
- The Council approved the sign up to the Care Leaver Covenant (CLC) in December. CLC work with more than 500 organisations to connect young people with care experience to exclusive opportunities. By becoming a partner of the CLC, Bury Council will join 92 other unitary local authorities in demonstrating their commitment to care experienced young people.
- In December, the DfE visited for their first stocktake of the progress being made by the local area following the inspection of services for children with identified SEND. The meeting was attended by senior officers from across the entire partnership of local agencies, together with the independent chair of the SEND improvement Board and representatives from Bury2Gether. The DfE welcomed the rounded self-assessment, which acknowledged areas where good progress has been made and recognised areas where progress has not been as rapid as we would have wished. The overall sense from the meeting was that the DfE felt that good progress had been made in Bury through the first six months of the improvement plan, while recognising the scale of the challenge in delivering substantially improved services and outcomes for children with SEND and their families. The session recognised the need to move from system revision, build and design to delivery and tangible impact during 2025.
- The STAR Academy in Radcliffe opened its doors to its first cohort of pupils in September.
- A review of the EHC Assessment and Review team has been completed and further recruitment is underway to increase capacity.

- The delivery of the Inclusion Team's offer to schools was underway in quarter 3.This included the introduction of an Inclusion Support system supporting schools with immediate advice and signposting for high level cases to prevent placement breakdown or permanent exclusion.
- The SEND deep dive on preparation for adulthood was successfully held in October, with plans for the next deep dive in quarter 4.
- A sixth family safeguarding team was introduced in quarter 3, which has assisted in reducing caseloads. Our Family Safeguarding Partnership Event took place in November with a morning and afternoon session held to maximise attendance, which was positive from across the partnership. Practitioners gave examples of their work with families and the outcomes they are achieving. The day was dedicated to sharing the model with partners and highlighting their role in protecting vulnerable children, parents, and families. The response was very positive, with colleagues talking about how much they had learned about the Family Safeguarding approach by attending the event and good feedback from those who attended.

1.7 Tackling Inequalities

Key Achievements:

- Work has continued shaping new Community Safety Strategy recognising wider determinants of keeping people safe from harm. In December, Bury welcomed a delegation of representatives from South Korea who were keen to learn on Bury's Purple Flag success in terms of a thriving, vibrant and safe evening and nighttime economy, testament to strong partnership working between the Council, GMP, licenced premises and cultural venues, Bury BID and organisations such as the Street Pastors.
- 450 winter warmer packs for those most in need have been produced and distributed across the Borough. Each year Bury Council's public health team works with a range of partners to create a Winter Well programme of work. The programme promotes advice on self-care during the winter months and is an opportunity to increase referrals to other services. Winter Well tackles a range of issues such as the cost of living, heating and fuel, food and nutrition, mental wellbeing, physical health, and vaccinations.
- Bury Adult Learning hosted a Reverse Job Fair on 29th November, inviting employers and local businesses to connect with learners.
- The Bury Works well service was launched in quarter 3, the programme, launched by the Department for Work and Pensions (DWP) and the Department for Health and Social Care (DHSC), is the latest initiative from Bury Works, the single access point for all enquiries regarding employability, work, health and skills in Bury
- A Children's Circle of Influence event was held in November with a follow up report circulated highlighting key findings, themes and actions generated by our children and young people.
- The Council's new Inclusion Strategy was agreed in November.
- Appointment of surveyors and architects has taken place while procurement for the main contractor of the new roof for Bury Art Museum is developed.

- The health and care system continues to transform and improve outcomes for Bury patients. The locality board meeting on 6th December included a review of 2024 and very many examples excellent practice and reform, including regional and national awards for programmes and individuals in Bury. These include the roll out of my happy mind - a programme focused on wellbeing, resilience and understanding of mental health, improvements in the operation of the urgent care system, historically good performance on health checks in primary care for learning disabilities, huge numbers of additional patients seen in primary care, and new and innovative services such as the early phases of work on implementation the England women's health strategy.
- Within Primary Care there was the establishment of Women's Health Hub in Prestwich in October 2024 as well as the establishment of 4 Respiratory Hubs in November 2024. There has also been the following areas of good performance:

    ♦ 34% increase in CVD health checks in this year compared to 2023.

    ♦ Increase in staying well referrals since April 2024 which has increased from circa 90 per month to 182 in October 2024. This means that 182 patients will have proactive care planning in place to reduce the risk of needing primary care or hospital support.

    ♦ 5000 more GP appointments in the last 12 months compared to the year prior.

- Our anti-poverty summit was held in November 2024 where a formal agreement on the use of the Household Support Fund was established.
- Our licensing matrix was launched in quarter 3 which utilises a Power BI dashboard which brings together various geographical data sets to support decision making about licensing premises. This has been used successfully in several licensing committee meetings already.
- The annual flu and covid vaccination scheme was delivered in quarter 3 with a total of 87,000 vaccines administered

1.8 Enabling Actions

Work to continue to progress the **enabling actions** described in the Strategy has been informed by the outcomes of the follow up visit of Local Government Association (LGA) Corporate Peer Challenge in December 2024.

- In November, the medium-term financial strategy was updated and consultation on budget proposals began. There were 282 responses to the consultation, 75% of these from residents.
- Work is underway on the LET'S Do It strategy refresh, there has been a delay to the launch which was due in December. After procuring external capacity the launch of the new strategy is now expected in quarter 4.

- The sixth Ofsted monitoring visit took place in quarter 3 with the follow up report noting the progress made since the initial inspection in 2021. They saw evidence of children's risks and needs being appropriately identified and responded to in a timely way.
- There was also a SEND stocktake undertaken in December by the Department of Education, the output of which is expected imminently.

3. Conclusion

4.1 As can be seen from this report, significant work has been undertaken against the delivery milestones in the Corporate Plan as agreed at Cabinet in December 2024. Whilst there has been some need to amend work programmes due to unanticipated demands, the totality of the Plan is still on track to be delivered in 2024/25.

Appendix One: Corporate Plan: Agreed Delivery Plan as at December 2024

	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Sustainable Inclusive Growth	• Local Plan Reg. 18 notification, Call for Sites and Impact Assessment Scoping • Spurr House - Disposal strategy agreed • Seedfield, School St and Green St commence – c.300 houses/units • Radcliffe Civic Hub - enabling works completed and main works commenced	• William Kemp Heaton - 100% affordable housing scheme of 43 units including 18 specialist/supported units. • Humphrey House – Procurement begins (c.65 Units) • Willow St - Supported housing site (13 units) to commence on site • Flexihall - Construction contract agreed, enabling works start • Former police station site, Bury town centre, sale completion • Spurr House – sale completion	• Prestwich Phase 1 - travel hub construction begins • Pyramid Park – Procurement phase complete • Northern Gateway Supplementary Planning Documents Consultation • Wheatfields completion - 30 affordable units • Radcliffe library temporarily relocated • Planning application for first phase Mill Gate • Development strategy for the Elms – 24 affordable units	• Fletcher Fold - Start on site – 43 affordable homes for older people • Flexihall main works begin • Radcliffe enterprise centre prep for handover & all UKSPF funds spent • Northern Gateway - Application submission (JPA1.1) • Indoor market strategy approved • First phase of Flexihall operator procurement completed
Improving Children's Lives	• Review SEND Governance • Updated Personal Education Plan (PEP) to strengthen Careers Information Advice and Guidance (CIAG) and transition • Update Primary In Year Fair Access Protocol (IYFAP) Panel & policy • Production of Personal Independence Payment (PIP) & establishment of SEND Improvement and	• Star academy in Radcliffe opens in temporary accommodation • Corporate Parenting Strategy refresh complete • Early Help Parent Offer in development	• Launch second Mockingbird constellation • Family Safeguarding expansion & Partnership Event • Circles of Influence co-production event • Final Ofsted ILACS Monitoring Visit • SEND deep dive on preparation for adulthood • Department of Education SEND stocktake visit • Complete revision of the Local Offer and comms strategy	• Chesham Family Hub opens • Free Special School 2 – detailed design development undertaken by DfE • Free Special School 3 – feasibility study commissioned by DfE • Keeping Families together team launched • Early Help Offer re-launch • Create Attendance (CME & EHE) Pledge / Strategy

	Assurance Board (SIAB)		• Delivery of Care Cubed into Children and Young People/Clinical Health Commissioning	
Tackling Inequalities	• Confirmed funding for NCA to recruit additional health visiting capacity • Preparing For Adulthood (PFA) transition programme launched • Finalise of Bury population Health Strategy • My Happy Mind commence launch in Secondary Schools • Additional CAMHS (Child and Adolescent Mental Health Services) capacity secured • Completion of Redbank Pavilion/3G	• Skills strategy launched • Neighbourhood model update including Housing integration • Delivery of St Mary's Place for 18–25-year-olds • Sufficiency strategy • Updated allocations policy and housing protocol complete • Social value strategy complete • Physical Activity strategy and implementation framework delivered • Revised Supporting Living Arrangements in Persona • Care Home Falls prevention project finalised. • Launch of Rapid Response Falls Service	• Autism strategy approved • GM working well strategy implementation in Bury • Commence flu and COVID winter vaccination • Launch of Women's Health Hub initiative • Promotion of Healthy Workforce Charter delivered • Physical Activity framework rolled out • Devise and roll out robust active travel plans • Localised drug, alcohol and smoking plans complete • Robust licensing matrix launched to inform decisions to reduce harm • Anti-poverty summit & 24/25 strategy refresh	• Establishment of peer networks - autistic adults and families/carers • NHS commissioning intentions and service delivery priorities for emotional wellbeing and mental health in place • Approval of Refurbished GP provision in Whitefield to replace Uplands • Plan to improve school readiness in communities in place • Top Park 3G Pitch complete • Carers Strategy complete • Sensory Strategy complete • Extra care Strategy complete
Enablers	• Complete Adult Social Care (ASC) self-assessment	• Health and Safety Strategy Agreed • Roadmap for integration of Housing services	• Co-production of LET'S do it! strategy refresh • Bury Art Museum Roof repair commences • New Inclusion Strategy and Equality Objectives Launched • MTFS updated and consultation on budget proposals begins • Communications strategy produced	• 25/26 budget set and MTFS updated • Relaunch of LET'S Do It! strategy and governance • Recommission of VCFSE local infrastructure • Communications strategy relaunch • Estate Rationalisation Strategy approved • Council Workforce strategy developed

Appendix Two: Progress against Quarter Three Milestones

Complete	On Track	Not on track – risk addressed	Not on track – risk identified

Quarter Three: Progress on a Page

Priority	Milestone	RAG	Q3 Update
Sustainable Inclusive Growth	Prestwich Phase 1 - travel hub construction begins		Final Site Investigation Surveys were undertaken and completed before the end December 2024. The enabling works package will now form part of the main contract. On 4th December 2024, Cabinet approved the Joint Venture to appoint (via the Pagabo Developer Led Framework) and enter a building contract with VINCI as the main contractor to deliver the Travel Hub within the previously approved cost envelope of £14m. The Development Agreement, Building Agreement/Contract and other associated legal agreements are nearing their final drafts, and it is expected that a start on site will be during Q4.
	Pyramid Park – Procurement phase complete		Planning approval obtained 17/12/24 and conditions being worked through. Contract negotiations due to complete by Q1.BNG strategy baselined, and off-site credits reserved via Environment Bank
	Northern Gateway Supplementary Planning Documents Consultation		Following consultation close, all comments received will be reviewed and updates made as appropriate. The adoption of the Supplementary Planning Documents is on Cabinet Forward Plan for a decision in February 2025, pending analysis of consultation responses.
	Wheatfields completion - 30 affordable units		Development complete, tenants in occupation w/c 9th Dec.
	Radcliffe library temporarily relocated		Temporary relocation of Radcliffe Library to upper floor of current library completed.
	Planning application for first phase Mill Gate		Delayed whilst focus is on acquisition of freeholds from the diocese.
	Development strategy for the Elms – 24 affordable units		Awaiting further legal advice regarding the delivery strategy before we can progress further. Actions to address risks in place.
	Launch second Mockingbird constellation		Second Mockingbird constellation will formally launch on 3rd February.

Improving Childrens Lives	Family Safeguarding expansion & Partnership Event		Our Family Safeguarding Partnership Event took place in November with a morning and afternoon session held to maximise attendance, which was positive from across the partnership. Practitioners gave examples of their work with families and the outcomes they are achieving. The day was dedicated to sharing the model with partners and highlighting their role in protecting vulnerable children, parents, and families. The response was very positive, with colleagues talking about how much they had learned about the Family Safeguarding approach by attending the event and good feedback from those who attended.
	Circles of Influence co-production event		Circles of Influence event took place in December. Action completed - the report has been circulated highlighting the key findings and themes for our young people. undertaken. Report is due to be presented at Children's Strategic Partnership Board for sign off.
	Final Ofsted ILACS Monitoring Visit		Our 6th monitoring visit took place 31st October/1st November, focusing on the front door. Ofsted noted the progress we have made since the inspection in November 2021 and the last monitoring visit that focused on the same area in June 2022. They saw evidence of children's risks and needs being appropriately identified and responded to in a timely way, with appropriate application of thresholds across all the areas they reviewed.
	SEND deep dive on preparation for adulthood		Our SEND Deep dive took place on 23rd October and positive feedback was received. We expect our next deep-dive to take place in March 2025.
	Department of Education SEND stocktake visit		The DfE SEND Stocktake took place on 10th December. Currently awaiting the formal letter from the DfE, which is expected imminently. There will be another SEND Stocktake in June and December of this year.
	Complete revision of the Local Offer and comms strategy		Local Offer website launched. A framework for a communications strategy has been created and shared between professional communicators. The strategy framework developed for Bury follows good practice from the Reading comms approach that they integrated into the overall SEND strategy.
	Delivery of Care Cubed into Children and Young People		Care Cubed support will be woven into the restructure work of our commissioning team, there has been some delays. JD's will be subject to a further meeting on the 17th February.

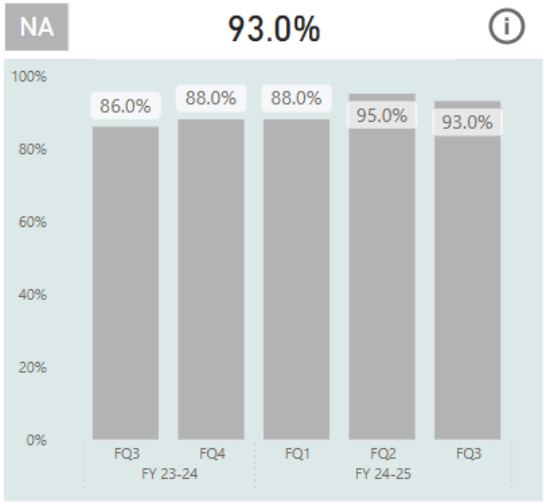
Tackling Inequalities	Complete first stage of commissioning cycle for Autism Strategy		Research completed
	GM working well strategy implementation in Bury		GM working well pilot and strategy has started to be rolled out locally with activity from 1st October
	Commence flu and COVID winter vaccination		Programme delivered
	Launch of Women's Health Hub initiative		Women's health hub launched delivering weekend clinics in Prestwich
	Promotion of Healthy Workforce Charter delivered		Healthy workforce charter continues to be promoted to all local businesses
	Physical Activity framework rolled out		Physical Activity Framework developed and roll out starting Jan 2025
	Devise and roll out robust active travel plans		
	Localised drug, alcohol and smoking plans complete		Clear local drug, alcohol and tobacco control plans in place and on track with delivery
	Robust licensing matrix launched to inform decisions to reduce harm		Licensing matrix launched and been used in licensing committee to inform several decisions
	Anti-poverty summit & 24/25 strategy refresh		Anti-poverty summit held on 4th November at Radcliffe Town FC
	Delivery of Care Cubed into Clinical Health Commissioning		Use of Care Cubed for Clinical Health Commissioning has started and is on track
Enablers	Co-production of LET'S do it! strategy refresh		External capacity has been sought to complete delivery of this - with a final launch expected in Q4
	Bury Art Museum Roof repair commences		Appointment of quantity surveyor and architect has been approved and is now progressing before main contractor is appointed. Working with procurement to tender for a main contractor. Full work programme timeline to follow once contractor in place, approx. May 25.
	New Inclusion Strategy and Equality Objectives Launched		Strategy agreed by November Cabinet
	MTFS updated and consultation on budget proposals begins		Budget report published in November and consultation launched. 288 responses to consultation.
	Communications strategy produced		Strategy has been drafted by interim Head of Communications who is now in post. Due for publication in Q4.

Appendix Three: Key Performance Indicators

Business Growth and Infrastructure

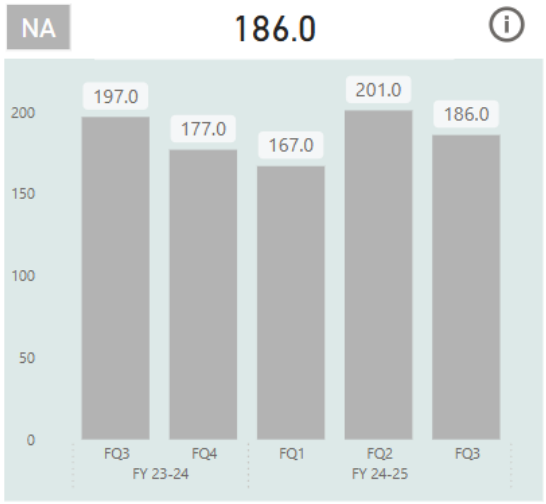
% of planning decisions granted

NA



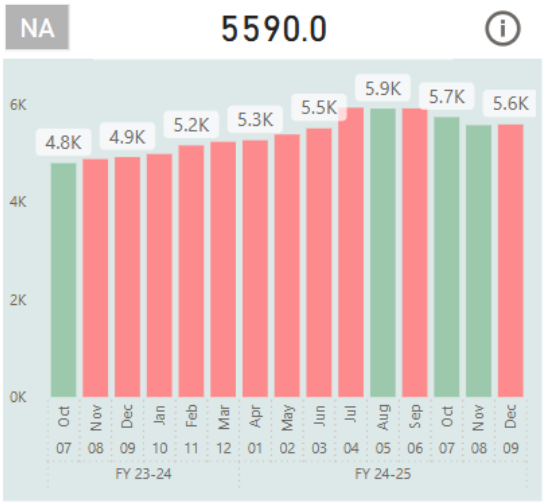
Total planning applications received

NA



NOMIS Claimant Count

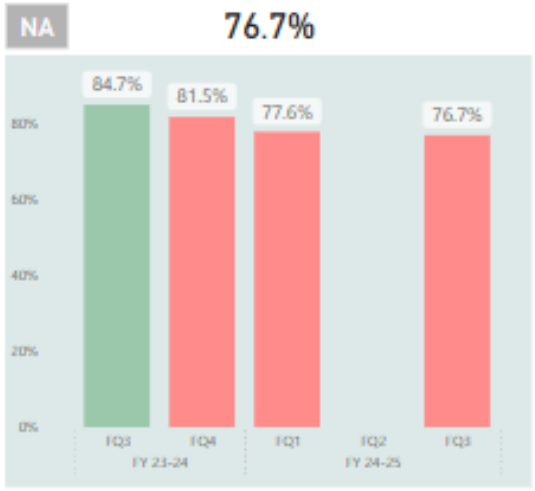
Low is good



Children and Young People

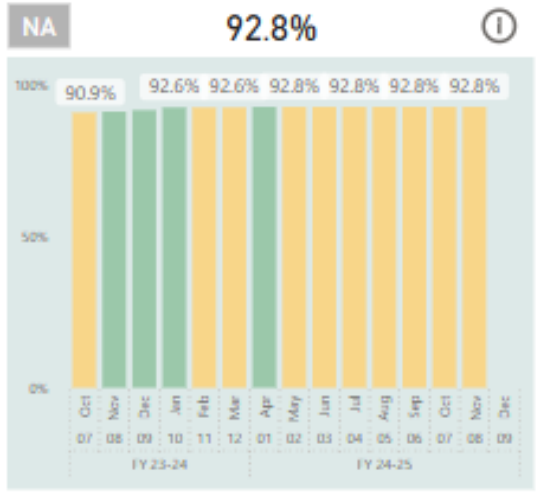
% of children accessing 2 year take up of free childcare

High is good



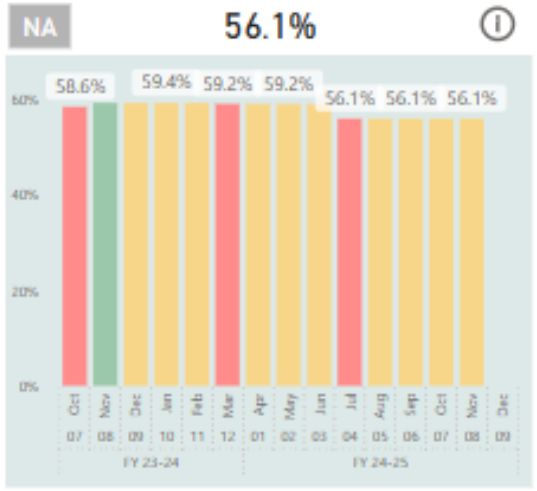
The % of pupils attending a good or better Primary School in Bury

High is good



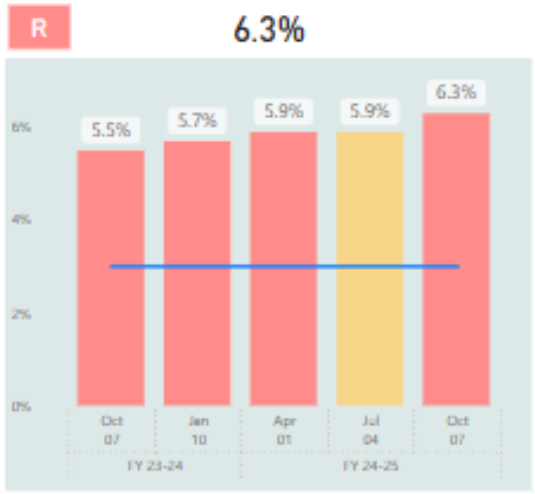
The % of pupils attending a good or better Secondary School in Bury

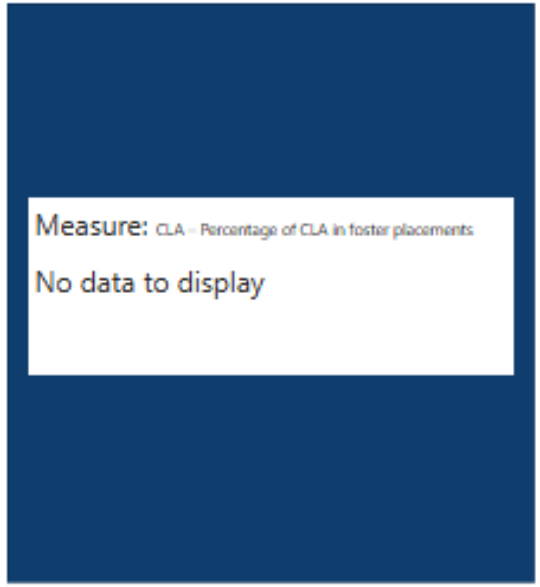
High is good



% of Pupils in Bury Schools with an EHCP

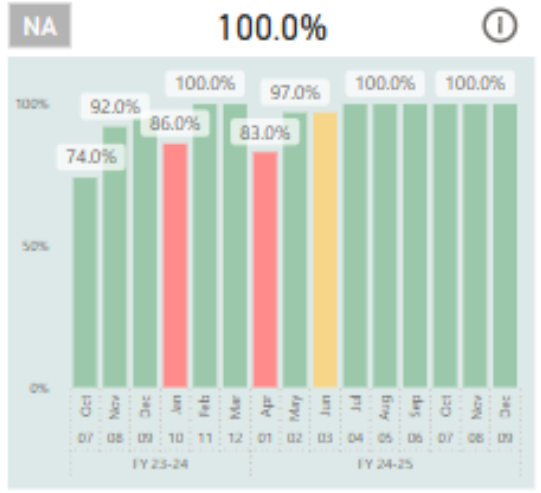
Low is good





EHCP: Percent of Plans issued on time, compliance at 20 weeks

High is good

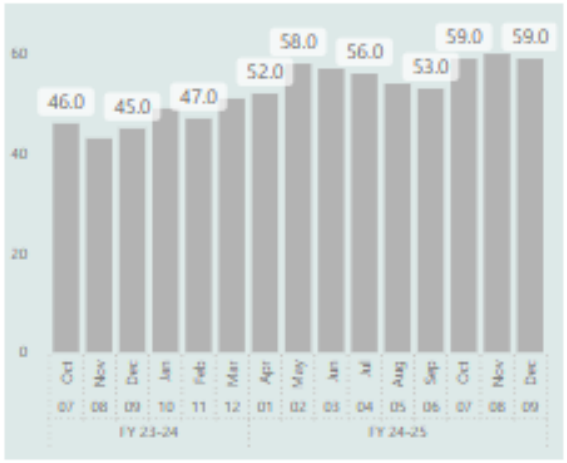


Rate of CPP per 10,000 children aged 0-17 (latest)

NA

NA

59.0

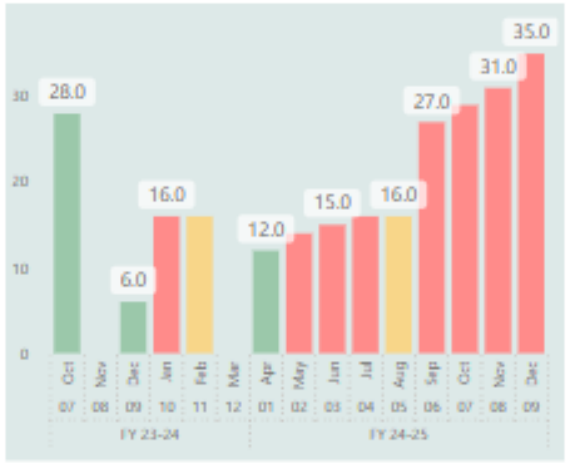


Re-registrations for children who started on a CP plan (ever) (last 6 months)

Low is good

NA

35.0

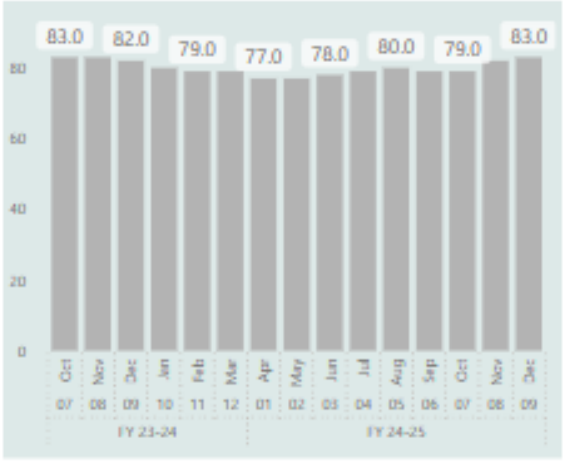


Rate of CLA per 10,000 children (latest snapshot)

NA

NA

83.0

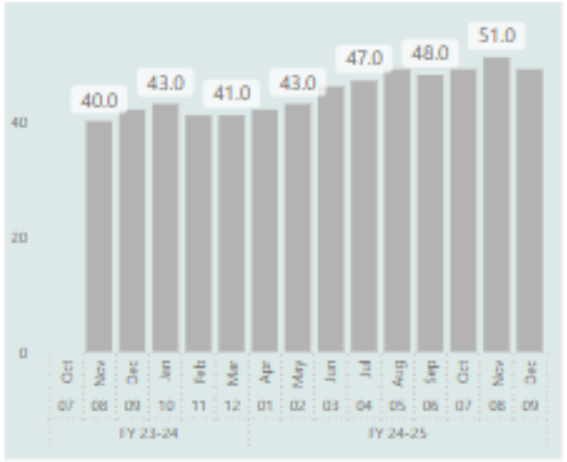


Number of residential placements (codes K1, K2, R1 and S1)

NA

NA

49.0

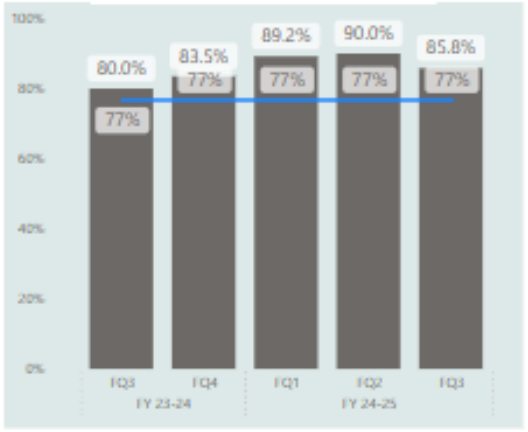


Health & Adult Care

ASCOF 2A - The proportion of people who received short-term services during the year - where no further request was made for ongoing support

High is good

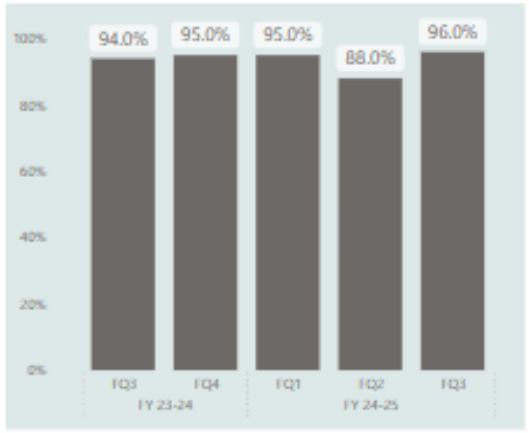
85.8%



Of those who expressed outcomes the proportion of people who have their safeguarding outcomes fully or partially met

High is good

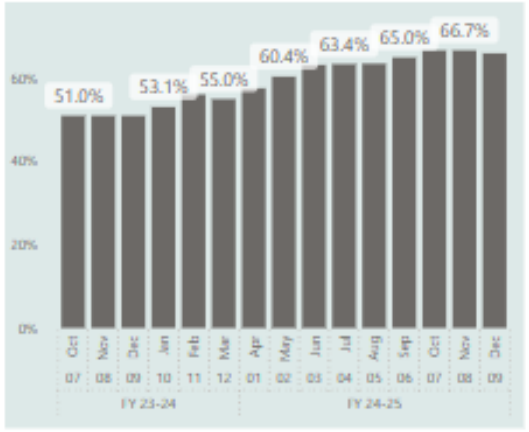
96.0%



Proportion of completed Adult Social Care (ASC) annual reviews in a rolling 12 month period

High is good

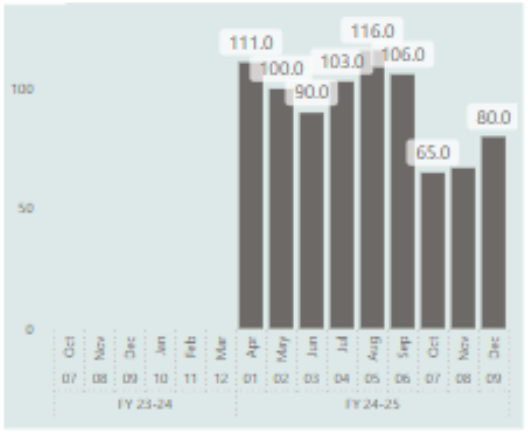
66.0%



Number of people on waiting list for ASC needs assessment (snapshot last day of the month)

Low is good

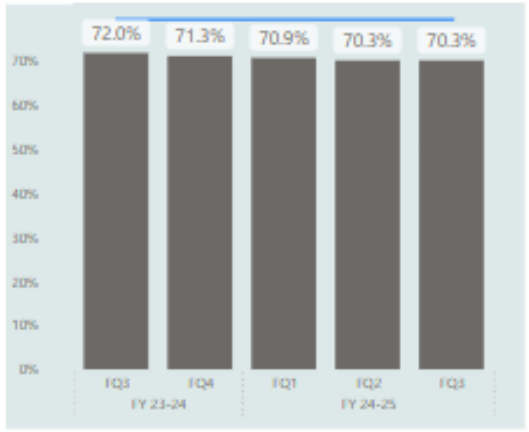
80.0



Proportion of people receiving long-term adult social care in the community

High is good

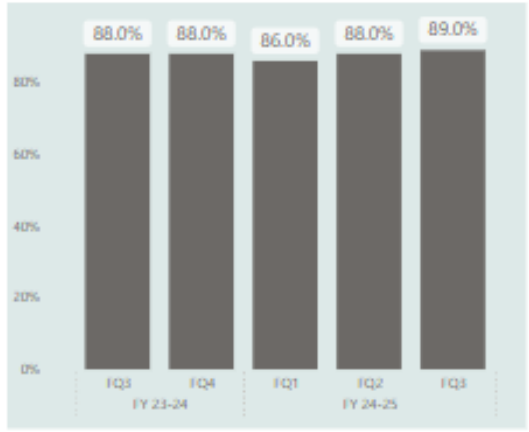
70.3%



Proportion of people that were asked about their outcomes (ASC)

High is good

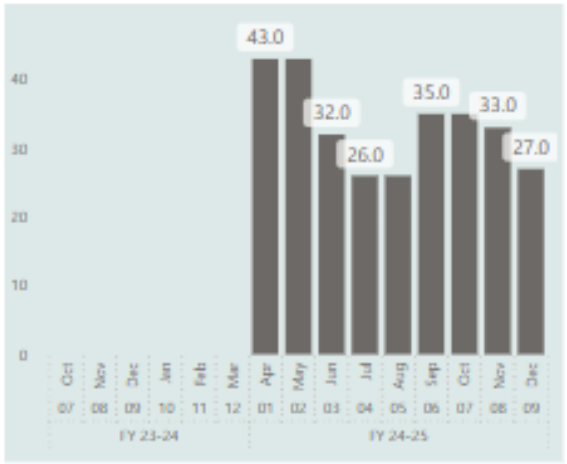
89.0%



Median number of days waiting for an ASC needs assessment

Low is good

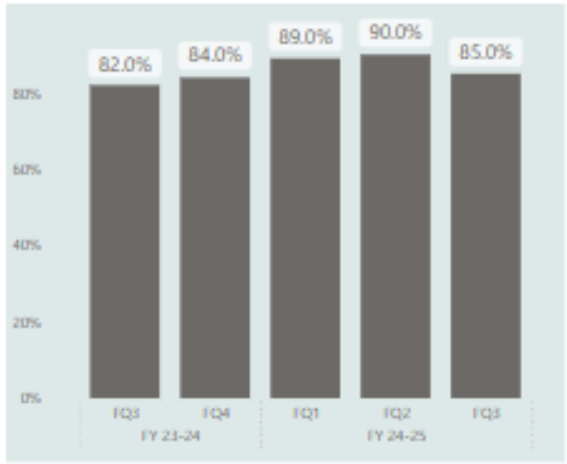
27.0



The proportion of older people (65+) who were still at home 91 days after discharge from hospital

High is good

85.0%



Total number of new carers registered with Bury Carers' Hub

NA

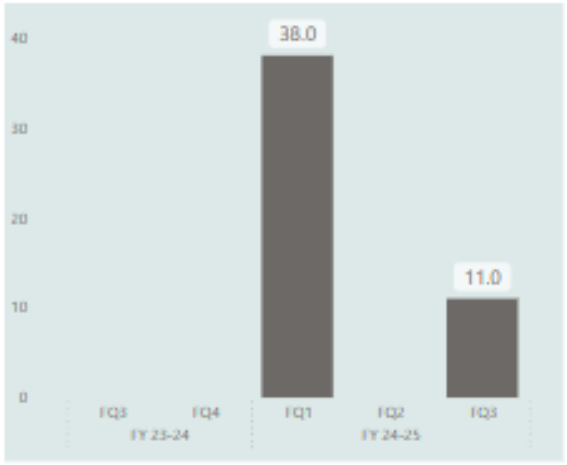
98.0



Number of people trained in the progression model

High is good

11.0



No data to display

Measure: The proportion of people and carers who use services who have found it easy to find information about services and/or support

No data to display

Measure: The proportion of people who use services, who reported that they had as much social contact as they would like

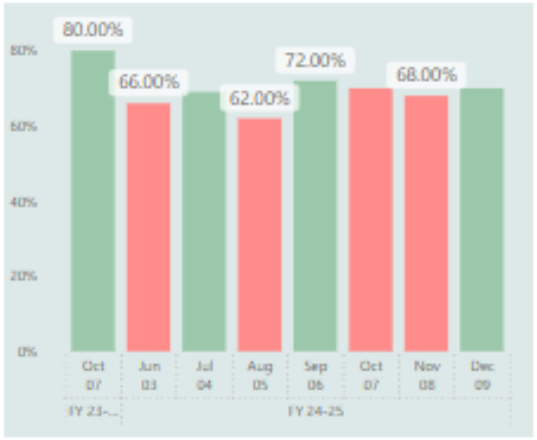
Operations

Highway repairs completed on time (%)

NA

High is good

70.0%

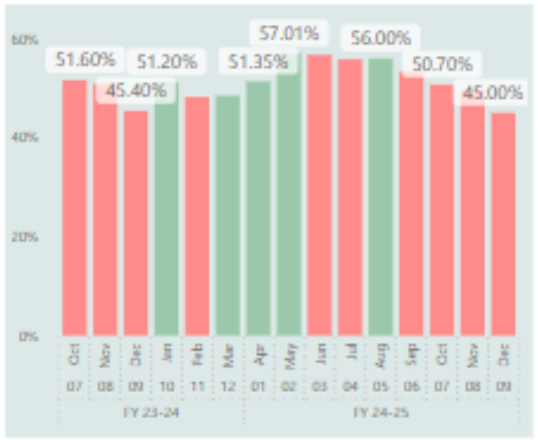


Proportion of household waste recycled

NA

High is good

45.0%

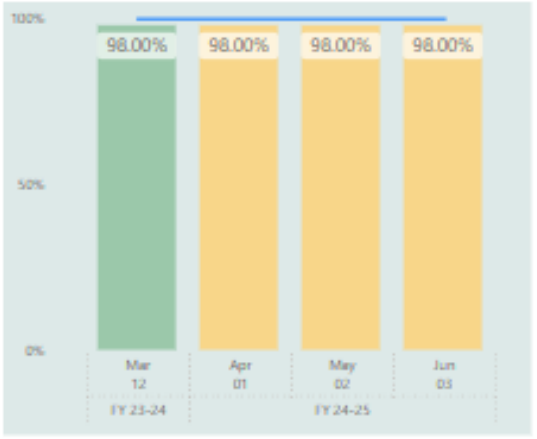


% of council vehicles changed to lower emission versions

A

High is good

98.0%

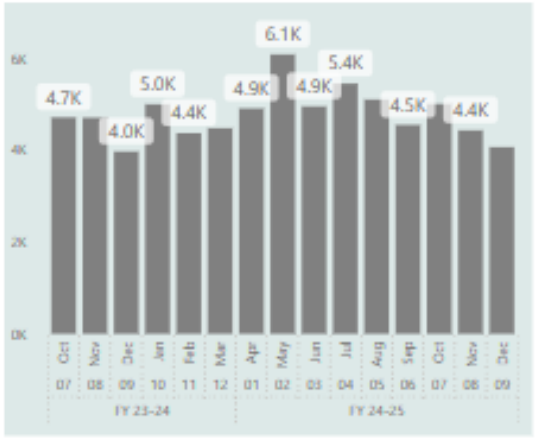


Waste collection (tonnes)

NA

NA

4062.5

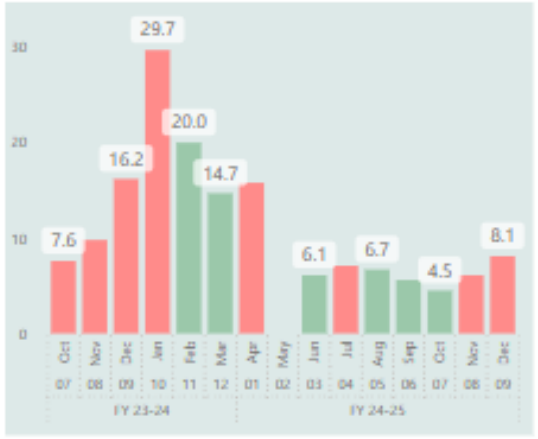


Average time taken to repair street lighting

NA

Low is good

8.1

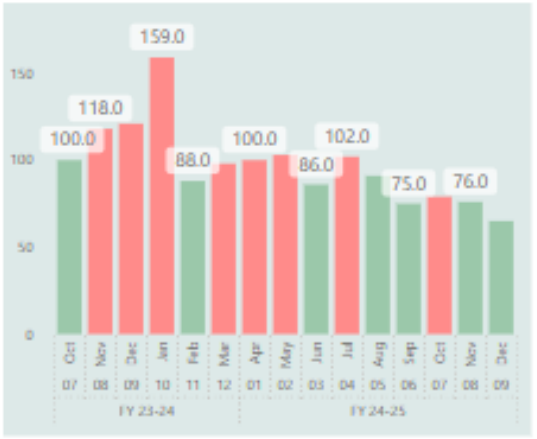


Number of missed bin collections per 100,000

NA

Low is good

65.0

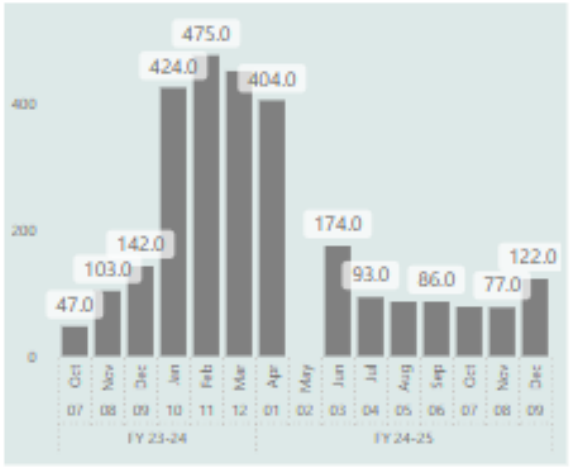


Number of potholes reported

NA

NA

122.0

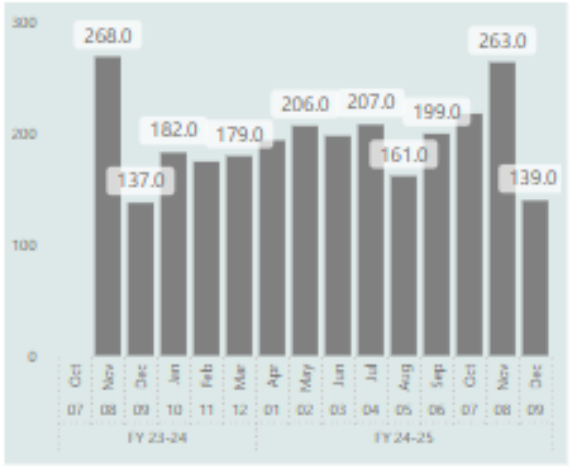


Number of licensing applications processed

NA

NA

139.0



The amount (tonnes) of residual household waste per household

NA

NA

86.8

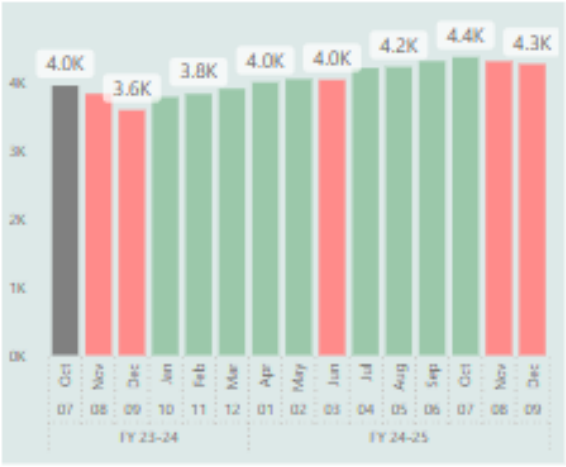


Number of leisure memberships

NA

High is good

4267.0

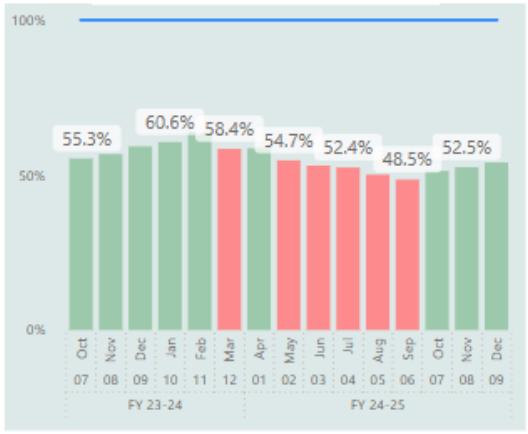


Corporate Core

% annual PDRs completed in previous 12 months (Bury Council)

High is good

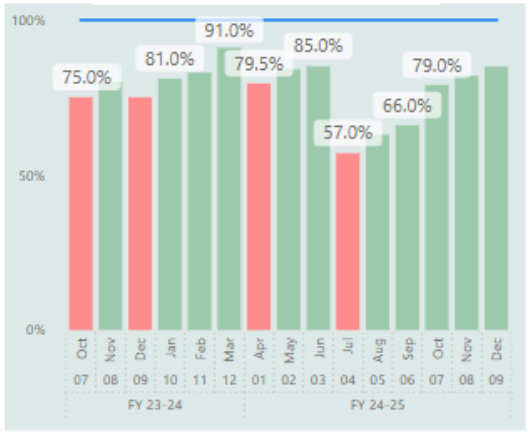
R 54.0%



% of FOIs completed on time (Bury Council)

High is good

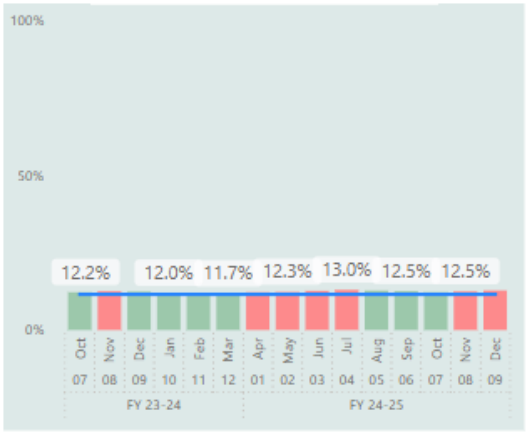
A 85.0%



% Staff turnover (Bury Council)

Low is good

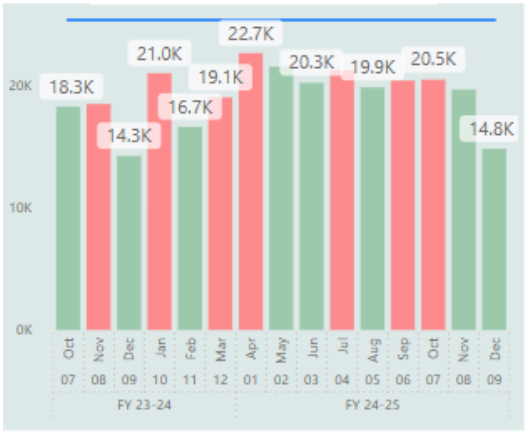
A 12.8%



Contact centre – number of contacts received

Low is good

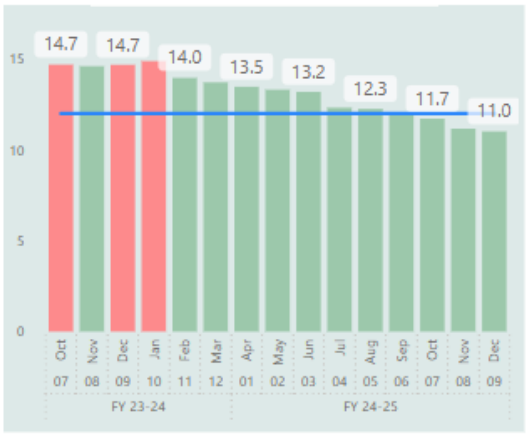
G 14.8K



Sickness absence: average number of days lost per FTE per year (Bury Council)

Low is good

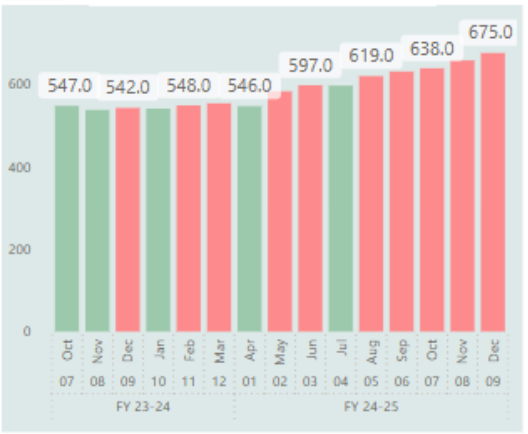
G 11.0



Average waiting time on housing register (all applications) (snapshot)

Low is good

NA 675.0

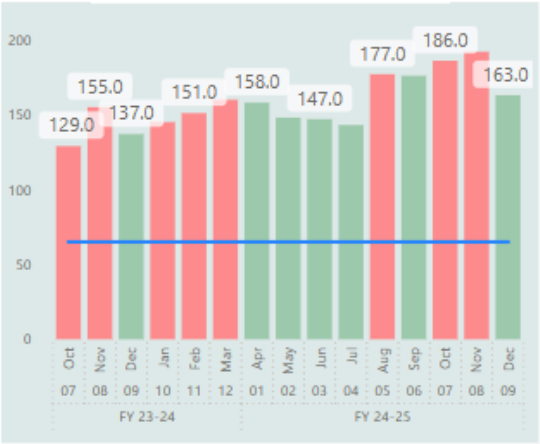


Number of households in temporary accommodation on last day of the month

Low is good

R

163.0

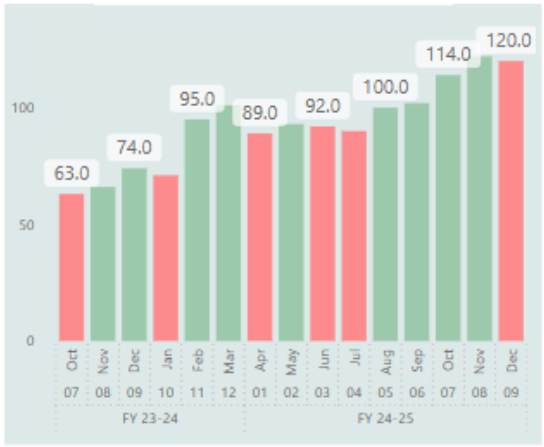


Number of rough sleepers currently being supported

High is good

NA

120.0



Key Performance:

- This is the first presentation of the Corporate Plan KPIs to cabinet utilising the Power BI dashboards developed. They provide engaging visuals that can flag areas of good performance or concern, progress towards a target, benchmarking and various timeframes. Although a static image here, the dashboard online can be filtered and adjusted to suit varying reporting or interrogation needs. Further development is required to fully utilise the tools available, and this approach will be mirrored across the organisation to deliver departmental and service level resources.

- Where available data is presented for the previous 15 months to allow for a year-on-year comparison. For some key performance indicators data points are rated red, amber or green based on the latest position against the previous position. Further engagement with performance and service leads is required to enable us to make these classifications more sophisticated and tailored to individual indicators.

- Majority of planning decisions continue to be granted as we receive between 150-200 per quarter. The number of people in receipt of Jobseekers Allowance or Universal Credit has reduced during quarter 3 down to 5,590. This outcome is affected by a variety of variables not many of which are within in the control of the authority.

- Please note that Ofsted have released a new performance framework in terms of school's performance. Due to these the % of pupils attending a good or better Primary/Secondary school in Bury is available up till November. This is being monitored and the existing KPIs will be replaced once more is known.

- Continued good news for EHCP compliance, with 100% issued on time (within 20 weeks). Especially note worthy as the proportion of pupils in Bury schools with an EHCP has increased during this time.

- Significant progress has been made in reducing the number of individuals awaiting an adult social work needs assessment. Through our targeted initiatives under the oversight of the Performance and Improvement Board, and through the focus applied by frontline staff with oversight and direction of their managers across Adult Social Care we have continued to reduce waiting times to allocation. This now means we rank 4th in Greater Manchester for our position on cases awaiting allocation and we are one of three Greater Manchester authorities with no cases waiting longer than 6 months for allocation.

- Waste collection (tonnes) has gone down to 86.8 in quarter 2 (quarter 3 figures are not yet available). This is as expected due to seasonal fluctuations and is comparable to last year where we collected 87.7 tonnes. Number of missed bin collections per 100,00 reached an all-time low of the past year, from 159 in January to 65 in December.

- Operational job completion times were positive during quarter 3 with street light repairs taking on average 4.8 days to complete and 70% of highway repairs competed on time.

- Turnover has remained broadly consistent across the last year. The Council has seen 422 starters and 403 leavers during this period. The Council has made positive progress in reducing its sickness absence levels over the past year, from an average of

14.00 days lost per Full Time Equivalent employee, due to sickness, in the 12 months to December 2023 to 11.01 days in the 12 months to December 2024. This is now below the North West upper tier local authority average of 12.57 days.

- The Council's improvement here has been supported by a number of pieces of work including a new Managing Attendance Policy, the introduction of a new Occupational Health service and increased management competence and confidence to manage sickness supported through learning via the Council's management development programme. Focused work has been undertaken in the two Departments with the highest absence levels (Operations and Health and Adult Care) which has supported the greatest level of decrease here through, predominantly, the swifter resolution to long term sickness causes.

Links with the Corporate Priorities:

This report supplements the State of the Borough Outcomes Report in terms of providing further information on the contribution of the Council to the 2030 vision. The Corporate Plan priorities are linked to the seven objectives of the LET'S vision.

Equality Impact and Considerations:

An EIA was completed at the launch of the corporate plan for 2024/2025 ensuring inclusion was at the heart of our corporate plan. This report demonstrates the continuing commitment to inclusion in all that we do as a council.

Environmental Impact and Considerations:

There are no specific environmental considerations within this report however the data tracks progress towards the environmental commitments within the Council's Corporate Plan.

Assessment and Mitigation of Risk:

Risk / Opportunity	Mitigation
Lack of capacity to deliver against the Corporate Plan priorities which reduces our ability to achieve the LET'S Vision	Further attention will be given to the activities rated as Amber in order to ensure that resources are used to appropriately to support priorities however in some cases reprofiling may be required on a case by case basis.

Legal Implications:

There are no legal implications however the regular reporting of performance is part of the Council's approach to good governance.

Financial Implications:

This report is reporting on the delivery of performance against the Council priorities set out in the corporate plan. The Corporate Plan is reviewed and produced annually in line with the budget setting process and the budget is developed to deliver the Council's priorities. There are no direct financial implications of this report as the budget to deliver the priorities are approved through Full Council.

Background papers:

Report to Cabinet, 17 April 2024: Corporate Plan 2025/25

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

Term	Meaning
CLA	Children Looked After
CPP	Child Protection Plan

CVD	Cardiovascular Disease
EET	Education, Employment, or Training
IMC	Intermediate Care
KPI	Key Performance Indicator
LGA	Local Government Association
MTFS	Medium Term Financial Strategy
SEND	Special Educational Needs and Disabilities

Agenda Item 7

Classification:	Decision Type:
Open	Non-Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	2024-25 Q3 Finance Position	
Report of	Cabinet Member for Finance and Transformation	

Summary

1. To present to members the 2024/25 forecast revenue outturn position as at 31 December 2024.

2. To present to members the 2024/25 forecast savings position as at 31 December 2024.

3. To present to members the 2024/25 forecast capital outturn position as at 31 December 2024, noting the revised capital programme and the request for approval of adjustments to the capital programme of £6.165m.

4. To present to members the 2024/25 forecast Collection Fund position as at 31 December 2024.

5. To present to members the updated 2024/25 budget and forecast for the Housing Revenue Account (HRA) position as at 31 December 2024.

Recommendation(s)

6. Cabinet is asked to:

- Note the 2024/25 forecast revenue outturn position as at 31 December 2024 of a £2.660m overspend (1.19%) against a net budget of £224.480m.

- Note the 2024/25 forecast savings position as at 31 December 2024 of a forecast underachievement of £77k (-1.21%) against an agreed target of £6.345m.

- Approve the in-year updates and re-phasing of the capital programme, revising the capital delivery programme for 2024/25 to £79.174m which will form the basis for future in-year monitoring and reporting of performance.

- Note the 2024/25 forecast Collection Fund Position as at 31 December 2024 of a surplus of £0.986m of which £0.786m relates to Bury's share.

- Approve the revised Housing Revenue Account (HRA) budget of a £6.239m surplus before appropriations following the work undertaken to integrate the Six Town Housing budgets and management structure into the HRA.

Reasons for recommendation(s)

7. To update members on the Council's budgetary position and actions taken or being taken to ensure budgetary targets are achieved.

8. This report is in accordance with the Council's financial procedure regulations.

Alternative options considered and rejected

9. N/A

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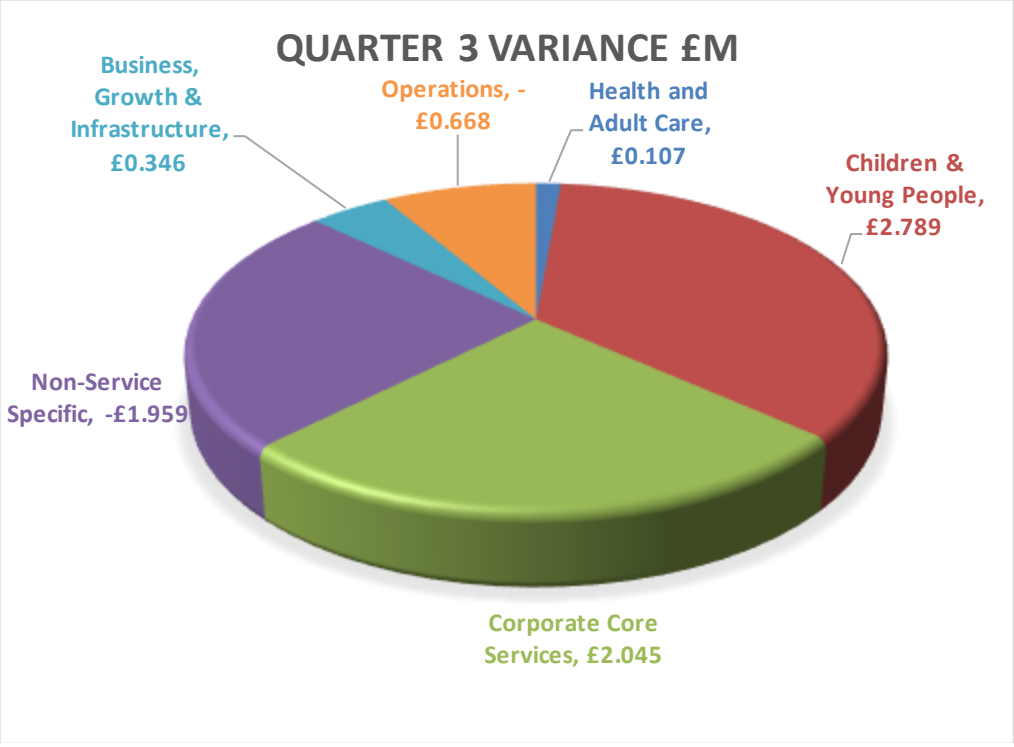
Background

2024/25 Quarter 3 Forecast Outturn Position

10. The 2024/25 general fund revenue month 9 forecast outturn position shows an overspend of £2.660m which represents a variance of 1.19% compared to the overall net revenue budget of £224.480m, a reduction in the forecast overspend of £350k from the position at month 6 previously reported to Cabinet. The forecast is based on expenditure and activity levels at Quarter 3, with assumptions made with regard to forecast changes over the rest of the year with the future demand for adult and children's social care services being inherently difficult to predict.

11. The variance is in addition to an approved contribution from reserves of £13.149m to address the structural funding gap in the current year revenue budget set at February Council and amended at July Cabinet. Whilst the forecast variance remains a relatively small proportion of the budget, officers are continuing to work on cost reduction measures targeted at delivering as close to a balanced position as possible, as any overspend at year-end would become an additional call on reserves.

2024/25 Q3 Forecast Outturn	Revised Budget	Quarter 3 Forecast Outturn	Quarter 3 Forecast Variance	Quarter 2 Forecast Variance	Movement
	£m	£m	£m	£m	£m
Directorate:					
Health and Adult Care	£87.091	£87.198	£0.107	£0.937	(£0.830)
Children & Young People	£57.523	£60.312	£2.789	£2.924	(£0.135)
Corporate Core Services	£28.100	£30.144	£2.044	£1.460	£0.584
Non-Service Specific	£32.819	£30.860	(£1.959)	(£1.535)	(£0.424)
Business, Growth & Infrastructure	£0.580	£0.927	£0.347	£0.063	£0.284
Operations	£18.446	£17.778	(£0.668)	(£0.839)	£0.171
Housing General Fund	(£0.079)	(£0.079)	£0.000	£0.000	£0.000
NET REVENUE BUDGET	**£224.480**	**£227.140**	**£2.660**	**£3.011**	**(£0.350)**
Funding:					
Council Tax	(£110.198)	(£110.198)	£0.000	£0.000	£0.000
Business Rates	(£71.282)	(£71.282)	£0.000	£0.000	£0.000
Government Funding Grants	(£29.851)	(£29.851)	£0.000	£0.000	£0.000
FUNDING	**(£211.331)**	**(£211.331)**	**£0.000**	**£0.000**	**£0.000**
Use of Reserves:					
Budget Stabilisation Reserve	(£13.149)	(£13.149)	£0.000	£0.000	£0.000
USE OF RESERVES	**(£13.149)**	**(£13.149)**	**£0.000**	**£0.000**	**£0.000**
BUDGET POSITION	**£0.000**	**£2.660**	**£2.660**	**£3.011**	**(£0.350)**



12. Details of the significant variances include:

Health and Adult Care:

The 2024/25 Health and Adult Care (HAC) Directorate budget is forecast to overspend by £107k at Quarter 2 which is a £830k improvement on the position reported at Quarter 2.

- The Adult Social Care Operations budget is forecast to underspend by £604k (7%) which is a £187k increase on the underspend reported at Quarter 2. The increase in the underspend is due to revised staffing budget forecasts to reflect staff vacancies within operational staffing budgets. The ASC workforce retention strategy continues to recruit Social Workers in Operational teams thereby strengthening focus on delivery of care package savings. However, recruiting to vacant posts remains a challenge and therefore affects the ability to deliver services to their full capacity.

- The Care in the Community budget is forecast to overspend by £1.110m (2%) which is a £612k improvement on the forecast reported at Quarter 2. The improved position reflects the success of operational teams managing demand and maintaining rigour and control of care package activity.

  The main drivers of the £1.110m overspend are:
  - Withdrawal of Continuing Healthcare Funding (CHC) Funding
  - Increase of Section 117 Aftercare Packages
    Note: Section 117 of the Mental Health Act 1983 places a joint duty on local NHS and adult social services commissioners to provide free aftercare services for people that have previously been sectioned under the treatment sections of the Mental Health Act
  - Exhaustion of Self Funder financial resource
  - New Demand
  - Increases to existing Care packages

- The Commissioning and Procurement budget is forecast to overspend by £221k (1%) which is largely in line with the overspend reported at Quarter 2. The main driver of the £221k overspend is largely the remaining £200k pressure regarding additional Supported Living staffing costs at Persona. The expectation is that the remaining pressure will be mitigated in full by 31 March 2025, however, until there is assurance that the £200k pressure is reducing, the pressure will continue to be built into the forecast reported position.

- The Departmental Support Services budget is forecast to underspend by £395k which is £48k increase on the underspend reported at Quarter 2. The increase in the underspend is due to relates to a revised staffing budget forecast to reflect delays in filling vacancies within the Senior Management and Adult Social Care Financial Support Service.

- The Public Health budget is forecast to underspend by £225k, which is largely in line with the underspend reported at Quarter 2. The main drivers of the Public Health underspend are one off contractual underspends and staff vacancies within the Public Health team.

- The 2024/25 HAC saving programme is £4.285m. As at quarter 3 £4.064m (95%) of savings have been delivered. The current HAC savings delivery forecast projects a total saving delivery of £4.597m which is an overachievement of £312k. This is being achieved via ongoing reviews of care packages and robustly applying the strength-based ethos with regards to commissioning care packages.

Children and Young People:

The Children and Young People directorate is forecast to overspend by £2.789m overall, a minor favourable movement of £135k from the reported position at quarter 2.

- The Education & Inclusion division is forecast to overspend by £720k, a minor worsening of £3k from the reported quarter 2 position. Home to School Transport is forecast to overspend by £749k (20.55%). Of this, £474k relates to increased demand arising from additional approved EHCP's; £245k relates to underachieved savings target (withdrawal of non- statutory transport) due to the delayed implementation date of September 2025 and £30k underachieved target relating to increased use of personal budgets. An Early Years cost that can no longer be charged to the Dedicated Schools Grant has been addressed in the MTFS for 2025/26 has resulted in a current year overspend of £240k (100%) and finally an overspend of £94k (9.1%) on Early Retirements. These overspends are offset by vacancy savings totalling £363k (5.2%)

- The Safeguarding and Social Care service is forecast to overspend by £2.422m overall; a minor improvement of £11k from the reported quarter 2 position. Within this is an overspend of £4.274m (26.3%) in relation to external placements, due to seven being above the budget. Nine of these five (net) placements are in the most expensive placements resulting in the budget pressure. This is offset by underspends totalling £1.852m made up of £521k in additional grant income (123%), internal placements £353k (7.35%), a ceased project £115k (100%), personal budgets £374k (14.3%) and £489k (5.1%) relating to staff vacancies. The additional agency budget of £1.4m has been re-aligned to the SEND Improvement Programme to ensure funds are in the correct place.

- There is an underspend of £355k (12%) across Children's Commissioning and Management costs mainly as a result of staff vacancies.

- CYP has required further investment to manage the in-year caseload demand pressures for an additional Initial Response Team; an additional Family Safeguarding Team; 2 additional Family Support Workers; 2 Personal Family Advisors and fixed term recruitment and communications support. The part-year costs within 2024/25 are included in the overall staffing variances and have been built into the MTFS from 2025/26 onwards.

Corporate Core Services

The 2024/25 Corporate Core Services Directorate budget is forecast to overspend by £2.044m (7.28%) at quarter 3, which is a worsening of £0.584m when compared to that reported in Quarter 2.

- The forecast overspend in Finance is £696k (6.53%), a worsening of £142k from the reported quarter 2 position of £554k. The main drivers for the overspend are due to a reforecast of external audit fees of £229k; (the PSAA (Public Sector Audit Appointments) is undergoing an assessment of fee variation proposals in light of the national position of audit backlogs and disclaimed audit opinions and the final fee variations are yet to be determined); under recovery of educational buy back due to the academisation of schools; and external agency staff to cover key roles within services such as in CYP, Operations and Corporate Core, Corporate Finance and Revenues and Benefits.
- Housing Needs and Options is forecast to overspend by £1.294m (229.11%), a worsening of £251k from the reported position at quarter 2. The movement in the forecast position is primarily due to an increase in the forecast cost of overnight accommodation of £374k offset slightly by grant underspends no longer being earmarked for reserves. The overall overspend relates to overnight accommodation now totalling £1.557m and rents £127k, offset by forecast contributions from reserves of £432k and overachievement of £99k in housing benefit, rental and service charge income. There is a net overspend of £141k made up of a number of small individual variances below £100k.

- Legal & Democratic Services is forecast to underspend by £477k an improvement of £90k from that reported in Quarter 2.
  - Elections and Governance (£28k underspend) is forecasting a reduction in underspend of £73k from the £101k reported at quarter 2 primarily due to unfunded Parliamentary Election costs of £64k.
  - Democratic services is forecasting a £373k underspend in comparison to the £166k underspend at Quarter 2. Variance is mainly due to underspending on member allowances £99k and staffing vacancies of £380k offset by non-staffing/contract pressures and other small variances.
  - Legal services are forecasting an overspend at Quarter 3 of £59k (3.46%) in comparison to a £25k underspend at Quarter 2. This is due to interim staff covering vacancies of net £292k offset by increased income from land and property fees of £257k.
  - A £102k forecast underspend in Coroners is a favourable movement from the £60k reported at quarter 2 due to a review of costs from Rochdale Coroners Court. This will be monitored closely due to the prospect of uncontrollable costs causing material variances.

- The Quarter 3 forecast overspend £468k (6.46%) for Corporate Core Executive Director is a worsening of £212k from that reported in Quarter 2 due to:
  - A review of infrastructure and support contracts (systems moving from onsite to the Cloud) £893k (70.45%). This has worsened by £356k from the position reported at quarter 2 due to a further increase in costs that could previously have been capitalised.
  - This is offset by £326k staffing variances: Digital Data & Technology services (formerly ICT), £132k (4.88%) vacancies, Emergency control £18k vacancies and recharges to Health and Care from within Performance and Intelligence of £176k.
  - Additional one-off income of £63k within Emergency Response & Resilience.
  - Performance and Intelligence are also adversely affected by the reduction in schools buy back of £30k.

- The projected overspend within People & Inclusion Services is £102k (3.73%) at Quarter 3, an adverse movement of £94k from that reported in Quarter 2 due to an increased forecast on projected establishment costs of £56k and an under-recovery within educational buy-back due to academisation of £52k.

Non-Service Specific:

The 2024/25 Non-Service Specific Directorate budget is forecast to underspend by £1.959m at Quarter 3 which is a £424k improvement on the position reported at Quarter 2.

- The Corporate Management budget is forecast to underspend by £31k which is a £122k decrease on the overspend reported at Quarter 2. The underspend is due to a realignment of budgets between Quarter 2 and Quarter 3.
- The Cost of Borrowing budget is forecast to underspend by £2.041m which is a £473k improvement on the forecast underspend reported at Quarter 2. The improved position is a combination of a reduction in borrowing costs due to the re-phasing of the Capital Programme into future years alongside an increase in investment income.
- The GMWDA budget is forecast to underspend by £392k, an improvement from a nil variance at Quarter 2 due to a return of waste levy reserves.
- The Bury Markets Roof RAAC issues are forecast to be overspent by £504k at Quarter 3, an increase of £73k from Quarter 2.

Business Growth and Infrastructure:

The 24/25 quarter 3 BGI budget is forecast to overspend by £347k (59.6%), a worsening of £284k from the reported position at quarter 2.

- Of this overspend the main variances are; £209k (inclusive of £150k income target related to planning fees) in Development Management due to forecasted income slipping into 2025/26; land and property (£150k) mainly due to increased utility prices across both industrial and general lettings which is exacerbated by a leak and untenanted properties within the MET; and a reduction in fee income (£142k) in building control. The overspends are slightly offset by vacancies in other areas totalling £143k and other minor variances.

Operations

The 2024/25 Operations Services Directorate budget are forecasting a £668k (3.62%) underspend at Quarter 3, an adverse movement of £171k from the £839k underspend reported at Quarter 2. Across the directorate, vacancy factor savings of £487k are forecasting to be achieved alongside a favourable variation on overall energy forecasts of £740k.

- Commercial Services has forecast a £99k (10.9%) overspend, in contrast to an on-budget forecast in quarter 2. The main driver of the change relates to the Catering Service forecasting an overspend of £79k due to a drop in meal numbers and historical rates bills for the CPU unit.

  Within this forecast is a net loss of £490k, due a forecast underachievement of income within Markets, specifically within the Market Hall £686k (25.75%) offset by underspends on Markets staff costs (£68k) and £128k of non-payroll related

expenditure. These costs are being funded from reserves and as such, are not impacting on the overall forecast position.

- Facilities Management is forecast to underspend by £57k (1.77%) in quarter 3, a £516k worsening of the position reported at quarter 2. The main drivers of this change are Architects forecasting a change in under recovery of employee costs recharged to capital of £466k (underachievement now forecast to be £278k for the year) and Admin Buildings forecasting to underachieve property rents changed by £95k. The overall underachievement of property rental income is £250k for the year.

- Street Scene Maintenance are forecasting to underspend at Quarter 3 by £277k (5.12%), an adverse movement of £39k from that reported in Quarter 2. £239k of the overall underspend is within the Street Lighting function, due to a combination of reduced energy prices and efficiency savings due to the introduction of LED upgrades.

- The Wellness Service is forecasting an underspend position at Quarter 3 of £207k (8.91%), a favourable movement of £408k from that reported at Quarter 2 due to a 'deep-dive' exercise in Leisure services resulting in a revised income forecast £239k and establishment savings £86k. The overall forecasted underspend in Leisure Facilities; mainly due to establishment savings is £216k with other minor variances less than £100k.

- Waste, Transport and Stores has a forecast underspend position at Quarter 3 of £122k (2.05%) an improvement of £173k from the reported Quarter 2 position mainly due to £77k additional income, £113k additional reserves usage and £81k non payroll underspends. The main drivers for the change being the use of reserves (£60k) in Waste to cover salary and fly tipping costs; revised forecasts in Transport resulting in a favourable movement of £99k; and other minor variances less than £100k. There is due to be a review of the transport budgets within quarter 4.

Savings position

13. The council's performance against the approved savings proposals can be seen in the table below. The RAG rating indicates if the proposal is not achievable (red), forecasting to underachieve (amber), on target (green) or already complete (blue). There are currently six schemes which are complete totalling £2.200m, one scheme which is currently rated amber with a forecast underachievement of £275k, with one scheme currently rated red at £150k underachievement. The targets which are categorised green totalling (£3,650m) are currently forecast to over-achieve by (£298k).

Savings Proposal	Directorate	RAG Rating	24/25 Savings Target (£000s)	Quarter 2 Variance (£000s)	Quarter 3 Achieved to date (£000s)	Quarter 3 Forecast Outturn (£000s)	Quarter 3 Variance (£000s)
Review of Working Age Adults' Costs Against a Robust National Toolkit	HAC	G	(£700)	(£250)	(£678)	(£837)	(£137)
Development of Wider Learning Disabilities Strategy for Age 14-25 Cohort	HAC	G	(£180)	(£65)	(£174)	(£215)	(£35)
Residents Transitioning to Alternative Packages	HAC	G	(£375)	(£135)	(£363)	(£448)	(£73)
Enforce S22 of Care Act	HAC	G	(£336)	(£120)	(£325)	(£402)	(£66)
Reduce Public Health Staffing	HAC	C	(£33)	£0	(£33)	(£33)	£0
Consolidation of Community Bed Capacity	HAC	C	(£1,627)	£0	(£1,627)	(£1,627)	£0
Support at Home Budget - part of £500k HRA element - service ended	HAC	C	(£150)	£0	(£150)	(£150)	£0
Increase Fees and Charges through Financial Assessments - ensuring service users get all benefits available and pay their contribution. (Client Income)	HAC	G	(£684)	£0	(£513)	(£684)	£0
Remove Bad Debt Provision - realignment	HAC	C	(£200)	£0	(£200)	(£200)	£0
Children's Short Breaks & Personal Budgets	CYP	G	(£100)	£0	(£50)	(£100)	£0
SEND Transport	CYP	A	(£345)	£275	£0	(£70)	£275
Direct Payment Audits	CYP	C	(£100)	(£50)	(£126)	(£150)	(£50)
Capitalisation of Salaries through Capital Receipts	BGI	G	(£150)	£0	£0	(£150)	£0
Increase in Planning Fees	BGI	R	(£150)	£0	£0	£0	£150
Additional '3 days unpaid leave' Income	NSS/CCS	C	(£90)	£0	(£90)	(£90)	£0
Integration of Housing Services	NSS/CCS	G	(£1,000)	£0	£0	(£1,000)	£0
Additional Workforce Savings	NSS/CCS	G	(£25)	£13	£0	(£12)	£13
Service Reviews within the Corporate Core - Incl capitalisation of salaries 25/26	CCS	G	(£100)	£0	£0	(£100)	£0
TOTAL SAVINGS PROPOSALS FEBRUARY 2024			**(£6,345)**	**(£332)**	**(£4,329)**	**(£6,268)**	**£77**

- SEND transport – £245k of this target cannot be implemented before September 2025, however, £70k of the remaining £100k target is forecast to be achieved via a migration to personal budgets rather than direct taxi fares.

- Increase in planning fees – several major planning applications, including in relation to the Northern Gateway project which were originally expected to take place in 2024/25 are now expected within 2025/26. The market is currently fairly stagnant due to the uncertainties caused by the change in government and higher interest rates, however there are a number of large projects in the pipeline and proposed changes to planning legislation which should mean that we can achieve higher fees in 2025/26 and beyond.

2024/25 Forecast Capital Outturn

14. The Capital Programme is set on a three-year rolling basis and the programme for 2024/2025 to 2026/2027 was approved by Budget Council in February 2024, as follows:

2024/25	£146.928m
2025/26	£75.665m
2026/27	£21.701m

15. At the 16th July 2024 Cabinet meeting, a further £23.419m of slippage from 2023/24 was added to the 2024/25 programme, to increase the 2024/25 Capital Programme to £170.347m, with an overall borrowing requirement of £47.562m.

16. For Quarter 3, project managers have continued to review their respective capital schemes and have provided scheme updates and re-phased schemes into future years of the Capital Programme to match the anticipated timing of spend, due to more up to date information on delivery timeframes becoming available.

17. At its previous meeting, Cabinet approved the reduction in the Council's planned capital expenditure in 2024/25 to produce a revised Capital Programme of £85.339m, a net reduction in planned spend of £85.008m compared to what was agreed in February 2024 and Outturn 2023/24. As a result of the further in-year reviews conducted during Quarter 3, it is proposed that the 2024/25 Capital Programme be revised down to £79.174m, a further net reduction of £6.165m, as shown in the table below.

	Approved Programme FEB24 £m	Slippage from 2023/24 £m	Proposed In-Year Programme Updates £m	Revised Programme £m
Capital Programme				
Regeneration and Economic Growth	**£51.786**	£5.133	(£21.458)	**£35.461**
Open Spaces	**£2.952**	£0.732	(£2.108)	**£1.576**
Sports and Leisure	**£1.773**	£0.798	£0.674	**£3.245**
Operational Fleet	**£0.000**	£1.109	(£0.697)	**£0.412**
ICT and Digital	**£0.000**	£0.055	£0.720	**£0.775**
Highways	**£30.963**	£5.375	(£22.569)	**£13.769**
Children and Young People	**£26.866**	£6.654	(£26.019)	**£7.501**
Property	**£3.148**	£0.938	(£2.919)	**£1.168**
Older People	**£0.128**	£0.067	(£0.139)	**£0.057**
Housing GF and Disabled Facilities Grant	**£6.107**	(£0.251)	(£1.203)	**£4.653**
Climate Change	**£0.123**	£0.016	(£0.043)	**£0.095**
Approved in Principle schemes reprofiled to 2025/26 delivery			(£7.194)	**(£7.194)**
GF EXPENDITURE TOTAL	**£123.846**	**£20.625**	**(£82.955)**	**£61.517**
HRA EXPENDITURE TOTAL	**£23.082**	**£2.794**	**(£8.219)**	**£17.657**
TOTAL COUNCIL EXPENDITURE	**£146.928**	**£23.419**	**(£91.174)**	**£79.174**

18. In total this has the effect of reducing the Council's need to finance by borrowing for the 2024/25 programme from the original estimate of £47.562m to £28.660m which is based on planned expenditure. These adjustments have been used to update the Council's Medium-Term Financial Strategy. The need to borrow less than originally forecast will have an impact on future budget planning.

19. Details of Approved in Principle schemes deferred for delivery in 2025/26, after further evaluation and detailed plans are produced, can be found in the Capital Strategy 2025/26 to 2027/28 document.

20. The table below shows expenditure of £38.620m (49%) of the revised programme of £79.174m has been expended at 31 December 2024. Although at Quarter 3 no year-end variances are anticipated by project managers, some slippage at year end is a normal feature of the capital programme and a final figure will be established and reported to Cabinet at the Outturn stage of the financial year.

	2024/25	In-Year Performance			
	Revised Programme	Actual Spend at Quarter 3	Actual Spend at Quarter 3	Forecast Spend for Year at Quarter 3	Forecast (Under) / Over Spend
	£m	£m	%	£m	£m
Capital Programme					
Regeneration and Economic Growth	**£35.461**	£14.892	42%	£35.431	**(£0.030)**
Open Spaces	**£1.576**	£0.577	37%	£1.603	**£0.027**
Sports and Leisure	**£3.245**	£1.944	60%	£3.202	**(£0.043)**
Operational Fleet	**£0.412**	£0.302	73%	£0.412	**£0.000**
ICT and Digital	**£0.775**	£0.777	100%	£0.777	**£0.003**
Highways	**£13.769**	£7.588	55%	£13.769	**£0.000**
Children and Young People	**£7.501**	£3.266	44%	£7.488	**(£0.013)**
Property	**£1.168**	£0.463	40%	£0.865	**(£0.121)**
Older People and Disabled Facilities Grant	**£0.057**	£0.057	100%	£0.057	**£0.000**
Housing GF	**£4.653**	£1.740	37%	£4.829	**£0.176**
Climate Change	**£0.095**	£0.041	43%	£0.095	**£0.000**
Approved in Principle schemes to 2025/26	**(7.194)**			(£7.194)	
GF EXPENDITURE TOTAL	**£61.517**	**£31.646**	**51%**	**£61.517**	**£0.000**
HRA EXPENDITURE TOTAL	**£17.657**	**£6.975**	**39%**	**£17.657**	**£0.000**
TOTAL COUNCIL EXPENDITURE	**£79.174**	**£38.620**	**49%**	**£79.174**	**£0.000**

Financing the Capital Programme					
Prudential Borrowing	**£24.741**			£24.741	£0.000
External Funding	**£33.912**			£33.912	£0.000
Capital Receipts	**£2.306**			£2.306	£0.000
General Fund RCCO	**£0.558**			£0.558	£0.000
SUBTOTAL GF FINANCING	**£61.517**			**£61.517**	**£0.000**
Prudential Borrowing	**£3.919**			£3.919	£0.000
External Funding	**£3.285**			£3.285	£0.000
Capital Receipts	**£3.123**			£3.123	£0.000
Housing Revenue Account DRF/MRR	**£7.330**			£7.330	£0.000
TOTAL FINANCING	**£79.174**			**£79.174**	**£0.000**

21. The figures set out in the table represent the project managers' best forecast of expenditure to be achieved by the end of the financial year.

22. The Council's Finance Team will continue to meet with project managers to establish expected spending for the remainder of the year. Based on project managers views at December date it is anticipated that a further £40m will be spent by the end of March 2025.

23. The nature of capital expenditure, dependent of many factors outside Council's control, cumulated with several large, complex schemes in the programme will necessitate further scrutiny on the level of spend that can be achieved during the current year, with further revisions expected by year-end.

24. Any additional amendments will be presented to Cabinet for approval in the Outturn report and any impact of current year's achieved versus forecasted expenditure will be reflected in future years' programmes.

2024/25 Forecast Collection Fund position

25. The increasing prominence of council tax and business rates funding council services means that the collection fund is closely monitored on an ongoing basis. The current forecast position on the collection fund is an in-year surplus of £6.452m, with a residual deficit brought forward from 2023/24 of £5.466m. (This is the difference between the statutory estimated deficit as at 15 January 2023 and the outturn position.) This brings the overall forecast to a net surplus of £986k. The Council's share of the surplus is £786k and Greater Manchester Combined Authority's share is £141k (for police and fire and rescue services).

26. The proportionate shares for Business Rates and Council Tax mean that Greater Manchester Combined Authority have a 1% share of Business Rates and a 16% share of Council Tax, whereas the Council have a 99% share of the Business Rates and 84% share of Council Tax.

27. The main movements during the year which are resulting in a forecast surplus position of £986k (Bury share £786k) are shown below.

2024/25 Surplus/(Deficit) on Collection Fund	Council Tax £m	NNDR £m	TOTAL £m
2023/24 Surplus/(Deficit) Balance b/f	**£0.630**	**(£6.096)**	**(£5.466)**
2024/25			
Income	£134.574	£47.492	**£182.066**
Contributions towards Previous Year's Deficit:			
Bury MBC	£0.000	£5.361	**£5.361**
Police and Crime Commissioner	£0.000		**£0.000**
General Mayoral - Fire and Rescue Service	£0.000	£0.054	**£0.054**
Total Income	**£134.574**	**£52.908**	**£187.482**
Precepts and Demands on Collection Fund:			
Bury MBC	(£110.199)	(£45.950)	**(£156.149)**
Police and Crime Commissioner	(£14.714)		**(£14.714)**
General Mayoral - Fire and Rescue Service	(£6.484)	(£0.464)	**(£6.948)**
Disregards: Renewable Energy		£0.000	**£0.000**
Cost of Collection		(£0.234)	**(£0.234)**
Transitional Protection Payments		£1.058	**£1.058**
Impairment of Debts/Appeals:			
Write-offs of Uncollectable Amounts	(£0.078)	£0.036	**(£0.042)**
Increase/(Decrease) in the Allowance for Impairment of Arrears	(£1.599)	£0.136	**(£1.463)**
Increase/(Decrease) in the Allowance for Impairment of Appeals		(£1.666)	**(£1.666)**
Contributions towards Previous Year's Surplus:			
Bury MBC	(£0.732)	£0.000	**(£0.732)**
Police and Crime Commissioner	(£0.097)		**(£0.097)**
General Mayoral - Fire and Rescue Service	(£0.043)	£0.000	**(£0.043)**
Total Expenditure	**(£133.947)**	**(£47.083)**	**(£181.030)**
2024/25 In-Year Surplus/(Deficit)	**£0.627**	**£5.825**	**£6.452**
Surplus/(Deficit) as at 31.03.2025	**£1.257**	**(£0.271)**	**£0.986**

Share of the 2024/25 Surplus/(Deficit)	Council Tax £m	NNDR £m	TOTAL £m
Bury MBC	£1.054	(£0.268)	**£0.786**
Police and Crime Commissioner	£0.141		**£0.141**
General Mayoral - Fire and Rescue Service	£0.062	(£0.003)	**£0.059**
Surplus/(Deficit) as at 31.03.2025	**£1.257**	**(£0.271)**	**£0.986**

28. Work is taking place to reduce arrears for both Council Tax and Business Rates which will result in reduced requirements for allowance for impairment of debt. The performance for arrears reduction in the first three quarters is a 9.55% reduction for Council Tax and a 14.35% reduction for Business Rates.

29. Alongside improving collection of arrears, the aim is to improve the collection rate for in year debt. The trend of collection rates over the past 7 years can be seen below. It is important to note that collection was impacted during and in the period after the COVID pandemic due to the prevailing economic conditions.

Collection Rates	Council Tax %	NNDR %
2024/25 Target collection rate	96.00	95.00
2023/24	95.25	93.88
2022/23	94.99	92.73
2021/22	95.77	93.73
2020/21	96.01	87.63
2019/20	96.39	95.37
2018/19	96.49	96.23
2017/18	96.62	96.04

30. Both the reduced arrears and improved forecast collection in year have resulted in a reduction in the required contribution to the allowance for impairment.

Housing Revenue Account Position

31. Following the approval of the integrated HRA and Six Town Housing budget at Quarter 2, significant work has continued to ensure robust analysis and forecasting. Approval is therefore being sought to support the decision not to use revenue funding for the 24/25 capital programme. This is due to uncertainties surrounding the various consultations on Right to Buy sales arising from the change in Government policy; the cost of achieving and reporting upon the Consumer Standard and the Decent Homes Standard.

32. The favourable adjustment to the budget of £11.010m is largely made up of the removal of £10.607m contribution to the capital programme and a revision of interest and investment income to £800k from a quarter 2 budget of £313k.

33. The table below demonstrates the adjustments.

HRA INCOME AND EXPENDITURE STATEMENT	2024/25 Original Budget (FEB24)	2024/25 Revised Budget (NOV24)	2024/25 Revised Budget Q3	2024/25 Forecast (Q03)		
	£m	£m	£m	£m	£m	%
INCOME						
Dwelling Rents	(£36.812)	(£36.812)	(£36.758)	(£36.758)	(£0.000)	100.00%
Non-dwelling Rents	(£0.204)	(£0.204)	(£0.204)	(£0.220)	(£0.017)	108.25%
Other Charges for Services and Facilities	(£1.242)	(£1.242)	(£1.242)	(£1.057)	£0.186	85.06%
Contributions Towards Expenditure	(£0.040)	(£0.161)	(£0.208)	(£0.206)	£0.002	99.06%
Total Income	**(£38.298)**	**(£38.419)**	**(£38.413)**	**(£38.242)**	**£0.171**	**99.56%**
EXPENDITURE						
Repairs and Maintenance	£7.325	£8.160	£8.073	£8.854	£0.781	109.68%
Supervision and Management	£8.422	£10.635	£10.632	£10.678	£0.046	100.43%
Special Services	£1.622	£1.431	£1.431	£1.565	£0.134	109.36%
Rents, Rates, Taxes, and Other Charges	£0.038	£0.038	£0.038	£0.200	£0.162	527.70%
Depreciation of Non-Current Assets	£7.330	£7.330	£7.330	£7.330	£0.000	100.00%
Debt Management Expenses	£0.045	£0.045	£0.045	£0.045	£0.000	100.00%
Movement in Provision for Bad Debts	£0.525	£0.525	£0.525	£0.525	£0.000	100.00%
Total Expenditure	**£25.307**	**£28.164**	**£28.074**	**£29.197**	**£1.123**	**104.00%**
HRA Services' Share of Corporate and Democratic Core	£0.400	£0.400	£0.400	£0.400	£0.000	100.00%
Net Income or Expenditure of HRA Services	**(£12.591)**	**(£9.855)**	**(£9.939)**	**(£8.645)**	**£1.294**	**86.98%**
Interest Payable and Similar Charges	£4.466	£4.466	£4.500	£4.500	£0.000	100.00%
Interest and investment income	(£0.433)	(£0.313)	(£0.800)	(£0.800)	£0.000	100.00%
(Surplus) or Deficit for the Year on HRA Services	**(£8.558)**	**(£5.702)**	**(£6.239)**	**(£4.945)**	**£1.294**	**79.26%**

APPROPRIATIONS						
Reversal of Depreciation	(£7.330)	(£7.330)	(£7.330)	(£7.330)	£0.000	
Transfer to the Major Repairs Reserve	£7.330	£7.330	£7.330	£7.330	£0.000	
Repayment of Arranged Loans	£0.204	£0.204	£0.204	£0.204	£0.000	100.00%
Capital Expenditure Funded by the HRA	£12.631	£10.607	£0.000	£0.000	£0.000	0.00%

Total Appropriations	**£12.835**	**£10.811**	**£0.204**	**£0.204**	**£0.000**	**100.00%**

34. This revised budget has been used to report the quarter 3 forecast overspend of £1.294m, which is a significant increase of £688k on the position reported at quarter 2.

35. The forecast overspend position will reduce the contribution to the HRA Reserve. Details of the significant variances include:

- Other Charges for services is forecasting an under-recovery of income of £285k; a reduction of £29k from quarter 2. This shortfall mainly relates to Sheltered Services charges.
- Repairs and Maintenance forecasted to budget in quarter 2 pending a full review of the data. The adjusted position at Q3 is a worsening of £781k. This overspend is made up of £400k relating to Interim costs resulting from the inability to recruit on a permanent basis into the vacant posts, £234k on legal costs and £143k underachievement of income in the Income Generating section.
- Supervision and Management is forecasting an overspend of £46k which is a favourable movement of £140k from the reported quarter 2 position due to vacancies partially offsetting consultancy and agency costs.
- Special Services are forecasting an overspend of £133k due to Extra Care recharges not accrued in 23/24.
- Rents, Rates, Taxes and other charges has a one-off forecast overspend of £162k due to historic council tax costs for void properties which is a favourable movement of £100k from quarter 2. Further work is ongoing to determine any possible outstanding liabilities in this area and mitigate further costs by identifying potential alternative usage for the void properties.
- There is an underspend of £17k made up of individual variances below £100k.

36. The revised HRA Capital Programme including slippage from 2023/24 is £17.657m as detailed in the table below. The spend to date is at 39% of the revised capital programme and further meetings with project managers are planned to discuss the remaining spending for the year together with any potential slippage into 2025/26.

CAPITAL PROGRAMME	2024/25 Original Budget (FEB24)	2024/25 Revised Budget (DEC24)	2024/25 Actual Quarter 3	2024/25 Forecast Quarter 3	2024/25 Variance Quarter 3	2024/25 Variance Quarter 3
	£m	£m	£m	£m	£m	%
CAPITAL EXPENDITURE						
Major Works & Imps	£18.081	£13.819	£5.953	£13.819	£0.000	0.00%
Carbon reduction schemes	£0.000	£3.062	£0.895	£3.062	£0.000	0.00%
Disabled Facilities Adaptations	£0.000	£0.776	£0.127	£0.776	£0.000	0.00%
New Build Development Costs	£5.000	£0.000	£0.000	£0.000	£0.000	0.00%
Other Fixed Assets	£0.000	£0.000	£0.000	£0.000	£0.000	0.00%
Total Capital Expenditure	**£23.081**	**£17.657**	**£6.975**	**£17.657**	**£0.000**	**100.00%**
CAPITAL FINANCING						
Prudential Borrowing	£0.000	(£3.919)	£0.000	(£3.919)	£0.000	0.00%
External Funding	(£2.000)	(£3.285)	£0.000	(£3.285)	£0.000	0.00%
Capital Receipts	(£1.120)	(£3.123	£0.000	(£3.123	£0.000	0.00%
HRA Direct Revenue Financing	(£12.631)	£0.000	£0.000	£0.000	£0.000	0.00%
HRA Major Repairs Reserve	(£7.330)	(£7.330)	(£6.975)	(£7.330)	£0.000	0.00%
Total Capital Financing	**(£23.081)**	**(£17.657)**	**(£6.975)**	**(£17.657)**	**£0.000**	**0.00%**

Total Capital Programme	**£0.000**	**£0.000**	**£0.000**	**£0.000**	**£0.000**	

37. The HRA Reserve movements are detailed in the table below.

MOVEMENT on the HRA RESERVE	2024/25 Original Budget (FEB24)	2024/25 Revised Budget (NOV24)	2024/25 Revised Budget Q3	2024/25 Forecast (Q03)	
	£m	£m	£m	£m	£m
Balance on the HRA at the End of the Previous Reporting Period	**(£10.393)**	**(£10.511)**	**(£10.511)**	**(£10.511)**	**£0.000**
(Surplus) or Deficit for the Year on the HRA Income and Expenditure Statement	(£8.558)	(£5.702)	(£6.239)	(£4.945)	£1.294
Appropriations	£12.835	£10.811	£0.204	£0.204	£0.000
Net (Increase) or Decrease before Transfers to or from Reserves	**£4.277**	**£5.109**	**(£6.035)**	**(£4.741)**	**£1.294**
Transfers to/(from) Earmarked Reserves	£0.000	£0.000	£0.000	£0.000	£0.000
(Increase) or Decrease in Year on the HRA	**£4.277**	**£5.109**	**(£6.035)**	**(£4.741)**	**£1.294**
Balance on the HRA at the End of the Current Reporting Period	**(£6.116)**	**(£5.402)**	**(£16.546)**	**(£15.252)**	**£1.294**

Links with the Corporate Priorities:

38. Financial management is a key part of the council's overall governance and control arrangements and the close monitoring of agreed income and expenditure; revised forecasts of future budget pressures and opportunities; and regular reporting of these issues underpin the council's three clear corporate priorities as set out in the Let's Do It Strategy that will deliver financial sustainability for the Council.

Equality Impact and Considerations:

39. 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.

40. 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.

Environmental Impact and Considerations:

41. This is a finance update report as such there are no environmental impacts associated with this report.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The Council has insufficient funds to support its expenditure.	Regular reporting and tight budgetary control by budget holders support the Council in managing the overall financial risks and financial planning for the Council.

Legal Implications:

42. This report is an updating report to Cabinet on the financial position at the end of Quarter 3.

Financial Implications:

43. The financial implications are set out within the Report.

Appendices

Revised Corporate Plan Milestones

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

Budget Update Report

Quarter 2 Finance Position

The Council's Revenue Budget and Medium-Term Financial Plan 2025/26

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

Term	Meaning
MTFS	Medium Term Financial Strategy
DSG	Dedicated Schools Grant
DFE	Department for Education
HRA	Housing Revenue Account
HNB	High Needs Block
NNDR	National Non-Domestic Rates

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Agenda Item 8

Classification:	Decision Type:
Open	Non-Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Supporting Local Infrastructure Organisation provision for Bury's Voluntary, Community, Faith and Social Enterprise Sector from April 2025	
Report of	Cabinet Member for Communities and Inclusion	

Summary

1.1 The Voluntary, Community, Faith and Social Enterprise (VCFSE) sector is integral to the fabric of the Borough of Bury. Our *LET'S Do It!* strategy sets out the vital importance of the sector as a core component in delivering improved outcomes for local people.

1.2 Central to a strong local voluntary sector is a high quality, connected and well led local infrastructure organisation (LIO). Local Infrastructure provision is the beating heart of a district's voluntary sector and this specification sets out the requirements for infrastructure provision for the Borough of Bury.

1.3 Infrastructure provision is currently provided in the Borough through the Bury Voluntary and Community Faith Alliance, which provides quality assured support, accredited by the National Association for Voluntary and Community Action. In the last two years there has been significant progress against the pillars of leadership and advocacy; partnerships and collaboration; capacity building; and volunteering

1.4 To reflect the ongoing delivery of LET'S Do It, the specification for VCFSE local infrastructure provision has been updated and tailored to reflect the latest regional and local context and priorities. It is proposed that the funding agreement with the Bury VCFA continues to increase the resilience of the LIO as a core partner for the Council and broader Team Bury Partnership. This provision is to support the Bury deliver vital community capacity, inspiration and opportunity for greater participation – to improve outcomes for local people, tackle inequality and raise life chances – whilst ensuring effective use of ever scare resource.

Recommendation(s)

2.1 That the revised delivery framework with Bury Voluntary and Community Faith Alliance for local infrastructure organisation provision is agreed and funded for 2025/26, with intent signalled on continuation for the following years subject to confirmation of funding availability across the Council and public sector partners.

Reasons for recommendation(s)

3.1 The funding of infrastructure provision in the Borough provides a clear commitment to the importance of the voluntary and community sector.

3.2 By refreshing the Service Level Agreement the report seeks to strengthen the recognition of the sector as key partner in improving outcomes for local people and the role infrastructure support plays in ensuring this is robust, recognised and representative.

3.3 The agreement allows for a clear focus of activity to develop Bury's VCFSE ecosystem in a tailored manner to best meet local needs, in turn delivering on *LET'S Do It*! and GM VCFSE Accord commitments.

Alternative options considered and rejected

4.1 To not fund, or make a reduction in funding would significantly risk the loss of infrastructure support in the Borough, destabilising the wider VCFSE sector and jeopardise the positive progress made in recent years. Whilst recognising the financial pressures that the Council itself is under, investment in the infrastructure support to the VCFSE sector supports steps to increase the resilience of the sector itself, including supporting groups to attract inward investment into the Borough and diversity income generation streams.

4.2 To not update the specification would fail to capitalise on progress made in recent years but more importantly miss the opportunity to further tailor and target the focus of infrastructure support provision to be an enabler and facilitator of a sector contributing in a pivotal way to realising the Borough's LETS vision. As such to not update the specification would have risked there not been the appropriate local focus on ensuring a sustainable VCFSE ecosystem, best positioned and supported to enhance and enable local outcomes at place.

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Background

5.1 The Voluntary, Community, Faith and Social Enterprise (VCFSE) sector is the cornerstone of daily life across the country. From welfare and wellbeing support to grassroot sports groups, places of worship to peer support networks, the sector connects people and those people to place.

5.2 Bury's LET'S Do It! strategy and approach sets out the importance of the role and impact of the sector on local communities, with the ecosystem of different VCFSE organisations spanning across communities of place, identity and experience.

5.3 Within the local sector there are wealth of groups of different size, reach and focus, as the most recent State of the Sector survey demonstrates, which outlines that Bury's VCFSE sector has:

- 1,249 voluntary organisations, community groups and social enterprises making a difference in Bury, ranging from local arms of national charities, to hyper-local mutual aid networks supporting specific communities of interest, and experience.
- 71% of these organisations are micro-organisations with an annual income of under £10k
- 13% of the sector as being a social enterprise
- 91% of organisations have some direct dealings with other VCFSE organisations
- ONS data outlines a paid employee workforce of 4,019 in Bury's VCFSE sector, equivalent to 2,452 FTE, a contribution of £44m per annum to the local economy. 44% of organisational responses indicated they paid the living wage.
- The survey estimates that there are 26,229 volunteers supporting the VCFSE sector in Bury, proving approximately 131,145 hours of time each week; making an economic contribution of £65m per annum.

5.4 The National Association for Voluntary and Community Action (NAVCA) emphasised in 2024 that, "*An active voluntary and community sector needs consistent, high quality support from local VCFSE infrastructure support organisations (LIOs). LIOs act as both convenor and connector at place between different statutory bodies, local authorities, charities and VCS organisations that, when working together in partnership, drive and accelerate action, and contribute to positive change*."

https://www.navca.org.uk/news/the-power-of-local-infrastructure-how-a-new-government-can-work-with-navca-members

Local Infrastructure Organisations

6.1 A Local Infrastructure Organisation is a voluntary/community group in its own right (with respective governance and charitable objectives set out as required by the Charities Commission) but whose principal purpose is to co-ordinate, facilitate and support the broader ecosystem of VCFSE groups in a given area. Typically, this is through:

- Building strategic relationships and bringing together community knowledge and skills.
- Developing partnerships with key organisations and enabling collaboration.
- Acting as a trusted partner, effectively communicating with and representing communities.
- Building the capacity of VCFSE organisations.
- Supporting early intervention and providing rapid response in crises.
- Contributing to local economic development through employment and volunteering

6.2 Local Infrastructure Organisations advocate and champion for the sector, nurture the conditions of the ecosystem to allow it to flourish. They provide insight to/from the ecosystem and ensure that it is representatively represented in partnership activity (planning, delivery and evaluation). They act as convenors and facilitators as much as direct delivery vehicles of services and are not regulatory bodies or inspectorates, but provide support to ensure organisations and networks on meeting such regulations.

6.3 Nationally, NAVCA have set out the key components of what would enable LIO's to fulfil their role in improving outcomes for local people, which has informed this report and set in the context of *LET's Do It!*

- Work with the VCFSE sector as an equal strategic partner
- Work with the VCFSE sector at an early stage to help define problems, hear the voice of lived experience, and co-design services to meet need.
- Deliver long term stable and sustainable commissioning and funding arrangements
- Invest in local infrastructure as the convenor, partnership enabler and capacity builder to enable communities and the VCFSE to thrive

6.4 Regionally the opportunities to further this taken place through Bury's active involvement with the Greater Manchester Combined Authority, Greater Manchester Health and Social Care Partnership and Greater Manchester VCSE Leadership Group. Through this work Bury has signed up to the GM VCSE Accord, where leaders in local government, health and the voluntary, community and social enterprise sector (VCSE) committed work together in a collaborative way to tackle entrenched inequalities.

LIO Provision in Bury - progress

7.1 In Bury, infrastructure support to the VCFSE is provided by Bury Voluntary and Community Faith Alliance (Bury VCFA). Unlike in some other Boroughs in Greater Manchester, namely Manchester, Salford and Bolton, there has not been a long-established infrastructure provision in Bury. Salford CVS for instance has been in existence in its current form since 1973 and has connections back to the start of the 20th century.

7.2 Formed in 2017, the Bury VCFA is a Charitable Incorporated Organisation, registered with the Charity Commission, and has developed into an integral partner in Team Bury through the development and delivery of the *LET'S Do It!* strategy.

7.3 As referenced, the VCFA is a VCFSE organisation its own right, and therefore is required to set out their purpose through the Charity Commission for England and Wales: *To promote and strengthen the Voluntary, Community, Faith and Social Enterprise sector for the benefit of the community in the Borough of Bury. To coordinate, organise and enable partnership working to enable positive change in communities.*

7.4 In 2023, Bury VCFA become the first LIO in Greater Manchester to be successfully achieve the Local Infrastructure Quality Accreditation from NAVCA, the national membership body for local infrastructure organisations, whose quality assurance framerwork is used to benchmark LIO activity in order to best support he voluntary and community sector in England. Bury VCFA Chief Office produced this short video for NAVCA outlining the Accreditation they achieved: LIQA - Bury VCFA - NAVCA (youtube.com). Bury VCFA was the first LIO in GM to receive this accreditation.

7.5 NAVCA outline 4 functions for thriving communities, where people belong and can take action on things that matter to them.

- Leadership and Advocacy
- Partnerships and Collaborations
- Capacity Building
- Volunteering

These functions have formed the framework for the specification with Bury VCFA, to which specifics in relation to the *LET'S Do it!* delivery and local priorities have been highlighted. This builds on the existing delivery by the VCFA against these 4 functions, with examples provided in the table below.

Leadership and advocacy	• Leadership alongside the Bury VCSE Leadership Group or a cross-sectoral Team Bury 'LETS Connect' session to promote connectivity between the public, private and VCFSE sectors and launch the Bury Volunteering Strategy • Active role in GM Accord Development and GM VCSE Leadership group, including hosting the GM Accord Forum in Bury in March 2024 to highlight Bury's LETS approach and embedding the commitments of the Accord and Fair Funding Protocol; and more recently the shaping of the GM Live Well Model • Leadership and facilitation of service codesign including the VCFSE element of the Living Well Mental Health Model and work with the Bury Older People's Network. • Championing workforce development and voice, including as a new Supporter of the Greater Manchester Good Employment Charter; leadership of the Community Cohesion workstream of the Community Safety Partnership and Be A Good Neighbour This Winter campaign.
Partnerships and collaborations	• Development of the Sustain Project focusing on food aid to food trade and shaping of a Food Pantry Toolkit • Facilitation of the Bury VCSE Leadership Group – providing a conduit for partners to engage with the VCSE sector and vice-versa.

	• Facilitation of community safety related activity through the Bury Community Led Violence Reduction Programme working with young people and their families to address the underlying causes of violence and build aspiration and opportunity. • Work with 10GM and GM Moving on a Test and Learn Pilot site to implement the Sport England and GM Moving ambition of connecting communities. • Collaboration through the GM Workforce Development programme including cross-sector delivery of the Northern Care Alliance Leadership Training • Working alongside Pennine Care and connecting to multi-disciplinary teams, facilitation of a link Worker specialising in housing and welfare support based within the Irwell Unit of Fairfield Hospital
Capacity building	• In the last year 183 VCSE groups and organisations have received bespoke development support including funding searches; bid checks; support with governance and legal structures; start-up guidance for completely new groups; setting aims and objectives; development of constitutions and registration with the Charity Commission; and support on recruiting volunteers. This support included the delivery of training to organisations on adult safeguarding; governance; bid writing (including storytelling); Connect 5 Mental Health training and trauma informed practice. • Over the last twelve months over £305k of funding and investment has been distributed by the VCFA in investment into the sector, relating to community safety, anti-poverty provision, culture grants, volunteer recognition and physical wellbeing interventions. Funding leveraged by VCFA in 2023-2025 comes to £688,684 including GM Moving; Community Led Violence Reduction Unit; UK Shared Prosperity funding on capacity building and social economy and LGBTQI Forum. Over 350 funding opportunities have been promoted in adding to an expansion of 'Meet the Funder' events to support local groups in accessing external funding including sessions with Forever Manchester, National Lottery and Easy Fundraising.
Volunteering	• Promoting good practice in volunteer management through training for VCSE volunteer-involving groups and providing a 'Volunteer Bank' facility for individuals to register for opportunities.

	• Development of the new Volunteering Strategy which contains system-wide commitments to ensuring Bury is a great place to volunteer and recognising the benefits that volunteering brings to individuals and community wealth building. • Facilitation of a volunteer development forum to provide learning opportunities, networking and peer support. This has included a focus on volunteer retention and supported the development of new support factsheet. • Working alongside Bury Council, Bury VCFA co-ordinated the delivery of LET's Value Volunteering grants to support volunteer thanks and recognition.

LIO Provision in Bury – proposal

8.1 Through the continued delivery of Bury's LET'S Do It strategy, the importance of the voluntary and community sector in enabling improved outcomes for local communities is as high as ever. In this context it is recognise that a strong and forward-looking local infrastructure provision is vital.

8.2 Based on ongoing conversations, both formally through networks such as Team Bury and the Public Service Reform Steering Group; through conversations with sector leads, and through insight gathered through organic discussions across sectors, an updated specification has been developed. This builds on previous work and is anchored in both the pillars of local infrastructure provision as set out by NAVCA, but crucially these have been set against the principles set out in LET's Do It! and are detailed in Appendix A. This recognises the maturing of the LIO over recent years and the context of ongoing challenges and legacy of the social and economic effects of Covid and financial pressures

8.3 Where possible the specification sets the outcomes to be achieved rather than overly 'prescribing' a set of tasks, recognising the LIO will be able to craft delivery with and through the sector through 'working with' colleagues and partners.

8.4 Examples of the key areas of amplification and revised focus in the updated specification are:

- Updated reference to the nation and regional policy landscape and the opportunities these present for leadership, advocacy and collaboration, including the GM Live Well Model and Prevention Demonstrator.
- More explicit reference to the role the LIO can play in championing and support system leadership on safeguarding arrangements, particularly in the context of Working Together.
- Further sharpen the focus of the role an LIO can play as a partner in enhancing Bury's neighbourhood model particularly in facilitating, brokering and enabling people to come together around a common

bond, issue or opportunity. Specifically to reference Family Hub approach and living Well Mental Health Model.

- Specific focus on identification and foundational support to new and emerging communities and networks, taking an early help approach. Escalating the insight into commission discussions whilst coalescing individuals/ networks with fundamental infrastructure support.
- Use insight of commissioning activity and opportunities between Team Bury partnerships and VCFSE system to identify gaps in community-led provision (and seek opportunities to collaborative address); to link smaller organisations into opportunities generated by larger commissions; to foster collaboration between providers for joint submissions.
- Greater emphasis on the role of volunteering as a route into (re-) employment and skills development, as part of work of achieving NAVCA Volunteer Centre Quality Accreditation

8.5 The current Service Level Agreement with the Bury VCFA, at an investment level of £170k per annum, comes to an end on 31st March 2025. This specification has been developed at a time of significant socio-economic pressures, as the sector and wider system recovers from the legacies of Covid pandemic (including the stepping back of emergency funding and capacity) and deepening economic constraints which directly impact on VCFSE organisations in terms of expenditure and funding, as public services face significant budgetary pressures. Bury is not immune to such challenges but is keen to strengthen collaboration with the VCFSE sector to best support local people and communities. There is the ever-present challenge of seeking to manage financial pressures that take effect of reducing Council budgets, seeking a diversification of income sources, increased organisational running costs and providing fair funding in keeping with the VCSE Accord.

8.6 This report sets out the intention for developing investment in local VCFSE infrastructure, aligned to LET's Do It! to build on the growing foundations through the Bury VCFA. It is recognised that longer term agreements provide resilience in terms of business planning and in furthering partnership relationships. This aligns with the spirit of the GM VCSE Accord and the developing Memorandum of Understanding between Bury's VCFSE sector and public services.

8.7 A challenge is pressures on the Council's funding position, as recognised in the recent budget report. Funding has been identified, at the current level of investment (£170k pa) for the 2025/2026 financial year through a combination of Council (including Public Health) monies and Community Safety Partnership contribution, with work continuing to take place to secure long term investment in such infrastructure provision as part of core budgets across the Team Bury system.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

Bury's *LET'S Do It*! strategy repeatedly demonstrates the crucial role community, voluntary and faith-based groups and social enterprises play in our local neighbourhoods and the opportunities for the sector to be central to delivering our collective vision for the future. Through the Team Bury partnership, there is a pivotal role for the VCFSE infrastructure provider to assure, enable and exploit the exciting opportunities set out in both the plan and crucially the principles for delivery – to ensure the VCFSE in Bury is integral to developing resilient neighbourhoods, where local people are inspired and enabled to come together to improve local outcomes.

Across every pledge and pillar of the plan the voluntary and community sector will continue to drive collaborative activity in our communities to strengthen community capacity and assets and increasingly connect people to these, to drive self-help, self-care and wellbeing. By working at a neighbourhood level the sector will increasingly connect the most vulnerable with resources and support that best meets their needs and to play a more active role in their communities and take control of their own lives.

Equality Impact and Considerations:

*Please provide an explanation of the outcome(s) of an initial or full EIA and make **specific reference regarding the protected characteristic of Looked After Children**. Intranet link to EIA documents is here.*

A full EIA has been carried The activity presents significant opportunities to strengthen inclusion across the borough as such this is likely to have only positive impacts on most characteristics.

Bury VCFA lead a number of inclusion related groups, bringing together voluntary and community organisations to co-ordinate and collaborate activity in relation to inclusion in Bury.

Inclusion is specifically referenced within the SLA specification, in terms of increasing seldom heard voices across the sector, increasing representation within and across the sector, and Bury's Inclusion Strategy referenced in relation to accessibility of provision. As such the refreshed agreement strengthens system leadership within the VCFSE on inclusion.

Increased reference to Safeguarding, including Working Together is included and there is a specific Children and Young People Voluntary Sector Forum which is facilitated through the Local Infrastructure Organisation and chaired by one of the Bury VCFA trustees.

Environmental Impact and Considerations:

Please provide an explanation of the Environmental impact of this decision. Please include the impact on both ***Carbon emissions*** *(contact climate@bury.gov.uk for advice) and* ***Biodiversity*** *(contact c.m.wilkinson@bury.gov.uk for advice)*

Bury VCFA work with a number of climate action related groups and networks, from links place based Climate Action Partnerships to 'Friends of' Groups with local parks and green spaces to increase public guardianship. This includes provided group/network development support, promotion of funding opportunities and opportunities for collaboration.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Sustainability of funding	Provision to be agreed for 2025/26 through this report to accompany discussions with Team Bury finance colleagues to identify long term commitments to infrastructure support in keeping with GM VCSE Accord. .
Opportunity for local VCFSE groups to be best positioned for local commissioning organisations	VCFA provision allows for group development, to strengthen governance and maturity of elements of the sector to be aware of, and best structured (in terms of finance and governance) to be in a position to be commissioned by health providers in particular, reducing demand and cost on statutory provision whilst increasing resilience within elements of VCFSE system locally.

Legal Implications:

1. A grant agreement will need to be put in place between the Council and the VCFA setting out the purpose for which the grant is being given and the conditions which apply to this. It is noted that while there is certainty in respect of the funding for financial year 2025/26, the subsequent four financial years will be dependent upon funds being available, and this will need to be reflected in the terms of the grant.
2. When awarding grants, the Council must have regard to the provisions of the Subsidy Control Act 2022. This grant is likely to meet the definition of a subsidy, but it must be assessed for compliance with the subsidy control principles before being awarded, the starting point being the reasons for the subsidy being given as set out earlier in the report and why the provision which the Council is supporting would otherwise remain unfunded.

Financial Implications:

Funding has been identified to support the continuation of the current arrangements in 2025/26. Further work will be undertaken with Team Bury partners to identify ongoing funding as part of the development of the 2026/27 budget.

Appendices:

Please list any appended documents.

Appendix A: Bury VCFSE Infrastructure Support specification 2025

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

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

Term	Meaning
LIO	Local Infrastructure Organisation
NAVCA	National Association for Voluntary and Community Action
VCFA	Voluntary and Community Faith Alliance
VCFSE	Voluntary, Community, Faith and Social Enterprise sector

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Appendix A: VCFSE Local Infrastructure Provision for Bury : April 2025 – March 2030

NAVCA identify four pillars of focus for LIOs – the first table below sets out the key characteristics of these pillars and associated outcon desired in Bury; with the tables following considering each pillar through the LETS principles.

NAVCA Pillar	Key characteristic	Outcome sought*	Metrics
Leadership & Advocacy	• LIOs are leaders in, and advocates for ,the VCFSE sector and the communities they work within. • Through participation in local strategic groups, forums and partnerships, LIOs ensure the VCFSE sector's voice is heard and used to inform and influence and affect key decisions locally on funding and policy. • Participation in local strategic groups oftens means leadership of strategic partnerships, membership of groups, or representative roles on behalf of the VCFSE sector. • Leadership and advocacy contribute to strategic leadership for the VCFSE sector at place, advocacy for the VCSE with statutory partners, and contributions to problem-solving with the sector and statutory partners	• A nurtured VCFSE ecosystem in Bury to drive a vibrant, thriving, diverse, sustainable and resilient sector • A representative leadership group visibly demonstrating system leadership within the sector and advocating for the sector across the Team Bury Partnership • The VCFSE sector in Bury has a strong, influential voice • Local VCFSE partners are informed and supported to actively participate in local policy development and decision making – in particular organisations representing those with lived experience and who are otherwise under-represented • VCFSE organisations are hardwired into Bury's neighbourhood working approach and supported to deliver their contribution to *LET's Do It!*	• Participation across all protected characteristics in community fora; VCFSE networks and engagement activity • Resilience of infrastructure ecosystem provision
Partnership & Collaboration	• Places and communities are strengthened when organisations work collaboratively, through building networks and partnerships between VCSE organisations and strategic partners. • The strength of relationships with external stakeholders is the building block for partnerships and collaborations that provide direct support for communities and specific groups in need, as well as collaborations to deliver contracts and services and lever in grant and other funding. • The LIO may also act as the accountable body, bringing a partnership of local VCFSE organisations together to collaborate on a project or service	• VCFSE organisations are valued strategic and operational partners in the Borough, meaningfully involved in decision making and working effectively with public sector partners. • A connected and well led VCFSE sector in Bury that brings together individual volunteers, Bury voluntary and community organisations, national voluntary organisations operating in Bury and mutual aid organisations • Enhanced two-way flow of insight between the sector, promoting greater shared understanding and respect, and consequentially collaboration • VCFSE organisations are regularly updated and have opportunities to shape and support the safeguarding of local people, including in the response to major incidents, drawing on the sector's cultural proficiency and connections to ensure a tailored and accessible response.	• Level of co-design and VCFSE led alliances / partnerships bidding for (and successful in) commissioning opportunities where such opportunities arise

	• VCFSEs influence and deliver services more effectively by working collaboratively through networks, formal partnerships and consortia.		
Capacity building & development support	• LIOs help voluntary and community organisations to fulfil their potential through providing practical support, information, advice, and training • This capacity building work is both strategic and developmental. It helps VCFSE organisations to have the strong foundations needed so that they can deliver their goals, become more resilient and contribute to flourishing communities • The most critical work of LIOs is the specific practical guidance and support provided to local VCFSEs, tailored to need which can take the form of governance, strategic planning, sourcing and completing funding applications; regulatory information and organisational health checks.	• A more informed and confident sector, with access to and promoting their own best practice in supporting and empowering communities • A capacity building support offer is in place that is fully inclusive, accessible, flexible, proactive, informed by the sector and has a free to access offer. This support is responsive to a diverse range of organisations , and reflects the demographic, cultural and ethnic diversity of the borough. • Enterprising voluntary and community groups, seeking new opportunities are well placed to adapt to new challenges in a way best meeting (emerging) local needs; and encouraging growth of new organisations to address unmet/new need. • Resilient community capacity which doesn't just enable but empowers residents to live well at home and in their communities	• Level of inward investment in the VCFSE in Bury • Social enterprise capacity and value in Bury to increase the local supply available to retain local wealth
Enabling, encouraging & championing volunteering	• Volunteering, both formal and informal, is at the heart of thriving communities. LIOs encourage and nurture volunteering opportunities, so that people can build connections and work together on things they care about, driving positive change locally. • The value of local volunteering support is that it offers a trusted brokerage or connecting service, based on local needs and knowledge of the VCFSE. This support for volunteers is then linked to other LIO support services and networks as an integrated whole, eg other support includes providing advice or promoting good practice in volunteer management. • LIOs also coordinate volunteers as part of emergency responses locally or nationally – a role that was an essential part of volunteer recruitment and support during the Covid-19 pandemic and remains in place through participation in local resilience forums.	• NAVCA accredited volunteer centre offer is in place that supports residents and VCSE organisations. • To catalyse and corral a social movement for volunteering in the Borough • Increased access to volunteering opportunities for all residents, developing the skills, aspirations and confidence of individuals • The contribution of volunteering is increasingly recognised and valued; and volunteer activity is flourishing	• Participation through volunteering reflective of the Borough's population (across protected characteristics and neighbourhoods).

*it is recognised that realisation of these outcomes is not solely dependent upon the LIO, with dependency on system change and investment, with the MoU with the sector a key enabler of this)

Local VCFSE Infrastructure provision for Bury to realise the ambitions of LETS and deliver Bury's neighbourhood model

	LOCAL	ENTERPRISING	TOGETHER	STRENGTHS
Leadership & Advocacy – *Mobilising and encouraging community action; strengthening the sector's voice and influence on decision-making and funding (investment)*	**Place leadership** • Provide leadership on ensure full and active contribution of the VCFSE sector within Bury's neighbourhood model, as anchor for the sector • Delivery of an annual Team Bury development session on the State of the Voluntary Sector in Bury, including opportunities to enhance the sector • Lead the identification, engagement and advocacy of new and emerging communities in Bury and the linkages of these to place-based opportunities • System leadership for the sector in each of the Public Service Leadership Teams in each of the five neighbourhoods and play a leading role in community asset mapping. • A catalyst and conduit for community action and social movements around local priorities across communities of place/ identity/ experience.	**Financial resilience** • Represent the VCFSE system in dialogue with commissioners to promote the value and contribution of the sector and encourage funding models which secure investment into the sector in keeping with the VCSE Accord and local MoU • Support, and lead by example, in the diversification of income streams, specifically including social investment • Be a catalyst for innovation and agile reform amongst and between community groups in the Borough. • Seek innovative approaches to support core investment as part of a sustainable financial model of infrastructure provision.	**Leadership in partnerships** • To provide visible, active leadership for and advocacy of the VCFSE at key system Boards, such as those listed in the table below • Strategic planning to provide leadership to respond to specific needs and prioritise representation. • To lead borough-wide inclusion and cohesion activity including ensuring inclusive representation and participation in VCFSE networks and Boards. • To lead by example in promoting safeguarding practices; to increase system safeguarding knowledge and practice (especially to Safeguarding Designated Leads), through training, information and guidance, particularly for specialist and grassroots groups working with young people, in delivering on Working Together. • Advocate for, and champion the contribution of, VCFSE partners in local delivery of regional and national innovation, eg GM Moving/ GM Live Well model/ Prevention Demonstrator (community based health and wellbeing) ; DWP Trailblazer (skills provisions and support into work)	**Strengthening sector voice** • To promote and facilitate connections between the Bury VCFSE system and activity of the Greater Manchester Combined Authority, the GM Youth Combined Authority CA and NHS Greater Manchester (GM Health and Social Care Partnership), and Greater Manchester Equality Boards to ensure Bury is connected into regional opportunities • To develop two-way feedback mechanisms from Bury VCFSE's involvement in GM, regional and national activity for the wider benefit of the Bury system • To amplify the voice of residents (though their lived experience) across protected characteristics as a conduit in co-design. Note this is to add to, rather than duplicate or undermine any statutory resident engagement duties from partner organisations. • Provide local leadership and connectivity to the Greater Manchester 'We Lead for Legacy' Civic Leadership programme

Local governance	Leadership and Advocacy opportunity for a Local Infrastructure Organisation
Team Bury Partnership Board	• System leadership beyond organisational boundaries; secure representative presence from, and cascade through VCFSE leadership group and wider breadth of sector. • Advocate for totality of VCFSE sector, identifying particular opportunities for and from the sector to deliver on LETS vision and outcomes. • Bring collective insight from communities and champion lived experience of communities of place, identity and experience
Bury Health and Wellbeing Board	• Advocate role of, and facilitate VCFSE in addressing health inequalities faced by specific communities of interest, experience and place • Amplify voice of sector in Population Health delivery.
Locality Board	• Shape commissioning intentions and readiness of sector for such intentions on prevention, early intervention and community-based activity.
Children's Strategic Partnership Board	• Build on leadership of Voluntary Sector Children and Young People's Forum and co-produce role of VCFSE within Family Hub / Family Help approach. • Facilitate VCFSE linkages to Family Safeguarding and Mockingbird models • Work to develop VCFSE leadership in relation to care leavers.
Community Safety Partnership	• Leadership of Resilient Communities and Safeguarding Against Hate priority, including convening community partners on cohesion and inclusion matters • Catalyst for community-led place based solutions to reduce vulnerabilities and increase resilience against place-based ASB and criminality
Bury Safeguarding Partnership	• Dissemination of and targeting of specific safeguarding support, such as that set out in NCVO guidance (https://www.ncvo.org.uk/help-and-guidance/safeguarding/specialist-guides/specific-activities/supporting-others/leading-example/making-priority/ and Paragraphs 82, 83, 226, 310-316 of Working Together statutory guidance: Working together to safeguard children 2023: statutory guidance (publishing.service.gov.uk). • Identification and embedding sectoral learning opportunities from safeguarding reviews through proactive LIO input within Safeguarding Partnership meetings.
Bury Business Leadership Group/ Bury Health Economy and Skills Taskforce	• Maximising economic impact and reach of VCFSE sector including through optimising use of private sector skills, investment and connections.
Bury Climate Action Board	• Championing opportunities for green social enterprises and impact sector can have in reaching carbon reduction targets as a financial and environmental benefit. •
Bury Public Service Reform Steering Group	• Advocate for totality of VCFSE sector, identifying particular opportunities for and from the sector to deliver on LETS vision and outcomes, in particular through neighbourhood working and LETS behaviours.
Recognition leadership and advocacy extends beyond this list. There are broader boards/ partnerships including subgroups of the above that the LIO attend through strategic alignment rather than as a direct result of SLA investment; and there are those which will be attended by exception for specific insight	

	LOCAL	ENTERPRISING	TOGETHER	STRENGTHS

Partnership & Collaboration
 	
Creating opportunities and driving effective joint working, by building and facilitating networks of local people, local organisations; strategic partners
	Strengthening partnership and collaboration in neighbourhoods
	
	• Facilitating, brokering and enabling people to come together around a common bond, issue or opportunity in neighbourhoods – particularly through
	  ○ Family Hub and Family Help approach
	  ○ Living Well Mental Health Model
	  ○ Further develop relationships with Health and Care Integrated Neighbourhood Teams, to grow community capacity against neighbourhood priorities and integrated community-led solutions
	• To support the co-design engagement frameworks across protected characteristics to identify unheard or under-represented voices and integrate these into local organisations, groups and networks (supporting the establishment of new ones if/as required).
	• Ensure robust partnership arrangements and networks within the sector that are representative of the communities of place, identity and experience they support.
		Strengthening collaboration through inclusive economies equitable growth
		
		• Broker and nurture connections and relationships between local VCFSE organisations and those leading physical place-making activity, eg regeneration; new housing
		• Act as lead provider for consortia and collaborative bids to attract (grant) investment and commissioning opportunities into the Borough.
		• To be first point of contact for engagement (providing information, guidance and signposting) for businesses that wish to engage with Bury's VCFSE sector
		• Champion local wealth building and retention, including system leadership on brokering social value, through developing compelling initiatives to encourage participation through LIO involvement in co-design of Social Value Action Plan.
		• To seek enterprising expertise from Bury's business community to assist inclusive growth of Bury's VCFSE ecosystem
			Strengthening partnership and collaboration within the sector
			
			• To develop and strengthen peer support approaches across the Bury VCFSE for mutual support, information sharing, knowledge transfer, to maximise resources and reduce duplication
			• To foster relationships between mutual communities of experiences to drive collaboration whilst valuing difference
			• To encourage and enable collaborative financial models including develop pioneering approach to grants which promotes collaboration rather than competition, eg Standing Together Partnership Problem Solving Innovation Circles
			• To support the delivery of locality based inclusion and equality panels, equivalent of GM Panels regionally to further collaboration across protected characteristics and intersectionality locally.
				Strategic partnership and leadership in recovery and resilience planning
				
				• Lead liaison with, and co-ordinate expertise and experience within, the VCFSE sector locally within civil contingency planning and response arrangements as an active member of Bury Resilience Forum
				• Disseminate and collate key messaging to/ from local community groups and networks to stand up warn, inform and direct emergency information and support
				• Provide support on developing business continuity arrangements amongst local VCFSE organisations.

	LOCAL	ENTERPRISING	TOGETHER	STRENGTHS

Capacity building & development support
 	
Providing practical support and development for local people and organisations, to nurture skills and build community resilience.
	Harness and grow community capacity, particularly pro-prevention
	
	• To identify gaps within Bury's VCFSE ecosystem at a neighbourhood level and nurture the co-production of provision.
	• Identification and foundational support to new & emerging communities and networks; escalating the insight into commissioning discussions whilst providing fundamental infrastructure support.
	• Identify and promote funding and commissioning opportunities for Bury organisations and communities, supporting applications and providing guidance to those unsuccessful with applications.
	• Support the development and constitution of new groups/services with a particular focus on local, asset based and inclusive services.
	• Provide a renewed focus on community-led enterprise, including social enterprise, co-operatives and mutuals as outlined in the State of the Sector report.
		Activating dormant and under-utilised resource
		
		• Design and manage a Bury VCFSE Investment Fund to target investment into the sector to address capacity requirements that would most drive improvement in LETS outcomes where greatest gaps/inequalities exist, to support assessing impact of collective investment within the sector.
		• To explore opportunities to activate dormant funds and assets to increase the resilience of local community provision.
		• Proactively engage with Bury's One Public Estate on policy, systems and processes of Community Asset Transfer to increase community capacity and social infrastructure
			Develop and maximise opportunities for participation in community-led activity
			
			• Use insight of commissioning activity and act as conduit between Team Bury partnerships and VCFSE system to identify gaps in community-led provision (and seek opportunities to collaborative address); to link smaller organisations into opportunities generated by larger commissions; to foster collaboration between providers for joint submissions.
			• To broker opportunities for residents to engage with their local community assets including:
			  ○ Skills provision (academic, technical and vocational) to raise aspiration and opportunity, linked to the DWP Trailblazer
			  ○ Sports and culture groups to promote active lifestyles and increased participation including through GM Live Well and GM Moving
			  ○ d engagement with the Bury Physical Activity Strategy and GM Moving
			  ○ Mobilising community action to build on existing VCSE activity and supporting development of new VCSE offers which strengthen Bury's Family Help model and implementation of the GM Live Well approach.
				Training including Workforce development
				
				• Provision of advice, guidance, best practice and training to assist organisational development, in line with the VCFSE Sector Training Needs Assessments, including but limited to financial management and income generation models; outcomes and impact measurement; governance and effective trusteeship; strategic planning; and safeguarding
				• Training to be inclusive to take account of different learning styles, protected characteristics and nature of organisations
				• Iterative development support based on programme of Pulse checks, eg Bury VCFA Pulse Check – Finance and Funding – Bury VCFA to ensure tailored and targeted support to the sector.
				• Ensure full involvement within GM wide VCFSE Workforce development programme, including local focus on trauma informed practice.

	LOCAL	ENTERPRISING	TOGETHER	STRENGTHS
Enabling, encouraging & championing volunteering *Building an environment in which volunteers and their communities thrive, by encouraging and nurturing volunteering opportunities*	**Improve access to volunteering opportunities** • Deliver a refreshed Bury Volunteering Strategy with a focus on removing barriers to volunteering; recognising the diversity of the sector; new volunteering opportunities and volunteers themselves • To lead the recruitment of volunteers and drive a volunteer management network to support people in such opportunities. • To broker opportunities for local people to volunteer matching those will skills, interests and availability to local groups seeking capacity. • To propose innovative ways of addressing the challenge that more people are volunteering but each for a shorter period of time which in turn creates additional co-ordination pressures. • To co-produce bespoke provision to encourage and enable volunteering from under-represented groups across the Borough. • Engage with and employers to increase uptake of Employee Supported Volunteering schemes and flexible working practices	**Increasing volunteer retention and progression opportunities** • To support volunteering pathways into education, employment and training • Secure access to training programmes from across public sector organisations, including eLearning sessions. • To develop and share volunteer management support and guidance, including volunteer welfare and reflecting any changes to national regulations. • To collaborate with skills providers and employers to support volunteers with opportunities for further training and development as a social return for their time investment.	**Increase system resilience through volunteering** • To collaborate with public service colleagues to develop capacity options to address peaks in system demand, • To work with GM Resilience colleagues and Bury Resilience Forum to support the mobilisation and support of volunteers to provide capacity and connectivity in future humanitarian and civil emergencies • The conduit to the voluntary sector and front door for residents to seek help or get involved with their community in a voluntary capacity • To facilitate the further identification and support co-ordination of connectors with communities (providing connection to VCFSE activity through promotion and linking of volunteers)	**Promote recognition and value of volunteers** • To champion the role and value of volunteers to drive recognition and celebrate this community capacity in the Borough • To promote and encourage increase in promotion of King's Award for Voluntary Services • Developing innovative ways to showcase benefits of volunteering to in turn sustain commitments. • To showcase examples of volunteering from different communities and settings as inspiration for others • Identification and delivery of activities to mark Volunteering Week and Trustees week in the Borough. • To build upon the inaugural LET's Value Volunteering grants programme to establish an annual programme which is promoted throughout the year

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Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered. To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Supporting Local Infrastructure Organisation provision for Bury's Voluntary, Community, Faith and Social Enterprise Sector
Lead Officer (SRO or Assistant Director/Director)	Chris Woodhouse
Department/Team	Corporate Core
Proposed Implementation Date	April 2025
Author of the EqIA	Chris Woodhouse
Date of the EqIA	Last updated: 11th February 2025

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
The Voluntary, Community, Faith and Social Enterprise (VCFSE) sector is integral to the fabric of the Borough of Bury. Our *LET'S Do It!* strategy sets out the vital importance of the sector as a core component in delivering improved outcomes for local people. Central to a strong local voluntary sector is a high quality, connected and well led local infrastructure organisation (LIO). Local Infrastructure provision is the beating heart of a district's voluntary sector and this specification sets out the requirements for infrastructure provision for the Borough of Bury. Infrastructure provision is currently provided in the Borough through the Bury Voluntary and Community Faith Alliance, which provides quality assured support, accredited by the National Association for Voluntary and Community Action. In the last two years there has been significant progress against the pillars of leadership and advocacy; partnerships and collaboration; capacity building; and volunteering To reflect the ongoing delivery of LET'S Do It, the specification for VCFSE local infrastructure provision has been updated and tailored to reflect the latest regional and local context and priorities. It is proposed that the funding agreement with the Bury VCFA continues to increase the resilience of the LIO as a core partner for the Council and broader Team Bury Partnership. This provision is to support the Bury deliver vital community capacity, inspiration and opportunity for greater participation – to improve outcomes for local people, tackle inequality and raise life chances – whilst ensuring effective use of ever scare resource.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?
Employees: **No** Community/Residents: **Yes** Third parties such as suppliers, providers and voluntary organisations: **Yes** If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation
Documentary Evidence: The National Association of Voluntary and Community Associations (NAVCA) identify the role that a Local Infrastructure Organisation can carry out in enhancing quality and inclusion not just within the sector, but to support this partnership agenda. https://www.navca.org.uk/posts-categories/equality-and-inclusion. Regionally this includes through the GM VCSE Accord https://greatermanchester-ca.gov.uk/media/5207/gm-vcse-accord-2021-2026-final-signed-october-2021-for-publication.pdf and active engagement with the Greater Manchester Equality Alliance GM Equality Alliance | www.gmcvo.org.uk
Data: The most recent State of the Sector report provides insight on the nature of Bury's voluntary and community sector : State of the Sector Report – Bury and Greater Manchester – Bury VCFA Pulse Checks were launched in 2023 to get a real-time snapshot of some of the issues affecting the VCFSE sector in Bury and informed the updated specification : https://www.buryvcfa.org.uk/wp-content/uploads/Bury-Pulse-Check-Oct-24.pdf
Stakeholder information/consultation: The development of LIO provision has continued to be iterative given the variety across the VCFSE ecosystem and the socio-economic environment in which the sector, and broader communities experience which is ever changing. The specification has become increasingly shaped around the LETS principles to embed insight from conversations on the role, opportunities and relationships with (and within) the sector. This includes reference to leading borough-wide inclusion and cohesion activity

including ensuring inclusive representation and participation in VCFSE networks and Boards This insight capture and development has included

- Quarterly Team Bury Partnerships including the most recent being on 4th February as part of refreshing Bury's LETS narrative, and in particular a previous session led by the Bury VCFA and the sector.
- Inputs into Bury Public Service Reform Steering Group including neighbourhood based examples and proposition around a Bury Fund
- Community Cohesion Roundtables which have been co-facilitated by the sector (9th September 2024; 21st November 2024; 12th February 2025)
- We Lead for Legacy Civic Leadership local engagement activity
- Bury VCFA Annual General Meeting (27th November 2024)
- Aforementioned Pulse surveys
- Recent quarter training activity including : Children's Safeguarding / LGBTQI Awareness Training/ Canva Workshop/ Essential trustee
- Session with Locality Board colleagues on the development of a Memorandum of Understanding with the sector (January 2025)

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations Positive, Neutral, Negative
Age	Positive	Strengthened referenced to Working Together to increase recognition of role in supporting safeguarding. Examples of increasing young people's voice through youth led assessors into grant process and facilitating Children's voluntary sector forum: Children, Young People and Families – Bury VCFA Further developing activity of Bury's Older People's Network: Bury Older People's Network – Bury VCFA		
Disability	Positive	LIO will continue to support groups, increase awareness and amplify voice of organisations working across differing forms of disability. Current Chair of LIO is Chief Officer for a local VCFSE organisation whose focus		

		is on disability awareness and support		
Gender Reassignment	Neutral	LIO provides positive support for LGBTQI forum and Pride activities		
Marriage and Civil Partnership	Neutral			
Pregnancy and Maternity	Positive	LIO will continue to support groups including those working with new parents		
Race	Positive	LIO will continue to lead cohesion roundtables with sector partners, including We Lead for Legacy and microaggressions training		
Religion and Belief	Positive	LIO will continue to support Bury Faith Forum and maximise connectivity into cohesion conversations.		
Sex	Positive	LIO will continue to amplify Gender Based Violence awareness and training across the community sector.		
Sexual Orientation	Positive	LIO will continue to support groups including the Bury LGBT Forum		
Carers	Positive	LIO will continue to promote the role and recognition of unpaid		

		carers as part of the spectrum of volunteering		
Looked After Children and Care Leavers	Positive	Strengthened referenced to Working Together to increase recognition of role in supporting safeguarding.		
Socio-economically vulnerable	Positive	LIO will continue to identify opportunities for collaboration, such as the Sustain Project on food pantry/club development		
Veterans	Positive	LIO will continue to support Armed Forces and Veterans related groups in capacity development, support with governance and identifying opportunities for collaboration		

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16
	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16

3.2 Level of risk identified	0
3.3 Reasons for risk level calculation	Report sets out to retain Local Infrastructure Organisation and strengthen linkages to Bury's LET's Do It! approach. Specific references with the focus of LIO provision to co-design engagement frameworks across protected characteristics to identify unheard or under-represented voices and integrate these into local organisations, groups and networks (supporting the establishing new ones if/as required).

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed	x	
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	Chris Woodhouse	11/02/2025	
Responsible Asst. Director/Director			
EDI	Lee Cawley	20/02/25	QA Complete. The activity presents significant opportunities to strengthen inclusion across the borough as such this is likely to have only positive impacts on most characteristics.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details
20/02/2025	CW	Further reference to specification in relation to alignment of GM Equality Panels and feedback from Council EDI lead.

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Agenda Item 9

Classification:	Decision Type:
Open	Non-Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Safer and Stronger Together - Bury Community Safety Strategy 2025-2028	
Report of	Cabinet Member for Communities and Inclusion	

Summary

1. Keeping Bury's communities safe is at the heart of the work of the Council and can only be done effectively in partnership with public services, voluntary organisations, and local communities themselves. Bury remains one of the safest Borough's in Greater and this strategy sets out to maintain this. Through partnership insight and engagement with Bury's communities, an updated Community Safety strategy for the Borough has been co-produced. This details how the Council will work with partners to safeguard people from harm, to support victims of crime and address harmful behaviours.

2. The Bury Community Safety Partnership Strategy details the delivery in Bury of national safety missions, alongside local delivery of the Greater Manchester Police and Crime Plan, tailoring and targeting resources to address specific local priorities derived from partnership data and insight from local people.

3. Five key priority areas have been identified for focus over the coming three year period, with information included in the strategy on the approaches to be taken to address these, both in terms of practical actions and the principles by which these activities will take place, in keeping with Bury's *LET'S Do It!* approach.

Recommendation(s)

4. Cabinet is recommended to:
   a. Approve the Bury Community Safety Partnership Strategy 2025-2028
   b. Receive regular updates on the delivery of the Strategy through input into Overview & Scrutiny Committee.

Reasons for recommendation(s)

5. Bury Council is a statutory member of Community Safety Partnership, including Executive leadership being co-chair of the Partnership. This endorsement demonstrates the commitment of the Council to delivering against local community safety priorities and through updates to Scrutiny ensures the strategy remains live during it's life course.

Alternative options considered and rejected

6. There is a statutory requirement for each Community Safety Partnership to produce a strategy outlining how the local authority in each locality will work in partnership to identify and address local safety priorities; this report and strategy is fulfilling that requirement.

Report Author and Contact Details:

Name: Chris Woodhouse
Position: Strategic Partnerships Manager
Department:
E-mail: c.woodhouse@bury.gov.uk

Background

7. Bury Community Safety Partnership is committed to continuing to make the Borough of Bury one of the safest places to live, work, study and visit in the region. The vision of the partnership is for strong and resilient communities, where all are able to thrive, safe from harm. This includes working collaboratively, as statutory agencies with local communities to target prevention; to safeguard, particularly those affect the most by trauma or susceptible to harm or being drawn into harm – and robustly challenge those who engage in criminality or (seek to) cause harm to local communities.

8. Community Safety isn't the responsibility of any one agency and community safety matters don't exist in isolation from wider social factors. As such this strategy sets out the approach and collective interventions that the partnership will come together around, to provide an increasingly collaborative approach to safety. This approach is central to Bury's *LET'S Do It!* approach and this plan is guided by those principles.

9. The strategy sets out how the partnership will maximise the connectivity of Bury into wider Greater Manchester region whilst ensuring activity is tailored to the specific insight, risks and opportunity of the Borough, and moreover targeted, focused and reflective of characteristics of particular neighbourhoods and specific locations.

10. Through dialogue with local partners and communities across Bury and review of evidence on threat, harm and risks to the Borough, a set of strategic priorities have been identified, against which the CSP will have a relentless focus on over the next three years. Initial areas of focus are detailed against each priority to provide the framework upon which the partnership will focus; though the CSP will continue to assess insight (data, knowledge, community intelligence, and research) in order to ensure any emerging risks, or opportunities, are responded to in a timely and cohesive manner. Collectively this strategy sets out to ensure we all play our part in keeping Bury a safe place to be as we are stronger and safer together.

Format and content of the Strategy

11. The Strategy sets out connectivity of local community safety activity in the context of the national government's core missions and cross-references Bury's activity to the ten priorities of the new Greater Manchester Police and Crime Plan. Bury colleagues have worked closely with regional colleagues to maximise the opportunities for the respective plans to dovetail.

12. Whilst important to maximise regional opportunities the strategy ensures a distinctly Bury focus and outlines key insight from data and engagement that have informed the focus of priorities in Bury, for example areas where there is disproportionately in a particular element of a community being more at risk of being a victim or offender of a particular crime type or behaviour.

13. Bury's overall crime rates are below regional averages, but there are areas or communities that have experienced higher levels than others in the Borough and the strategy sets out the plan to address such circumstances, with a heavy focus on targeted, place-based collaboration. This is not confined to services that might be considered most commonly as 'community safety' related, eg Anti Social Behaviour colleagues and Greater Manchester Police (GMP); rather recognises the wider determinants of behaviours and the impact of trauma. As such the strategy sets out how delivery aligns to the *LET's Do It!* principles, with information provided both in terms of the means by which activity will take place and examples of this in practice already which will be built upon.

14. Bury's updated CSP strategy builds on strong partnership working between the Council and partners in the previous strategy, which was highlighted in a recent report on progress to the Council's Overview and Scrutiny Committee in November 2024. This strategy looks to build on the foundations and further a focus on prevention and co-ordinated earlier intervention.

15. The strategy sets out five overarching priorities for the Partnership, derived from a combination of quantitative and qualitative insight, analysis and engagement. These five priorities are:

    a. **Tackling offences against children**
    b. **Prevention of, and earlier intervention on, serious violence**
    c. **Domestic abuse in the context of the trio of vulnerability**
    d. **Supporting and safeguarding cohesive communities**
    e. **Ensuring resilient, safer places and spaces**

16. For each priority a context is provided including insight gather through both routine engagement and specific co-design across the Borough in the latter half of 2024. In total over a thousand people have been involved. This has included conversations having taken place with communities of place, identity and experience, including engagement at Hoyles Park family fun day to street-level

engagement outside supermarkets in Whitefield and Prestwich; from discussions at Circles of Influence with young residents in the Borough to inputs through the Older People's Network; from Cohesion Roundtables and Persona Your Voice engagement forums to over 650 individuals completing an online/printed survey.

17. This insight has been set against data and insight held by the partnership from across different agencies, outlining specific local risks and opportunities with which the partnership is targeting and tailoring activities and approaches towards, the combination of which provides a set of deliverables against each of the priorities.

Overseeing delivery

18. Delivery of the strategy will be overseen by Community Safety Partnership which is co-chaired by the Executive Director of Strategy and Transformation within the Council and Divisional Commander (Chief Superintendent) of Greater Manchester Police for Bury. The CSP meets every 2 months and will have a routine deep-dive into each of the priorities detailed in the strategy, with input sought from the respective ecosystem of community safety and safeguarding meetings that take place within the Borough.

19. The Cabinet Member for Communities and Inclusion is a member of the Bury CSP and will oversee delivery of the strategy through portfolio meetings and an annual update on progress will be presented to the Council's Overview & Scrutiny Committee.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

Community Safety plays a central role in creating the conditions for communities to thrive and is a driver in tackling the underlying causes of inequality. Safer and Stronger communities focuses reducing the susceptibilities of harm and barriers to people maximsing their life chances. The Strategy outlines delivery against both the vision of LET's Do It and crucially the LETS principles. Refreshing Bury CSP's Strategy was set out as a deliverable for achievement in 2024/2025.

Equality Impact and Considerations:

*Please provide an explanation of the outcome(s) of an initial or full EIA and make **specific reference regarding the protected characteristic of Looked After Children**. Intranet link to EIA documents is here.*

Full EIA has been carried out with only positive impacts identified for specific characteristics and circumstances. The strategy has sought lived experience input and co-design in it's development and therefore has a clear inclusion thread throughout.

Development of this strategy has included specific sessions with communities of interest and identify to consider specific risks, mitigations and opportunities for inclusive partnership problem solving. This has included Bury Blind Society; Bury People First; Persona My Voice Panel; Circles of Influence and Bury Older People's Network. The strategy identifies current disproportionately across protected characteristics and sets out measures to specifically address these. In specific reference to Looked After Children, the emphasis within the strategy on tackling offences against children includes a focus within safeguarding approaches to ensure corporate parenting approaches are further embedded across the community safety partnership.

Environmental Impact and Considerations:

Please provide an explanation of the Environmental impact of this decision. Please include the impact on both ***Carbon emissions*** *(contact climate@bury.gov.uk for advice) and* ***Biodiversity*** *(contact c.m.wilkinson@bury.gov.uk for advice)*

Whilst this strategy does not detail any specifics in terms of measurable impact; resilient and safe places includes ensuring the natural environment is maximised through positive guardianship activity and any place-based vulnerabilities which may enable criminality are addressed. An update was provided to the Bury Climate Action Partnership on 28th January 2025 to seek to further linkages between these respective strands of Team Bury activity.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Risk of conflicting alignment between local and regional priorities given some CSP partners operate on a regional footprint	Bury colleagues actively engaged with Greater Manchester Combined Authority and GM Police, Fire and Crime Panel, to influence regional activity and provide any necessary representation. Specific reference made in Bury CSP strategy to Greater Manchester Police & Crime Plan priorities.
Impact of national activities	The perception of safety and local tensions can be impacted (exacerbated) by national activity. Through a partnership tensions monitoring process, routine meeting of Community Safety Partnership and national priorities cross-referenced to local ones, this allows the CSP to be flexible and strategy kept 'live' to meet any changing/ emerging threats (or likewise opportunities to corral around)
Resourcing to fulfil delivery of priorities	Resourcing is a standing item on CSP agendas to maximise the scare resource partners have to ensure collective input is best targeted.
Current information governance	Greater Manchester Combined Authority are currently working with districts to update such arrangements to support consistent

arrangements piecemeal through respective data sharing protocols for specific work areas, eg Anti Social Behaviour	approaches with agencies that operate beyond respective districts, eg Greater Manchester Police/ Greater Manchester Fire & Rescue Service. This work is taking place through the Greater Manchester Information Governance Leads group and GM Police and Crime Leads and will allow for an umbrella protocol. This is due for completion in the next six months.

Legal Implications:

To be completed by the Council's Monitoring Officer.

1. It is a legal requirement under section 6 of the Crime and Disorder Act 1998 that the responsible authorities for a local government area formulate and implement:
   (a) strategy for the reduction of crime and disorder in the area (including anti-social and other behaviour adversely affecting the local environment); and
   (b) a strategy for combatting the misuse of drugs, alcohol and other substances in the area; and
   (c) a strategy for the reduction of re-offending in the area].and
   (d) a strategy for—
   (i) preventing people from becoming involved in serious violence in the area, and
   (ii) reducing instances of serious violence in the area.

2. The responsible authorities identified in the legislation, commonly referred to collectively as a Community Safety Partnership (CPS), are:
   - Police
   - Fire and Rescue Authorities
   - Local Authorities
   - Health Partners
   - Probation Service

   It is noted Bury's CPS includes additional key local partners.

3. The Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007 make provisions for the formation and implementation of that strategy. Regulation 4 provides that the strategy group shall have in place a data sharing protocol setting out the arrangements for the sharing of information between the responsible authorities. Gr

Financial Implications:

To be completed by the Council's Section 151 Officer.

4. There are no financial implications arising directly from the report.

Appendices:

Please list any appended documents.

1. *Safer and Strong Together, Bury Community Safety Partnership Strategy 2025-2028*

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

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

Term	Meaning
CSP	Community Safety Partnership
GMP	Greater Manchester Police

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Safer and Stronger Together

Bury Community Safety Partnership Strategy 2025-2028

1. Foreword

Keeping people safe is at the very heart of public service life, so we are pleased to present Bury's latest Community Safety Partnership Strategy. *Safer and Stronger* Together, has been born through working with Bury's biggest strength, our local communities. It sets out how the Bury Community Safety Partnership will work together, as statutory agencies with partners, and crucially, with communities across Borough, to keep people safe from harm; to reduce risk and vulnerability; to collaborate on opportunities to make people feel more resilient and able to thrive; and to provide an united front to those seeking to cause harm to others.

The Community Safety Partnership is committed to working together to make Bury the very place to call home, to study and work in, to socialise and visit. By tailoring and targeting activity, this strategy sets out to tackle hotspots of crime and harm; to embed prevention and early intervention in partnership with local places, to support communities to be increasingly resilient and to go further than that, to thrive.

We are, and always will be, safer and stronger together, and call upon all partners and communities to join us in delivering this strategy.

Councillor Sandra Walmsley, Cabinet Member for Communities and Inclusion

Chief Superintendent Kirsty Oliver, District Commander, Greater Manchester Police and Co-Chair of Bury Community Safety Partnership

Kate Waterhouse, Executive Director (Strategy and Transformation), Bury Council and Co-Chair of Bury Community Safety Partnership

2. Executive Summary

Bury Community Safety Partnership (CSP) is committed to continuing to make the Borough of Bury one of the safest places to live, work, study and visit in the region. The vision of the partnership is for strong and resilient communities, where all are able to thrive, safe from harm. This includes working collaboratively, as statutory agencies with local communities to target prevention; to safeguard, particularly those affected the most by trauma or susceptible to harm or being drawn into harm – and robustly challenge those who engage in criminality or (seek to) cause harm to local communities.

Community Safety isn't the responsibility of any one agency, and community safety matters don't exist in isolation from wider social factors. As such this strategy sets out the approach and collective interventions that the partnership will come together around, to provide an increasingly collaborative approach to safety. This approach is central to Bury's *LET'S Do It!* approach and this plan is guided by those principles.

The Partnership will maximise the connectivity of Bury into the wider Greater Manchester region whilst ensuring activity is tailored to the specific insight, risks and opportunity of the Borough, and moreover targeted, focused and reflective of characteristics of particular neighbourhoods and specific locations.

Through dialogue with local partners and communities across Bury, together with a review of evidence of threat, harm and risks to the Borough, a set of strategic priorities have been identified, against which the CSP will have a relentless focus on over the next three years. Initial areas of focus are detailed against each priority to provide the framework upon which the partnership will focus; though the CSP will continue to assess insight (data, knowledge, community intelligence, and research) in order to ensure any emerging risks, or opportunities, are responded to in a timely and cohesive manner.

Collectively this strategy sets out to ensure we all play our part in keeping Bury a safe place to be as we are stronger and safer together.

3. Introduction to Bury CSP

Community Safety Partnerships were introduced by Section 6 of the Crime and Disorder Act 1998 to bring together local partners to work together in creating and delivering on strategies to tackle crime, disorder and anti-social behaviour in their communities.

Whilst additional statute and bills address specific elements of community safety, the role of CSPs has not substantially altered despite broader legislative changes. Within the last twelve months there have been national reviews and consultations into Police and Crime Commissioners and part two of the Police and Crime Commissioner Review, recommended that the Home Office undertake a full review of Community Safety Partnerships across England and Wales. This review commenced in November 2023 and undertook wide-reaching engagement and evidence gathering to assess the role and remit of CSPs in the wider partnership landscape, noting the significant contextual changes that have taken place since they were first established. As a result of the review, the Home Office will be developing new guidance for CSPs, which will reflect the context CSPs currently work within and set out recommended minimum standards, as well as suggestions for good practice. Whilst this is not yet in place, Bury CSP will continue to work proactively with the Deputy Mayor's Office in Greater Manchester and be responsive to changes to statutory guidance as this becomes available, should this progress given the change in national government.

Bury's Community Safety Partnership (CSP) includes statutory agencies set out in the Act, alongside key local partners with representation including:

- Bury Council (including Public Health and Children's Services)
- NHS Greater Manchester (Bury)
- Greater Manchester Police
- Greater Manchester Fire & Rescue
- Bury Voluntary & Community Faith Alliance (local infrastructure organisation)
- Probation and Justice Services
- Representative from Bury Safeguarding Partnership

As set out in the priorities later in this strategy, membership and representation of the CSP will remain under review during the course of the strategy, to ensure the most appropriate collection of decision makers, influencers and voices are present to reflect the Borough and the community safety priorities of Bury.

Bury CSP meets every two months, a frequency which has increased over the past 18 month to allow for further partnership focus, and is co-chaired by the District Commander of Greater Manchester Police for Bury; and the Executive Director of Strategy & Transformation within Bury Council.

The meetings include standing items on resourcing, data, updates from Greater Manchester Combined Authority, updates from the Bury Safeguarding Partnership, and communications, with rotating deep dives on priority topics in addition to collectively addressing key matters (risks/opportunities) which have arisen or changed since the previous meeting.

The table below outlines the connectivity of the CSP into the wider 'Team Bury' ecosystem and details the connectivity down into neighbourhoods and place based working, as well as up into regional and national landscape.

Bury's Neighbourhoods	• Practitioners in neighbourhoods are increasingly coming together to work in a co-ordinated and collaborative way. In doing so, they are able to collectively identify opportunities for prevention and early intervention, to problem solve as a partnership, and to tailor solutions that best address the specific needs of the local communities in that place. This is led by a series of Public Service Leadership Teams (PSLTs) made up of representatives from across the CSP specified authorities– including GMP Neighbourhood Sergeants; Greater Manchester Fire & Rescue officers; local Health and Care Integrated Neighbourhood Team Leads; neighbourhood leads from Housing ; the locality Early Help lead in Children's Services, and social prescribers • Fortnightly neighbourhood priorities meeting chaired by GMP to review partnership opportunities to address hotspot and repeat victim, offender and crime location details • Police and Communities Together meetings – routine community meetings to share the latest information on community safety activity and seek place based insight on concerns
District	• Bury CSP is a statutory Borough wide partnership. As with other such partnerships, eg Childrens Strategic Partnership Board, this is overseen through quarterly Team Bury Partnership meetings, where Chairs and Lead Officers of statutory, business and voluntary sector networks meet to drive the LETS approach. Through this local connectivity there are overlapping workstreams including Health Inequalities and Bury Council's Inclusion Strategy • There is a vital interface between Bury CSP and the Bury Safeguarding ecosystem. This includes mutual representation and standing items within respective boards providing updates on identified trends, risks, mitigations, learning and associated actions; joint scoping of reviews (eg safeguarding adults reviews; domestic abuse related death reviews); joint learning and development opportunities (training and learning events) • Annual report to Bury Council's Overview & Scrutiny Committee by lead Cabinet Member for Community Safety; updates provided into Cabinet Member through fortnightly Portfolio meetings • Borough wide thematic groups including o Subgroups of existing CSP priorities including Drug & Alcohol Group; Community Cohesion; Domestic Abuse Partnership Board; Serious Violence Duty Steering Group; Safe Spaces Steering Group; Reducing Reoffending Partnership o Multi agency partnership meetings including Challenger Partnership (Tackling Serious Organised Crime) and Youth Justice Partnership
Greater Manchester	• Bury CSP is actively involved with the work of the Greater Manchester Combined Authority through the GM Police, Fire and Crime Panel and is a core delivery partner for the GM Police and Crime Plan "Standing Together 2024-2029" and GM Fire Plan 2025-2029.

	• The partnership is also actively participating in the GM devolution agenda and broader social change approaches, including the GM Live Well model and activity to tackle multiple disadvantage • Respective community safety colleagues are fully engaged with regional activity include the Greater Manchester Fire Plan; Greater than Violence; GM Gender Based Violence Strategy; GM Drug and Alcohol Partnership; Too Great for Hate and #isitok? approaches and campaigns. • Partnership connectivity occurs at a sub-regional level, be that to collaborate on cross-border risks such as connected series of crimes where offenders have travelled between Boroughs, and to join forces to combat common risks which spread across communities not confined to individual districts, such as joint work with Salford and Manchester around Jewish High Holy Days.
North West	• Bury CSP colleagues are actively involved in wider regional networks to share best practice and explore joint approaches to identifying risk and reducing harm, especially against threats which exist across geographical boundaries. Examples include the North West Regional Organised Crime Unit and North West Prevent Leads Network
National	• Bury CSP proactively horizon scans and engages with national teams in relation to policy, guidance, legislation and funding opportunities; liaising as appropriate with the Home Office and Ministry of Housing, Communities & Local Government. • The new national government have set out a Safer Streets mission as part of their Plan for Change - to reduce serious harm and increase public confidence in policing and the criminal justice system. • The mission sets out areas of focus including police visibility; tackling anti social behaviour; retail crime, violent crime including against women & girls. The proposal includes a Neighbourhood Policing Guarantee, alongside the introduction of Respect Orders against persistent offenders. • Incoming national legislation also includes the Victim and Prisoners Bill 2024**.** The bill will introduce measures to better serve victims and the public through improving victims' experiences of the Criminal Justice System, establishing an Independent Advocate to support victims of major incidents, strengthening the parole system and restricting marriage in prisons for those under whole life orders to ensure that the public and victims are better protected and can have greater confidence in the criminal justice system. It also strengthens the Victims Code by making this a legal obligation.

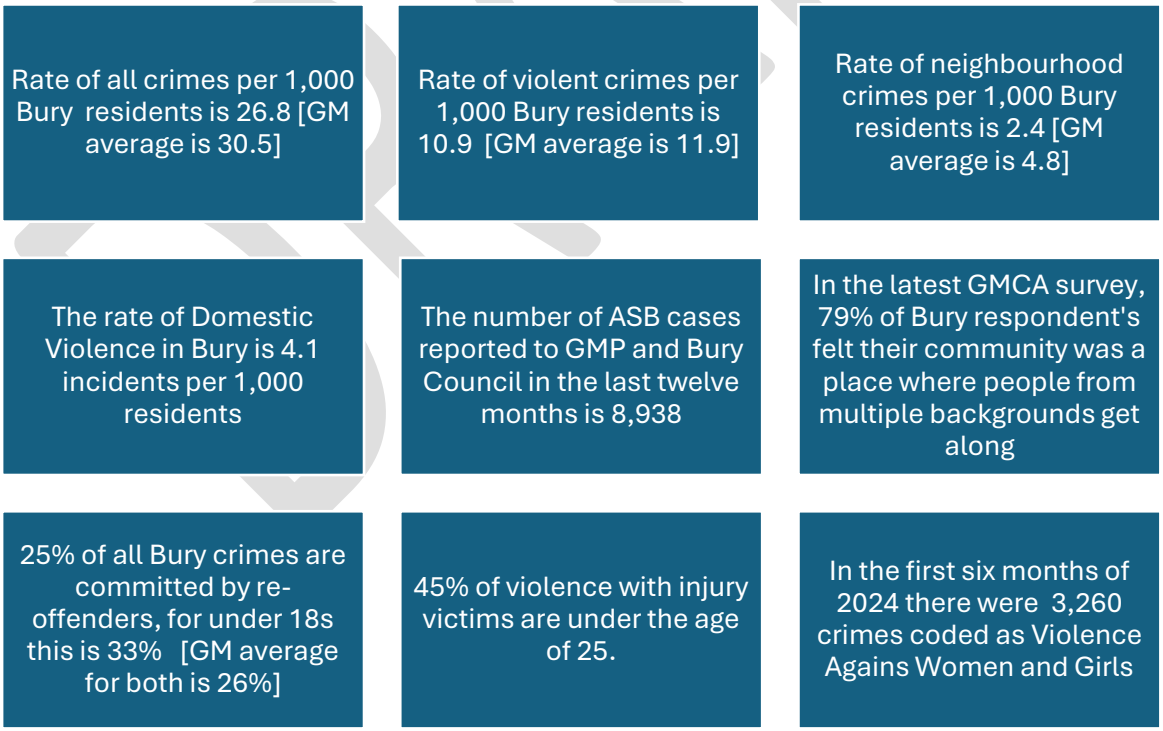
4. Community Safety in Bury

Bury is home to c. 193,800 people in the north of the Greater Manchester region. Bordering Lancashire to the north and the cities of Manchester and Salford to the south, Bury is a bustling Borough of six towns, each with its own character. Of particular note, the Borough of Bury is home to:

- ✓ The third highest retail footfall area within Greater Manchester
- ✓ The northern terminus of the Metrolink network which runs north to south through the Borough with 6 stations within the Borough
- ✓ Two significant Levelling Up investment projects including Bury Market Flexihall and Radcliffe Hub,
- ✓ Significant variation in income and deprivation levels within the Borough, with particular entrenched pockets of deprivation within the Moorside and Radcliffe West wards
- ✓ Large Jewish communities within the south of the Borough and into Broughton and Salford, and large Muslim and South East Asian heritage communities within East Bury.

For more information on the demographics of the Borough, including at a neighbourhood level please visit: https://theburydirectory.co.uk/neighbourhood-profiles

In relation to safety, the image below provides a snapshot of key measures of community safety in Bury.



Bury is overall one of the safest Borough's in Greater Manchester and the CSP has worked hard to ensure this remains the case, with examples of successful activity detailed below. That said, unfortunately criminality and harm do still occur in the Borough. In recent years there have been most notably a series of linked youth violence incidents, including in March 2024 in Whitefield and Bury Town Centre; disorder within Moorside and Redvales in the summer of 2023 following the positive removal of a drug supply line, and incidents on Silver Street of public disorder and violence. This strategy aims to focus on preventing further such incidents, by removing and mitigating risks and vulnerabilities that may cause harm.

Criminality and harm is not experienced equally by all communities. Bury is generally safe but the strategy recognised inequality and disproportionality from a victim, offender and location perspective.

- Whilst Borough wide figures are favourable across Greater Manchester, particular police beats or other geographical comparative areas demonstrate concentration of activity:
    - ASB – Bury East including Interchange, Moorside,
    - Serious Violence – Bury East including Silver Street
    - Youth Crime – Bury East; Moorside; Radcliffe East; Radcliffe West (but variance in areas when ranked for volume and harm, eg St. Mary's has higher volume of lower-harm offences; Elton is the opposite of this)

- Disproportionality across protected characteristics.
    - Young people - the volume of youth victims and offenders of knife-enabled crime and robbery are disproportionate to Bury demographics.
    - Community tensions following national summer disorder have been more acutely reported in South East Asian heritage and Muslim communities
    - Young males are at high risk of Child Criminal Exploitation where as for females the risk is more of Child Sexual Exploitation
    - The rate of black males being the victim or offender of violence is disproportionately higher than the resident demographics

In delivering on this strategy there are targeted interventions and activities identified. That is not to say activity will only be taking place in these locations, rather given existing knowledge and input, including from community conversations, tailored and targeted activity will be prioritised in certain communities to respond to the latest insight and to seek to proactively address disproportionality.

The work of the Community Safety Partnership is not within a vacuum, rather in keeping with this model tackling improving safety and the differing risks of harm is part of the Borough's wider collective focus, which locally is through *LET's Do It!* approach. LETS sets out a vision for Bury, built upon conversations with communities, to stand out as a place that is achieving *faster economic growth than the national average, with lower than national average levels of deprivation.*

To realise this vision, the *Let's Do It!* strategy has been co-produced with local communities and partners as our overarching Borough strategy. Our approach is to:

- Let's... All play our part in local communities; with enterprising spirit; working together in a way that recognises and celebrates the assets and strengths of our communities and our residents.
- Do it... by connecting everyone to the plans for economic growth and public service improvement across every township.

In the context of community safety, the LETS approach can be seen as follows:

Local neighbourhoods	• Focusing on geospatial trends and insights - recognising differences within communities of place, identity and experience; tackling inequality and disproportionality • Bringing and building on collective talents, energies, and community power in our neighbourhoods • Engaging with people where and how they live • Working together across public services as one team in each neighbourhood • Being evidence and insight driven to maximise the resources available across the partnership, the CSP seeks to make the most of all available intelligence and to use this is an co-ordinated, and increasingly collaborative way, to put the most appropriate interventions into place. • Ensure support to victims including focus around disproportionately; , there is a renewed effort to support any victims to further protect them from harm. In particular, where there is disproportionately within victims of a particular crime or community to further tailor such support and ensure it is appropriate, timely and evaluated on effectiveness. This includes overseeing the implementation of the Victim and Prisoners Act 2024, in particular awareness of the revised Victims' Code and specifically overarching principles of this. *Examples: Violence Reduction Unit community led pilot in Bury East; crime data at beat and Lower Super Output Area spatial levels*
Enterprising spirit	• Looking for innovative ways to improve outcomes; to do things differently but to also learn from lived experiences, reviews and what works, eg building on the College of Policing approach building on engagement with the likes of Bury People First and Persona around neurodiversity related lived experience to inform, shape and evaluate services and provision. This also includes reviewing trends and commonalities in local and regional learning reviews; sharing learning and improvement opportunities from benchmarking opportunities and increasing system knowledge of 'what works'. This takes the approach from the College of Policing and seeks to expand this across all community safety partners. • Removing barriers that prevent people from getting on and connecting local people to opportunities through their skills, confidence, and relationships • Supporting people to demonstrate pride in places where we live • Maximising opportunities of Greater Manchester whilst being distinctly Bury *Examples: linking apprenticeship opportunities and technical/vocational skills provisions through diversionary activity, e.g. DJ workshops leading to music skill development sessions*
Delivering **Together**	• Recognising that no one team or organisation is responsible for making Bury safe (as recognised by the Crime & Disorder Act)– everyone can play their part. • Improving responsiveness of, and collaboration, between services to embed a 'Team Around' approach. Preventing violence is broader than focusing on the criminality alone. It is about ensuring that there is good emotional wellbeing, resilient communities, engagement and

	cohesion, as well as good employment, good education and supportive and nurturing environments to flourish. This includes taking a more consistent and complete partnership problem solving [including victim and community input] to fully understand root causal factors – on an individual and place footprint – including furthering placed based working in neighbourhoods to identify cohorts of risk; co-ordinate targeted joint intervention, and deliver this utilising, connecting to and building on/up community assets. • Developing a new relationship between public services, communities and businesses based on co-design • Importance of the role of the voluntary, community, faith and social enterprise sector, with commitment to partnership through the Greater Manchester Accord and emerging local Memorandum of Understanding with the sector. • Doing 'with' and not 'to' by bringing a greater focus on wellbeing, prevention, and early intervention • Building on approach that safeguarding is everyone's business • Growing relationships and new connections within and across boundaries to develop partnerships for change *Examples: Team Bury partnership problem solving on Kay Gardens; Public Service Leadership Teams including Neighbourhood Inspectors, Health & Care leads, housing, and social prescribers; Joint patrols with TravelSafe and Street Pastors*
Strengths-based approach	• Bury being a place where people are helped to make the best of themselves by recognising and building on the strengths - not deficits - of all our children, families and our communities and taking an evidence-led understanding of risk and impact to ensure the right intervention at the right time • A focus on rehabilitation and restoration - providing examples, role models to demonstrate behaviours and providing partnerships for change best allows those at risk of perpetual offending to change their life course. For individuals, this requires a trauma-based approach to understand what has caused past behaviours and recognises that offenders can be victims in their own right. Through coaching, mentoring and life skills a focus on giving something back to communities and playing a more positive role in society can generate future role models. For communities, this principle is about increasing mutual tolerance and respect through learning, opportunities for safe conversations and to come together for good. • Recognising and embracing cultural diversity • Utilising and maximising local strengths and what makes people feel safe to support prevention activity • Trauma informed prevention and earlier 'early intervention' - People who are exposed to violence are at increased risk of a wide range of immediate and lifelong behavioural, physical and mental health problems, including being a victim and/or perpetrator of further violence. All community safety partners to maximise the opportunities to engage and act upon activity of individuals that could predicate an escalation to behaviours or actions of increase harm to themselves or others *Examples: Alliance approach to develop sustainable and innovative approaches to collaboration building from and on local community assets*

These LET'S principles are strongly aligned with World Health Organisation (WHO) approaches to tackling serious violence and the region's own approach. WHO refer to a *"a comprehensive and coordinated response for preventing and responding to violence requires partnership and collective action with multiple public sectors such as health, education, employment, justice, housing, social development, and other relevant sectors, as well as civil society organisations, faith-based organisations, academia, and the private sector, as appropriate to the country's situation"* (WHO VRU 22-26)". It goes on to note that, *"partnerships with our communities and other organisations is essential so that we develop and implement a whole-system, whole-community response".*

Meanwhile, the Greater Manchester Serious Violence Strategic Needs Assessment also recognises the importance that, *"through partnership working we take an asset-based approach, recognising all the strengths and resources – natural, human, educational, economic, and environmental – available to a community to improve its security and health".*

Building on a strong foundation

Bury has a strong record of working together on community safety initiatives, whether this be multi-agency collaborations to enforcement, or joint engagement activity on crime and hate prevention. Within recent years examples of such joint work and achievements include:

- The Bury Alliance - a community led Violence Reduction Programme in Moorside
- Successful Safer Streets Round 5 bid with investment in new CCTV cameras and provision; public guardianship scheme in Bury Town Centre and environmental improvements
- Establishment of Multi Agency Walkabouts including Housing Services, TravelSafe, Bury College, Early Break, Achieve Assertive Outreach and GMP.
- Secured Domestic Abuse refuge provision in the Borough
- Bury Council received White Ribbon accreditation on tackling gender-based violence
- Over £250k of Standing Together investment into community initiatives
- Purple Flag reaccreditation and Best Bar None introduced into Night Time Economy
- Safe delivery of community events including Bury Mela
- Introduction of the Family Safeguarding Model into Bury
- Engagement with Community Security Trust to bring Safety Advice for Everyone in person training into Bury
- Return of Collabor8 – celebrating Bury's communities to further cohesion
- Partnership activity through Bury Business Improvement District, local schools, Bury Art Museum and TravelSafe in hosting the Knife Angel in Bury to increase awareness of the dangers of knife crime, particularly promoting prevention amongst young people
- Seizure of hundreds of thousands of pounds of illicit tobacco, vapes and millions of pounds worth of drugs taken off/ prevented from reaching the streets of Bury.
- First *Clear Hold Build* initiative in the region outside of the City of Manchester through Operation REVOKE

But more to be done…forging our future priorities

Bury CSP is committed to furthering safety for all. In developing the new strategy for the partnership insight and input has been sourced through a combination of structured and organic

means - from continuous dialogue with partners and embedding input from community conversations, to linking through feedback to broader engagement activity.

During the summer and autumn of 2024 this has included specific dialogue with and through local partnerships, networks and with local residents, to shape and refine local priorities, by bringing together this insight alongside partnership data and knowledge.

In total over a thousand people have been involved. This has included conversations with communities of place, identity and experience, including engagement at Hoyles Park family fun day to street-level engagement outside supermarkets in Whitefield and Prestwich; from discussions at Circles of Influence with young residents in the Borough to inputs through the Older People's Network; from Cohesion Roundtables to over 650 individuals completing an online/printed survey.

It is through this work that a series of core principles and key priorities have been shaped for delivery through this strategy.

DRAFT

5. Bury CSP Priorities for 2025-2028

Through partnership consideration of qualitative and quantitative insight, including community conversations, a set of strategic priorities have been identified to be the focus for Bury CSP over the coming three year period.

These priorities are set out below including initial commitments of the partnership. For each priority a lead will be identified from across Bury CSP to oversee the delivery of activity, in line with the principles of the previous section, including the shaping of 4P plans* for each priority, and development of a suite of metrics to measure the impact of the partnership on related safety and harm reduction outcomes.

*4P plans consider different aspects of addressing community safety risks, namely:

- *Prevent* people from becoming involved in or engaging in criminality
- *Pursue* offenders including relentless disruption opportunities
- *Protect* individuals and communities from the effects of crime, reducing the vulnerability against specific threats
- *Prepare* for incidents and mitigate the impact that these might have, ensuring necessary capabilities in place to tackle offender



Tackling offences against children
Protecting children from harm is at the heart of Bury CSP activity. That harm includes not only being a victim of crime or harmful behaviour, but also protection from exploitation and being drawn into offending, recognising individuals can be both victims and offenders. National legislation has increased the focus on children being victims in their own right (DA Bill 2021) and the need for partners to increasingly collectively safeguard (Working Together 2023). The Child Centred Policing Strategy sets out how GMP will embed a child first approach throughout the force with a focus on prevention and early intervention.
You said: • Activity to prevent and tackle child exploitation (in all forms) was the top priority from autumn 2024 Community Safety survey with 30% of respondents identifying this as a priority. • Young People, including through the Circles of Influence session in Autumn 2024, outlined desires for having safe spaces to be able to attend and spend time at; increased knowledge of how to confidentially raise concerns; and more routine presence in education settings by police/ safety colleagues • Responsibility on all adults, across communities, to (better) support young people – as role models; as upstanders (calling out abuse); by being alert.
We also know that: • Offences committed by children identified that Bury was one of top three districts with the highest number of CYP neighbourhood crime offences per 1,000 people. (August 2024) whereas the Offence against children problem profile (November 2024) identified that whereas children were less likely to be a victim compared to other areas of Greater Manchester there were identified 'hotspots' for child victims of crime. These profiles will be used to steer activity in relation to prevention, including furthering the Partnership's understanding of the drivers of criminality of children and proactively support the child centred policing approach to dealing with child offenders. Greater Manchester Police has a Child Centred Policing Plan that is led by Bury's District Commander. • There is a mix of offending models including boyfriend/girlfriend; family abuse; lone offenders; non-organised exploitation; organisation exploitation; peer abuse. • Bury is one of the top 3 districts with the highest number of Children and Young People related neighbourhood crime rates and equivalent for drug offences per 1.000 people. • There has been an increase in the identification of young people at risk of exploitation (and referred to the Complex Safeguarding Team) particular of criminal exploitation but a reduction in the number of children at risk of or experiencing child sexual exploitation within that cohort.
Bury CSP will: • Drive activity to address the *Offences Against Children Problem Profile* to better understand the root cause and drivers of Child Sexual Exploitation, specifically targeting high volume beats and repeat victims. • Work in partnership to identify high risk offenders for targeted partnership disruption; collaborating with specialised units to actively disrupt networks to bring offenders to justice. • Review cases where young people are referred to the complex safeguarding team but are not open to the service to maximise learning opportunities, including refresher training on appropriate referrals; signposting; assurance checks. • Collaborate with the Bury Safeguarding Children Partnership and Bury Safeguarding Adults Board to co-produce a revised Complex Safeguarding Strategy for the Borough to run for the duration of this CSP strategy.

- Review and develop our approach to prevention/ identification/disruption, with a view to developing and adolescent safeguarding plan, to be overseen by CSP and Bury Safeguarding Partnership
- Reinforce safeguarding policies amongst front line colleagues through compliance and audit reviews.
- Work with broader youth service provision and cultural partners on opportunities to maximise school settings out-of-hours to increase safe spaces for young people to go to.
- Engage with with VCSE sector organisations in the co-design of preventative offers for young people ensuring young people's voice is at the heart of shaping new services.Review and refresh community safety inputs into schools, including reviewing the content and scope of B.Safe – to reflect more ongoing dialogue (eg more regular 'drop-down days', develop relationships to increase trust in professionals and provide earlier inputs (B.Safe currently an input into year 8 pupils so to explore potential for a structured year 6 input)
- Increasingly collaborate with Bury Safeguarding Partnership on delivery of their priorities on protecting young people from sexual abuse and implementing Working Together
- Work with young people across the Borough to increase awareness of Fearless, the young person channel of Crimestoppers which includes crime prevention and safety advice
- Establish a Youth Independent Advisory Group to increase youth voice into policing practices as part of GMP's Child Centred Policing approach
- Engage with GMCA to strengthen current and future mitigations of the risk of digital technology in enabling offences and abuse, including partnership responses to the Online Safety Bill.
- Develop specific sessions with Bury Safeguarding Partnership to consider online safety and risks of online harm – from deliberate misinformation to deepfake profiles and approach to Artificial Intelligence
- Increase awareness of risk factors and signs of abuse to wider Team Bury workforce to build on corporate parenting approach.
- Ensure linkages between Challenger (Serious and Organised Crime) Partnership activity is integrated with safeguarding activity to mitigate (reduce/remove where possible) impact on young people as victims or being drawn into offending relating to organised crime groups. In particular a focus of Op ISLAND in Prestwich and Op VARDAR in Whitefield.

Link to Greater Manchester Police and Crime Plan:

- *Standing Together priority 3 (Keeping children and young people safe and preventing them from becoming involved in crime)*
- *Standing Together priority 4 (Improving support for victims)*

Prevention of, and earlier intervention on, serious violence

The Serious Violence Duty introduced a statutory requirement for community safety colleagues to increasingly work together to reduce the prevalence of, and harm caused by serious violence. This form of crime is often the most visible to broader communities, including reporting in different forms of media, and therefore has a significant impact on perception of safety, as well as the threat of direct harm by such incidents. Violence is not inevitable, it is often predictable and preventable.

You said:

- 25% of online respondents identified serious violence including knife crime as a priority and 15% identified youth violence as a specific area to address. 'Knife' and 'violence' were two of the most prevalent words referenced within engagement activity
- More could be done to identify individuals at risk of criminality sooner to prevent individuals getting caught up in violence and consequences of retribution and escalation.
- Education to prevent people getting involved in crime was identified by 43% of all respondents as the nature of intervention that could have the biggest impact on increasing safety in the Borough.

We also know that:

- The local and force Serious Violence Duty outlines a high proportion of offences are committed by youths, who are also disproportionately likely to be a victim of such crime, and there have been linked youth related serious violence incidents in the Borough over the past 12 months. For the age group 10-24, the youth population is 17% yet as a proportion of all offenders the figure is 45%
- Whilst the Borough as a whole does not experience high levels of serious violence there have been hotspots of weapon enabled youth violence including within Whitefield; Polefield area of Prestwich and St. Thomas locality in Radcliffe and often involves incidents related to the supply of illegal drugs.
- Victims of youth offending in Bury are on average slightly younger than the force mean (19), with a modal age of 14.

Bury CSP will:

- Continue the mapping of known individuals and associates within street-groups and any connections to organised crime; from which to audit partner disruption and engagement activities to increase system awareness of individuals and effectiveness of interventions.
- Actively liaise with the GM Violence Reduction Unit (VRU) and their involvement on an expert panel to shape Prevention Partnerships with the Home Office which are being proposed to identify and intervene with children and young people at risk of being drawn into violence, and to shape these in light of the Young Futures and existing VRU led approaches.
- Embed 'Knife for a Life' youth-led education Personal, social, health and economic (PSHE) education video into all schools in Bury, targeting roll out initially to those with highest levels of exclusions or safeguarding concerns linked to violent incidents.
- Refresh Local Challenger Partnership in light of updated local Serious Violence Duty Needs Assessment, including including trading standards, corporate fraud, business teams to maximise opportunities to disrupt organised crime groups
- Work with Greater Manchester Violence Reduction Unit to provide targeted interventions, including mentoring and coaching to those on the cusp of criminality – and further link these into initiatives such as through the Greater Manchester Fire & Rescue Service's Prevention Offer to maximise connectivity of young people into the Achilles and Athena projects; youth mentoring and FireSmart programmes
- Request input from young people to hold an annual Circles of Safety session,

building on outputs from the Circles of Influence approach.
- Cascade learning from the Youth Justice Partnership audit of First Time Entrants into the criminal justice system to amplify partnership prevention opportunities.
- Work with Bury Family Hubs and Family Safeguarding Model to explore a campaign to tackle peer pressure amongst young people.
- Increase connectivity between the newly established Youth Justice Board subgroup on Serious Violence and existing prevention and enforcement activity in the wider CSP.
- Maximise opportunities for restorative justice, including linking community payback opportunities to local neighbourhood initiatives.
- Increase awareness of Youth Led Standing Together grants building on the 2023/24 pilot.
- Liaise with Bury Cultural Organisations Group to identify cultural diversionary activity, building on DJ workshops with Liv's Trust.

Link to Greater Manchester Police and Crime Plan:
- *Standing Together priority 3 (Keeping children and young people safe and preventing them from becoming involved in crime)*
- *Standing Together priority 7 (Reducing high harm and repeat offending)*
- *Standing Together priority 9 (Reducing and preventing all forms of serious violence)*
- *Standing together priority 10 (Reducing and tackling serious and organised crime)*

Link to Greater Manchester Fire Plan
- *Commitments to our communities, partners priority 1 (Including offering young people opportunities to help develop their skills and achieve their aspirations, and support the reduction of offending and serious violence)*
- *Commitments to our communities, partners and staff priority 1 (Enhance our youth engagement schemes, including offering young people opportunities to help develop their skills and achieve their aspirations, and support the reduction of offending and serious violence)*

Link to National Plan for Change:
- *Safer Streets mission: Halve the incidents of knife related harm incidents in the next decade*

Embedding a trauma informed, whole system response to Domestic Violence and Abuse in the context of the trio of vulnerability
Domestic Violence and Abuse (DVA) represents a specific set of strands under the Serious Violence Duty. DVA has a devastating impact on too many people locally. Abuse can take many forms as is not limited to physical abuse, nor is DVA limited to partners in a relationship; it can take place across generations, with the impacts felt across wider family network. Increasingly recognised from recent learning reviews, including Safeguarding Adults and Domestic Homicide Reviews is the complexity of livelihoods in which DVA takes place and that this demonstrates that addressing DVA should not be considered in isolation. This is, in part, the rationale behind the family safeguarding model, but also why this priority has brought DVA together with substance use and mental wellbeing concerns, as this trio of vulnerability (also known as toxic trio) are the most common co-experienced circumstances in such reviews. As such by bringing together under this priority is to provide a concerted approach, and visible leadership on seeking to reduce, remove and mitigate common causes and better co-ordinate responses and support to victims The focus of the CSP is to strengthen partnership approaches to raise awareness of support available and to seek to change perpetrator behaviour to reduce the risk of repeat offending.
You said: • 27% of CSP Autumn Survey respondents identified domestic abuse and 25% identified sexual abuse as priorities for the partnership, which were the fourth and fifth largest responses; immediately followed by harassment and drug related harm 24% each. • It is important to join respective support offers together, so that there is a cohesive programme of support, with less ‘hand offs’ • Drug related criminality was of a concern as much for the factors driving the demand and supply of drugs, as the direct usage itself.
We also know that: • Activity related to this priority is to be targeted towards Bury East, Moorside and Radcliffe West due to these locations having the highest frequency of DVA and substance use related criminality and vulnerabilities. • There is more to be done to increase awareness of abuse being beyond physical violence, including coercion and control, and the catalyst such behaviours can be on the accompanying vulnerabilities in this priority. • Individuals can be both victims and offenders of abuse, eg individuals caught up in (relatively) low-level drug usage who may be being exploited or taken advantage of; and as such the partnership response is required to be of support and strengths based, not always purely enforcement.
Bury CSP will: • Review risk management governance of new and repeat cases including within Mutti Agency Risk Assessment Conference (MARAC) and daily police led risk and demand meetings (including opportunities for external cases to be reviewed at the latter) • Re-commission accommodation for those fleeing from domestic abuse through an updated Safe Accommodation Needs Assessment and associated strategy, focusing on but looking beyond just DVA provision. • Review victim support and advocate capacity and provision, in line with the embedding of the family safeguarding model and in collaboration with the Greater Manchester DA steering group in terms of local access to joint provision. To conduct

gap analysis based on need and commission/ re-commission IDVA and equivalent support as necessary.

- Fully engage with Big Life Group forum on co-existing conditions
- Conduct targeted review of repeat victim/ location data to explore partnership disruption opportunities, in manner of serious violence disruptions
- Include domestic abuse lead(s) within fortnightly neighbourhood priorities meeting to improve partnership problem solving and system awareness
- Share learning from Bury being the Greater Manchester pilot site for Domestic Abuse Protection Orders (DAPO) and work with GM colleagues to support the wider role out of the model to place positive requirements on offenders to partake in behaviour change arrangements.
- Support increasing the awareness of the Family Safeguarding Model, building on sessions at Radcliffe Football Club in November 2024, and seek opportunities to further increase connectivity between substance use and domestic violence professionals.
- Increase system awareness of management of high risk circumstances through the Multi Agency Risk Management Strategic Risk Panel and embed learning of this into practice.
- Hold combined learning events and an annual conference with the Domestic Abuse Partnership Board, Safeguarding Adults Board and Safeguarding Children's Partnership on the trio of vulnerability
- Determine more opportunities for partnership assertive outreach amongst DVA, substance use and mental health practitioners and community organisations that support individuals and families experiencing these.
- Increase targeted awareness to place-based practitioners on so called Honour Based Violence, and work with local community needs to ensure information is available to communities in alternative formats to maximise reach of the information and support available.
- Establish a DVA Community of Practice with which to increase co-operation and best practice sharing across professionals and community leads in Bury on prevention and risk management approaches, in particular to increase professional curiosity provision, awareness around coercive control and child-to-parent abuse
- Review arrangements for Operation Encompass to ensure clear and robust pathways in place and followed regarding DVA disclosures to educational settings.

Link to Greater Manchester Police and Crime Plan:

- *Standing Together priority 2 (Increasing police accessibility, consistency, responsiveness and outcomes)*
- *Standing Together priority 7 (Reducing high harm and repeat offending)*
- *Standing together priority 8 (Tackling drug, alcohol and wider addictions)*
- *Standing together priority 9 (Reducing and preventing gender-based violence and all forms of serious violence)*

Link to National Plan for Change:

- *Safer Streets mission: Halve the incidents of violence against women and girls within a decade*
- *Safer Streets mission: overhaul the policing response to domestic abuse and introducing stronger measures to tackle stalking and spiking*

Supporting and safeguarding cohesive communities
Bury's communities are without doubt one of the Borough's greatest strengths; the tapestry of communities that make Bury the place that it is. However, Bury is not immune to socio-economic pressures, nor local sentiment and feeling resulting from national or international disorder or conflict. Bury CSP is committed to every person of the Borough and each of the communities we serve to be afforded the conditions with which to thrive, to play a full and active part in Bury life, and to do so without fear or prejudice, without barrier or harm.
You said: • Addressing hate crime and racial abuse was referenced by over a quarter of all those responding to the CSP engagement survey. • 79% of Bury respondents to the Greater Manchester Residents Survey identified that they feel their community is a place where people from multiple backgrounds get along • Whilst there has been a positive reduction during 2024, according to the GMCA Policing Survey, an average of 12% of women and girls surveyed reported feeling unsafe in their local area.
We also know that: • Whilst there was no direct disorder in Bury during the 2024 summer disorder, local communities have, to differing degrees, experienced tensions and it is vital that the Borough stands united, actively calling out and addressing hate, against any and all characteristics of a person's identity or experience. This priority focuses on celebrating our communities, tackling hate and relentlessly championing that we are Stronger Together. • Bury's population is becoming increasingly diverse. In the last decade there has been a 2.3% increase in residents reporting as having an Non-UK identity and a 6.1% increase in people who described themselves as Muslim. Between 2011 and 2021 the percentage of residents identifying as Asian, Asian British or Asian Welsh increased from 7.2% to 10.6%. • Violence Against Women and Girls outlined as a 'global epidemic' by the National Police Chiefs' Council. There have been over a thousand 'VAWG' incidents in Bury in each quarter.
Bury CSP will: • Lead on the development, delivery and assurance of activity to foster and further community cohesion within the Borough including o Assurance of Team Bury delivery against recommendations of the Community Cohesion agreed at Full Council in September 2024, building on this to include the points below o Developing a revised Bury Hate Crime Plan championing upstanding, in conjunction with local hate crime ambassadors and local communities, building on the newly refreshed Greater Manchester Plan whose 2025 theme is that of Community. o Collaborate with communities to identify areas/ communities where hate crime under-reported and work with these communities to build trust and new reporting approaches. o Co-deliver further Community Cohesion Roundtable events, to develop more opportunities for communities to come together around mutual interests, to develop understanding and opportunities to collaborate. Food, cricket and music have been identified as initial areas to focus on. o Facilitate listening circles, in the style of Circles of Influence, for communities that are under-represented in community safety engagement presently or

identified as more adversely impacted in Bury to co-produce local actions on improving education and confidence in reporting and ensuring support is accessible/ inclusive to local populations.
    - Review approaches to community tension monitoring inputs/ outputs to maximise awareness of community sentiment.
    - Co-produce and collectively share educational and informative messages on key cultural and inclusion dates of particular note to Bury's communities; to celebrate and encourage participation in associated local activities to increase collective/ mutual understanding and respect. As part of this to share a Cohesion Calendar with key dates of local significance and events celebrating Bury's communities, eg Bury Pride, Bury Mela, Community Iftars, Collabor8 and community Chanukah events
    - Work with the Asylum and Migration Partnership to increase awareness of new and emerging communities; of community influencers with these and for those communities to be aware of (and inform tailoring of) community safety advice, support and guidance.
    - Review arrangements for engaging with Bury's diverse faith groups in line with the Greater Manchester Faith Covenant
    - Collaborate with Greater Manchester colleagues on regional cohesion initiatives following engagement with the Belong Network including on governance; leadership; engagement and planning
- Strengthen partnership approaches to Violence Against Women & Girls (VAWG), building upon Bury Council's White Ribbon Accreditation to:
    - Develop a portal of advice, support, and rolling training programme on gender based violence
    - Develop bespoke VAWG training product as the legacy of Safer Streets funding, including specific focus on, and with, educational settings.
    - Increase awareness and uptake of tools such as the #walksafe tool adopted by Manchester City Council to enhance Women & Girls Safety in Bury.
    - Develop targeted pursue disruptions for Operation RELENTLESS offenders.
    - Amplify the *#isthisok?* regional campaign on Gender Based Violence
- Oversee the implementation of the Victim and Prisoners Act 2024, in particular awareness of the revised Victims' Code including promotion of the Catch 22 Victim Services Offer, starting with community café settings in high repeat locations.
- Increase partnership collaboration and public awareness on exploitation, including cuckooing and Modern Slavery, including an audit of Modern Slavery Statements and awareness refresh of National Referral Mechanism.
- Implemented tiered training programme, including on reducing permissive environments in line with CONTEST benchmarking to safeguard against hateful extremism.

Link to Greater Manchester Police and Crime Plan:

- *Standing Together priority 1 (Improving trust and confidence in policing)*
- *Standing Together priority 4 (Improving support for victims of crime, including vulnerable victims)*
- *Standing Together priority 9 (Reducing and preventing gender based violence)*

Link to National Plan for Change:

- *Safer Streets mission: Stronger measures to tackle stalking and spiking*
- *Safer Streets mission: to halve VAWG within a decade*

Forging resilient, safer places and spaces
For individuals and communities to thrive it is important that any place-based vulnerabilities are tackled so that the Borough is a safe and welcoming place. This means that when positive enforcement action against offenders that there is lasting change, rather than a new group of offenders filling this space, and that the very built environment and fabric of our communities enables and supports people to be safe, rather than be a cause of harm.
You said: • Whilst the Borough enjoys Green Flag recognition for the Borough's parks and green spaces, and a Purple Flag accreditation for Bury town centre's evening and night time economy, such locations are hotspots for community concern in feedback and for crime reporting. Bury CSP is committed to protecting such accreditations which represent the hard work of public, private and voluntary sector organisations in the Borough to maintain and promote attractive places to live, visit, and spend time in. • The transport network was in particularly highlighted throughout recent engagement with concern expressed across different groups of communities; and across road safety and public transport – with Bury Interchange the most referenced location with concerns over lighting, current behaviours experienced there, waiting times, unpleasantness and responsiveness to criminal actions.
We also know that: • The GMP Force Strategic Assessment 2024 recommended that ASB should be prioritised at a district level. Whilst the Borough's ASB rate is third lowest across Greater Manchester, a recent Problem Profile conducted by GMP Bury indicated specific areas of more intense activity, particularly within the surrounds of the Metrolink network, which echoed conversations with local communities. • The nature of ASB varies across the district, though common and most frequent features include rowdy and inconsiderate Behaviour; vehicle nuisance and anti social driving/ inappropriate use of the highway, the latter of which includes an interface with the Greater Manchester Vision Zero strategy.
Bury CSP will: • Undertake partnership problem solving, including the Crime Prevention and individuals/ networks of lived experience at sites of concern and criminality. To specifically focus on Bury Interchange as a site of survey concern and repeat location for VAWG related offences in Force risk assessment. • Review and co-ordinate all compliance and enforcement powers available, including civil orders, to tackle disputes, nuisance and ASB in public places. This is to be in readiness to embed the new national Respect Orders and include benchmarking data with Greater Manchester neighbours to share best practice, such as current collaborative reviews of the Community Trigger process. • Review learning from trailblazer sites on delivering the national ASB action plan, in particular on immediate justice and streamlining ASB reporting • Refine and expand joint patrols between ASB, substance use services, housing services, Bury College and TravelSafe to include broader place based partners and improve data sharing when repeat offenders and locations identified. • Review recommendations from the GMP commissioned Borough Wide ASB Problem Profile to deliver these at ward level through Public Service Leadership Teams, Ward Councillors and local communities. • In relation to road and transport related safety and ASB: o Liaise with Bee Network on frequency and safety into evening of public transport (particularly buses) and hubs given prominence of topic in engagement with local residents

- Conduct specific problem solving workshops with Transport for Greater Manchester, TravelSafe, Education Leads, Detached Youth Outreach and GMP to determine further approaches to address ASB on the transport network, with a specific focus on the Interchange at school start/finish times and on buses running through the Borough.
- Fully engage and promote the work of Project Vision Zero
- Joint work on road traffic collision hotspots warning of the driving dangers through GM Fire and Rescue
- Refine partnership activity to tackling the inappropriate use of bikes (Bury Town Centre) and off-road bikes especially in the south of the Borough

- Hardwire *Security by Design* approaches and expertise into regeneration activity across the Borough, particularly town centre redevelopments and future transport hub given above action in relation to Bury Interchange.
- Deliver on a specific 4P plan for Bury's Night Time Economy in conjunction with the Crime Prevention Team, Pubwatch, wider licensing infrastructure (including licensing officers and Public Health), Street Pastors, building on Operation EXPEDITE
- Work together through BID, Town Centre Board and GM Taskforce to reduce shoplifting, including through increased businesses engagement and awareness through digital tools to share knowledge and reporting
- Work with local 'Friends of' groups and community environment networks to promote safety through increased public guardianship of parks and green spaces, building on activity with Cateaton Street Gardens in Moorside and Redbank Lodges in Radcliffe.
- Joint prevention and enforcement activity with Public Protection and Environmental Health colleagues to address fly tipping and graffiti in the Borough, including targeting campaigns in hotspot areas.
- Work in conjunction with Bury Resilience Forum, strengthening connectivity on areas of mutual concern including:
  - Introduction of the Protect Duty [Martyn's Law]
  - Re-establishment of standalone Water Safety Partnership to oversee risk management of Bury's waters including phase 2 of ROSPA surveys and lead the prevention awareness of dangers associated with open waters.
  - Partnership mitigations of major events on the Borough in conjunction with Bury Event Safety Advisory Group, eg events at Heaton Park
- Roll out the *Clear, Hold, Build* approach of removing the threats of organised crime and supporting communities to thrive, with an initial focus on Whitefield
- Conduct further research, and targeted input from Neighbourhood Crime Team into Bury East and Moorside beats in relation to residential burglary as identified as beat cluster in Force Strategic Assessment 2024.
- Develop a tenancy/tenure neutral approach to responding to reports of Anti Social Behaviour to increase consistency in responding to neighbour disputes.

Link to Greater Manchester Police and Crime Plan:

- *Standing Together priority 5 (Reducing and preventing neighbourhood crime, retail crime and anti-social behaviour)*
- *Standing Together priority 6 (Improving road and transport safety, so people can travel around safely)*

Link to Greater Manchester Fire Pplan:

- *Commitments to our communities, partners priority 1 (Work with the Safer Roads Greater Manchester Partnership to deliver 'Vision Zero', our shared vision for zero deaths and serious injuries on our roads and across the Bee Network)*

- *Commitments to our communities, partners priority 1 (Play a leading role in the Greater Manchester Water Safety Strategic Partnership to help create a future without drowning)*

Link to National Plan for Change:

- *Safer Streets mission: Community led policing responsive to local problems, including safer town centres.*
- *Safer Streets mission Improved neighbourhood policing response leading a crackdown on anti-social behaviour including the new Respect Order*

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6. Measuring and Monitoring Impact

An outcomes framework is to be developed in line with 4P Plans against each CSP priority area. This will focus on tracking impact that supports the delivery of the overall *LET's Do It!* whilst metrics will be developed to include sufficient granularity to seek to track the proportionate impact across specific communities, in order to ensure delivery is in line with the principles of this strategy.

The outcomes framework and metrics are to be a standing item at Bury CSP meetings and will be reported upon annually as part of the Team Bury *State of the Borough* and to the Council's Overview & Scrutiny Committee as part of annual update on activity of the partnership. Through constructive challenge and discussion at these meetings future actions will be determined to further shape delivery plans against the prioritises to ensure focus and resource is directed to address any change in risk and threat, and to learn from what has worked well to explore opportunities for scaling such approaches up.

To track progress against the specific priorities of the CSP a series of metrics are set out below as headline indicators for each priority. These metrics will be reported at as a granular level as possible in terms of geography (eg ward level/ Lower Super Output Area where available) and where possible disaggregated by community of interest/experience to ensure activity is reducing inequality and disproportionately.

Priority	Example Measures
Tackling offences against children	• Child Sexual Exploitation case numbers • Child Criminal Exploitation case numbers • Rate of crime (victims under 18, or under 25 if care experienced)
Prevention of, and earlier intervention on, Serious Violence	• Number and rate of Serious violent crimes • Hospital admissions due to assault/ sharp object • Youth Justice First Time Entrants • % crimes committed by reoffenders • Percentage of young offenders engaged in suitable education, employment or training
Domestic Abuse in context of the trio of vulnerabilities	• Domestic Violence and Abuse rate (and of which repeats) • DAPO rates • DHR/SAR measures and percentage of recommendations completed. • Commissioned services outcome data
Supporting and safeguarding cohesive communities	• GM Survey: % of residents who feel their community is a place where people from multiple backgrounds get along • GM Survey: % of residents who feel their local area is a place where people look out for each other • Number of Hate crimes committed • Rate of VAWG offences • GM Survey: Percentage of women who feel unsafe in their local area
Ensuring resilient, safer places and spaces	• ASB rates (GMP, Council including Housing Services) • Numbers of powers applied, eg Community Protection Notices/ Respect Orders • Neighbourhood and Acquisitive crime rates, eg number of residential burglaries

Governance

The table below sets out the community safety and safeguarding ecosystems that will support the delivery of the CSP priorities.

Priority	Respective Delivery Boards
Tackling offences against children	• Complex Safeguarding Partnership (Detective Superintendent, GMP) • Children's Strategic Partnership Board (Executive Director of Children's Services, Bury Council) • Safeguarding Children Partnership (Executive Director of Children's Services, Bury Council) •
Prevention of, and earlier intervention on, Serious Violence	• Serious Violence Duty Steering Group (Superintendent, GMP) • Reducing Reoffending Board (Assistant Chief Officer, Probation) • Youth Justice Board (Executive Director of Children's Services, Bury Council) • Bury Challenger Partnership (Detective Chief Inspector, GMP)
Domestic Abuse in context of the trio of vulnerabilities	• Bury Domestic Abuse Partnership Board (Director of Children's Services, Bury Council) • Bury Drug and Alcohol Harm Steering Group (Director of Public Health Bury Council) • Safeguarding Adults Board (Independent Chair)
Supporting and safeguarding cohesive communities	• Community Cohesion Steering Group (Chief Officer, Bury Voluntary and Community Faith Alliance) • Women and Girls Safety Steering Group (NEW - TBC) • Bury Prevent Partnership and Channel Panel (Strategic Partnerships Manager, Bury Council/ Head of Adult Safeguarding, Bury Council)
Ensuring resilient, safer places and spaces	• Bury Resilience Forum (Executive Director Strategy and Transformation, Bury Council/ Chief Inspector Neighbourhoods, Bury Council) • Bury ASB Partnership (NEW-Director of Housing Services?) • Refreshed Bury Water Safety Partnership (TBC)
Enablers	• Bury Safeguarding Partnership – Learning and Development subgroup and Complex Safeguarding Subgroup • Bury Public Service Reform Steering Group

Each priority will have a named overall lead, drawn from within the CSP, who will be responsible for providing highlight report updates including progress of 4P plans, risk management, resourcing requests and key communications messages to the CSP each meeting.

The above table will be reviewed on an at least annual basis during the lifetime of this strategy.

Effective and equitable engagement and communication.

Communication and engagement were two of the key themes raised in the street engagement and community survey when developing this strategy. This included an acknowledgement of

the many different channels by which people engage on different matters (ie not one size fits all), that there can be differing levels of formality to the engagement; and the importance of who is telling the message. It was also noted that in many occasions people were unaware of the existing activities or support mechanisms already in place locally. Furthermore, there is a need to provide clear safety messages as a partnership to tackle misinformation, particular which spread online, and taking a collective approach to tackling incitement of hate. A clear, co-ordinated partnership communication approach will be developed to run alongside this strategy.

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Appendix 1: Plan on a Page

Safer and Stronger Together
Bury Community Safety Partnership Strategy 2025-2028

Bury Community Safety Partnership (CSP) is committed to continuing to make the Borough of Bury one of the safest places to live, work, study and visit in the region. The vision of the partnership is for strong and resilient communities, where all are able to thrive, safe from harm. This includes working collaboratively, as statutory agencies with local communities to target prevention; to safeguard, particularly those affected the most by trauma or susceptible to harm or being drawn into harm – and robustly challenge those who engage in criminality or (seek to) cause harm to local communities.

Community Safety isn't the responsibility of any one agency and community safety matters don't exist in isolation from wider social factors. As such this strategy sets out the approach and collective interventions that the partnership will come together around, to provide an increasingly collaborative approach to safety. This approach is central to Bury's *LET'S Do It!* approach and this plan is guided by those principles.

The Safer and Stronger Together plan seeks to work with local agencies and communities, to develop targeted and tailored local solutions, building from community assets and networks, to apply national policy and missions; and make the most of connectivity to the Greater Manchester Police and Crime Plan, whilst rooting this in Bury's neighbourhoods

Bury's Community Safety Partnership (CSP) includes statutory agencies set out in the Act, alongside key local partners with representation including:

- Bury Council (including Public Health and Children's Services)
- NHS Greater Manchester (Bury)
- Greater Manchester Police
- Greater Manchester Fire & Rescue
- Bury Voluntary & Community Faith Alliance (local infrastructure organisation)
- Probation and Justice Services
- Representative from Bury Safeguarding Partnership

Bury CSP meets every two months, a frequency which has increased over the past 18 month to allow for further partnership focus, as is co-chaired by the District Commander of Greater Manchester Police for Bury; and the Executive Director of Strategy & Transformation within Bury Council.

Safer and Stronger Together
Bury Community Safety Partnership Strategy 2025-2028

Bury CSP : Context	
National policy context	Shaping local proposals to deliver on the Safer Streets Mission of the Government's Plan for Change, alongside new statutory guidance and legislation including the Victim's Bill 2024.
Greater Manchester	Localised delivery of the GM Police and Crime Plan, Standing Together 2025-2029; GM Fire Plan and associated policies and initiatives, eg Violence Reduction Unit; Gender Based Violence Strategy; Vision Zero Strategy; Hate Crime Plan
Bury	Delivering on the ambition and through the principles of LET's Do It! by taking an asset based approach to partnership working in neighbourhoods, working with our communities to improve local outcomes and reduce inequality

Bury CSP : Principles						
Trauma informed prevention and earlier 'early intervention'	**Evidence and insight driven**	**Ensure support to victims including focus around disproportionately**	**Rehabilitation and restoration**	**Responsiveness of, and collaboration, between services to embed a 'Team Around' approach**	**Effective and equitable engagement and communication**	**Apply learning from lived experience and reviews – a 'college of community safety' approach**

Bury CSP: Priorities	
Tackling offences against children	Protecting children from harm, in particular those most susceptible to Child Sexual Exploitation or Child Criminal Exploitation, including tackling both the root causes of vulnerability and organised criminality that is responsible for harm.
Prevention of, and earlier intervention on, serious violence	Increasing education, awareness and proactive diversion of people, particularly young people, away from serious violence, including but not limited to knife-enabled harm. Despite relatively low overall levels of serious violence, young people are disproportionately a victim and/or offender of serious violence in the Borough where this does occur.
Domestic Abuse in the context of the trio of vulnerabilities	Trauma informed, whole system approach to preventing domestic violence and abuse of all forms; effective partnership responses to support victims of abuse; to embed behaviour change approaches with perpetrators; and join up system support, including commissioning, of DVA in the context of substance use and mental ill-health.
Supporting and safeguarding cohesive communities	Fostering and forging increased resilience, mutual respect, understanding and the celebration of Bury's diverse communities of place, identity and experience – to further community cohesion in the Borough, to amplify seldom heard voices, to upstand against hate and in particular to tackle violence against women and girls.
Ensuring resilient, safer places & spaces	Targeted partnership activity, working with local communities, to address areas of specific concern including Bury Interchange and transport network; the wider Town Centre including evening/night time economy, and neighbourhood settings - to build and strengthen existing community assets and utilise 'Team Bury's' collective tools and levers to develop local place-based solutions to neighbourhood concerns.

Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Bury Community Safety
Lead Officer (SRO or Assistant Director/Director)	Chris Woodhouse
Department/Team	Corporate Core
Proposed Implementation Date	April 2025
Author of the EqIA	Chris Woodhouse
Date of the EqIA	Last updated: 4th February 2025

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
Keeping Bury's communities safe is at the heart of the work of the Council and can only be done effectively in partnership with public services, voluntary organisations, and local communities themselves. Bury remains one of the safest Borough's in Greater and this strategy sets out to maintain this. Through partnership insight and engagement with Bury's communities, an updated Community Safety strategy for the Borough has been co-produced. This details how the Council will work with partners to safeguard people from harm, to support victims of crime and address harmful behaviours. The Bury Community Safety Partnership Strategy details the delivery in Bury of national safety missions, alongside local delivery of the Greater Manchester Police and Crime Plan, tailoring and targeting resources to address specific local priorities derived from partnership data and insight from local people. Five key priority areas have been identified for focus over the coming three year period, with information included in the strategy on the approaches to be taken to address these, both in terms of practical actions and the principles by which these activities will take place, in keeping with Bury's *LET'S Do It!* approach.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?
Employees: **Yes** Community/Residents: **Yes** Third parties such as suppliers, providers and voluntary organisations: **Yes** If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation
Documentary Evidence: The refreshed strategy seeks to further supporting and safeguarding Bury's communities, including addressing any disproportionately of threat, harm and risk. This includes maximising opportunities to work collaboratively in the Borough and with regional partners, such as working together to address the inclusion objectives set out in the GM Police and Crime Plan: Police and Crime Plan - Greater Manchester Combined Authority Interventions to support community safety activities take on board learning from the College of Policing, who have recently updated their policing culture and inclusion approach: National policing culture and inclusion strategy 2025 to 2030 | College of Policing
Data: Problem Profiles are developed by the District Intelligence Unit and Force Intelligence Bureau that provides information on the volume, nature and context of incidents. These include areas of geographical focus and outline any activity outside of agreed tolerance levels. This also includes incident and crime volumes, broken down by protected characteristics as much as possible. Examples of this include needs assessments on Serious Violence: Serious Violence Duty - Bury Council The details from such reports have been included in the 'We also know' sections against each priority and headlines reflected within the body of the document. This is kept under live review including through monthly district tasking and co-ordination meetings; data dashboards to each Community Safety Partnership meeting and data standing items in wider CSP governance.

Stakeholder information/consultation:
Community Safety Partnership colleagues have conducted a combination of organic and structure insight capture and engagement to shape priorities, specific deliverables and consider specific communities. This (non-exhaustive list) has included tailored sessions with:

- Persona Your Voice Forum (21st October 2024) – particular insight gained around transport related safety; public guardianship and hate crime reporting
- Specific conversations with Bury People First (22nd October 2024), including in relation to cohesion and representation
- Input into Circles of Influence session with young people (6th November 2024) – insight in relation to serious violence; visibility and public guardianship; opportunities for joint communications
- Locality Health System Assurance group (11th November 2024)
- Bury Safeguarding Partnership – including furthering connectivity on safeguarding review processes and learning
- Bury Blind Society (13th November 2024) – insight in relation to public protection and roads safety
- Representatives of Bury Older People's Network – insight in relation to public transport
- Community Cohesion Roundtables (9th September 2024; 21st November 2024) including insight on hate crime, belonging, storytelling and inclusive practice.
- Council Overview And Scrutiny Panel (26th November 2024) including refinement of lived experience input including neuro-diversity.
- Bury Homeless Partnership (12th December 2024) including on safe accommodation in relation to victims of domestic abuse.
- Serious Violence Duty Steering Group (6th February 2025) to refine links with Bury and Rochdale Youth Justice Board on serious youth violence.

Organic engagement at high footfall locations across the Borough and online survey circulated across Council and Team Bury partners; insight from which informed the respective priorities and accompanying 'You said' sections against each priority in the strategy.

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations Positive, Neutral, Negative
Age	Positive	Specific priority on children given specific crime types young people more susceptible to be an offender or victim of; and embedding Child Centred Policing approach beyond just policing services		
Disability	Positive	Particular focus around safety on transport, including partnership problem solving		
Gender Reassignment	Neutral			
Marriage and Civil Partnership	Neutral			
Pregnancy and Maternity	Neutral			
Race	Positive	Strengthened focus on cohesion including local		

		delivery against new Greater Manchester Hate Crime Plan		
Religion and Belief	Positive	Strengthened focus on cohesion including local delivery against new Greater Manchester Hate Crime Plan		
Sex	Positive	Strengthened focus on tackling Violence Against Women and Girls and wider gender based violence.		
Sexual Orientation	Positive	Strengthened focus on cohesion including local delivery against new Greater Manchester Hate Crime Plan		
Carers	Neutral			
Looked After Children and Care Leavers	Positive	Specific priority on children given specific crime types young people more susceptible to be an offender or victim of; strengthening connectivity with Bury Children's Safeguarding Partnership		
Socio-economically vulnerable	Positive	Further recognition of wider determinants impacting criminality and		

		safety through roll out of *Clear Hold Build* approach		
Veterans	Positive	Building on partnership work including introduction of the FORCER protocol to support veterans missing from home.		

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16

	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16

3.2 Level of risk identified	2
3.3 Reasons for risk level calculation	Whilst there are no negative inclusion impacts directly resuting from the refreshed Community Safety Strategy, the document does outline areas and communities where criminality and harm has historically been felt most acutely; and whilst the CSP Strategy sets out the priorities and areas of focus to deliver this, having a strategy itself doesn't mitigate all system risks, that comes with delivery. So risk here is as much about missed opportunity if identified concerns not addressed during delivery as a partnership, rather than EQIA specific risk).

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed	x	
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	Chris Woodhouse	04/02/2025	
Responsible Asst. Director/Director			
EDI	Lee Cawley	14/02/2025	QA Complete. Only positive impacts identified for specific characteristics and circumstances. The activity has sought and obtained lived experience input and co-design into development and as a result there is a strong inclusion thread throughout. Individual activities within the strategy may require an individual analysis as and when appropriate.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details
07/02/2025	CW	Update to reflect Serious Youth Violence feedback and College of Policing link

Agenda Item 10

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date: 5 March 2025**
Subject:	Bury Local Plan – consultation draft	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. The Bury Local Plan will set out a long-term framework to manage future growth and development in the Borough and covers the period of 2022 to 2042. It will form a key part of Bury's wider development plan alongside:

   - Places for Everyone Joint Development Plan (adopted in March 2024);
   - Greater Manchester Joint Minerals Plan (adopted in April 2013); and
   - Greater Manchester Joint Waste Plan (adopted in April 2012).

2. Places for Everyone (PfE) is a part one plan that covers nine of the ten Greater Manchester districts. PfE was adopted in March 2024 and provides the strategic framework within which the participating districts need to develop their own part two Local Plans.

3. This part two Local Plan provides a more detailed set of locally specific planning policies to complement the strategic policies within PfE. Once adopted, Bury's Local Plan policies will replace the saved policies in the Unitary Development Plan and will sit alongside Places for Everyone and the joint Greater Manchester Minerals and Waste Plans in forming Bury's wider development plan.

4. The Local Plan will therefore be a key document used to determine and shape future planning applications and development proposals.

5. Public consultation on the draft Local Plan provides an early opportunity for the local community and other stakeholders to shape the contents of the Plan.

Recommendation(s)

6. It is recommended that Cabinet:

7. Approves the draft Bury Local Plan, draft Policies Map and supporting background documents for an eight-week public consultation commencing no earlier than 17 March 2025; and

8. Delegates approval to the Executive Director of Place to make minor non-material editorial amendments to the draft Local Plan before consultation commences.

Reasons for recommendation(s)

9. To ensure that stakeholders have an opportunity to have their say on the draft Bury Local Plan.

Alternative options considered and rejected

10. To not approve the Local Plan for consultation. This would prevent stakeholders commenting on the draft Local Plan and would result in the future adoption of the document being contrary to planning regulations.

Report Author and Contact Details:

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Position: Service Manager: Strategic Planning and Infrastructure

Department: Business, Growth and Infrastructure

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Background

11. The Government requires all local councils to produce a long-term plan that sets out a positive vision for the future of their area. Plans should provide a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

12. The Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements for local authorities producing and consulting on their Local Plan. There are various stages in the production of a Local Plan and the draft Bury Local Plan is part of the plan preparation under Regulation 18.

13. Bury's Local Plan will set out a long-term framework to manage future growth and development in the Borough and covers the period of 2022 to 2042. Once adopted, its policies will replace the saved policies in the Unitary Development Plan and will sit alongside the three other adopted plans in forming Bury's wider development plan, namely:

- Places for Everyone Joint Development Plan (adopted in March 2024);
- Greater Manchester Joint Minerals Plan (adopted in April 2013); and
- Greater Manchester Joint Waste Plan (adopted in April 2012).

14. Places for Everyone (PfE) is a part one plan that covers nine of the ten Greater Manchester districts (including Bury) and was produced collaboratively by the Mayor of Greater Manchester and the nine local authorities. PfE was adopted in March 2024 and provides the strategic framework within which the participating districts need to develop their own part two Local Plans.

15. PfE sets out the overall spatial strategy for the nine Greater Manchester districts. Some of the major strategic decisions relating to Bury's future growth and development have already been made through the PfE Joint Plan. For example, it identifies future needs for housing and employment floorspace, allocates strategic sites to help meet these needs and identifies a revised Green Belt boundary.

16. The part two Local Plan provides a more detailed set of locally specific planning policies to complement those in PfE. The Local Plan will therefore be a key document used to determine and shape future planning applications and development proposals.

17. Public consultation on the draft Local Plan provides an early opportunity for the local community and other stakeholders to shape the contents of the Plan.

18. More detail on the Local Plan can be viewed on the Council's web site at www.bury.gov.uk/localplan which includes a series of Frequently Asked Questions to give answers to common questions such as what a Local Plan is, how the Bury Local Plan relates to Places for Everyone, what it says about certain issues and how you can have your say and stay informed.

Early engagement on the Local Plan

19. As an early stage in the preparation of the Local Plan, we began the process of information gathering and we invited comments on what the Local Plan ought to contain, the scope of the Integrated Assessment and issued a Call for Sites over a six-week period from 25 March to 6 May 2024.

20. The comments received and the site suggestions have all been considered as part of the preparation of this draft Local Plan and the supporting Integrated Assessment.

Scope and content of the draft Local Plan

21. The full draft Bury Local Plan can be viewed at Appendix 1. The strategy for the Plan is underpinned by a Strategic Vision of how we think the Borough

should be by the end of the plan period together with a set of Strategic Objectives designed to achieve this and a high-level spatial strategy that identifies key locations for growth and broad areas where development will be resisted.

22. The draft Plan then includes a series of more fine-grained policies that seek to deliver the Vision and Strategic Objectives. These policies are set out in various chapters relating to:

- Adapting to climate change;
- Meeting our housing needs;
- Delivering economic growth;
- Supporting our centres;
- Promoting tourism and culture;
- Creating healthy and successful communities;
- Promoting sustainable transport;
- Conserving the built environment and achieving high quality design;
- Protecting green and blue infrastructure and recreation;
- Protecting the Green Belt;
- Managing water and flood risk;
- Addressing air quality, pollution and hazards;
- Delivering other infrastructure; and
- Development management.

23. The draft Local Plan is not allocating any sites for housing or employment development as it is considered that the allocations within the Places for Everyone Joint Plan are sufficient to meet future development needs.

Key Diagram and Policies Map

24. The NPPF states that the broad locations for development should be indicated on a key diagram, and land use designations and allocations identified on a Policies Map.

25. The Key Diagram is shown in Figure 3 of the draft Local Plan. This shows the key areas for growth in the Borough and, for contextual purposes, includes the strategic allocations from the adopted Places for Everyone Joint Plan. As adopted PfE allocations, these are not part of the Local Plan but are shown on the Key Diagram to reflect future key areas of housing and employment growth in the Borough. Similarly, the Key Diagram also shows the extent of the adopted Green Belt as designated under PfE Policy JP-G9.

26. The Local Plan Policies Map will present a spatial interpretation of policies and designations set out in the draft Local Plan. This will be available on the Council's web site from the start of consultation on the draft Local Plan via an interactive online mapping tool. Ultimately, the Local Plan Policies Map will become part of a wider composite Policies Map that will also include adopted allocations and designations from other parts of the development plan i.e. Places for Everyone and the Greater Manchester Joint Minerals and Waste Plans.

27. The draft Policies Map for the Local Plan can be viewed at Appendix 2.

Integrated Appraisal and Habitats Regulations Assessment

28. An Integrated Assessment (IA) will also be undertaken at each stage in the preparation of the Local Plan. The IA will incorporate the statutory requirements of Sustainability Appraisal and Strategic Environmental Assessments, with an Equalities Impact Assessment and Health Impact Assessment also included. This will ensure that sustainability, health and equality issues are taken fully into consideration throughout plan preparation. A Non-Technical Summary of the IA of the draft Local Plan is appended to this report (Appendix 3).

29. The draft Local Plan has also been subject to a Habitats Regulations Assessment (HRA) to test if the Local Plan could significantly harm the designated features of a European site.

Other supporting evidence

30. The National Planning Policy Framework states that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.

31. Several thematic Topic Papers have been prepared which pull together background evidence and identify the key issues for Bury that the Local Plan should seek to address. The themes of the Topic Papers largely correspond to the chapters within the Local Plan set out in paragraph 20 above.

32. The Topic Papers will be published alongside the Draft Local Plan as part of the consultation and further evidence will continue to be prepared to support the preparation of the Local Plan as it progresses.

Consultation

33. Consultation on the draft Local Plan is being undertaken in accordance with Bury's current Statement of Community Involvement (December 2024) and

Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

34. It is intended that consultation will take place over an 8-week period starting no sooner than 17 March 2025.

35. All material relevant to consultation on the draft Local Plan will be available for inspection via the Council's planning policy pages of the web site. Relevant material will also be made available for inspection at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday to Friday) and at local libraries during their normal opening hours.

36. All statutory consultation bodies as well as a wide range of other individuals, groups and stakeholders that are on the Strategic Planning consultation database will receive direct notification of the consultation.

37. The consultation will also be advertised on the Council's social media platforms.

38. **It should be noted that consultation on the Local Plan is not an opportunity to object to the site allocations in Places for Everyone**. Places for Everyone (and the sites allocated within it) was adopted by each of the nine participating districts in March 2024.

39. As such, the sites allocated at the Northern Gateway (JPA1.1 and JPA1.2); Elton Reservoir (JPA7); Seedfield (JPA8) and Walshaw (JPA9) are no longer designated as Green Belt and the principle of development on these sites has been established.

40. These site allocations do not form part of the Local Plan and any comments on them cannot be considered through the Local Plan process.

Next steps

41. Moving forward, we will consider comments raised in relation to the draft Local Plan before progressing to a Publication Plan which will effectively be a version of the Plan that the Council would wish to see adopted. There will be further consultation on the Publication Local Plan before it is formally submitted to the Secretary of State together with any comments made in response to consultation at the Publication stage.

42. An independent Inspector will then be appointed by the Government to examine the 'soundness' of the Plan and whether it is legally compliant. If the Plan is found to be sound or if it could be sound subject to modification, we would then seek to formally adopt the Local Plan.

Links with the Corporate Priorities:

43. Bury's Local Plan will form part of Bury's statutory development plan. It sets out statutory policies that will guide future growth and development in the Borough. The strategic objectives set out in the Local Plan closely align with the priorities set out in the 'Let's Do It' strategy which also specifically refers to the Local Plan as having a key role to play in the delivery of its objectives and priorities.

Equality Impact and Considerations:

44. A full EIA has been carried out with only positive impacts identified at this stage. These have been identified through the Integrated Assessment which ensures the plan meets Equality Act 2010 requirements. Equality impacts will continue to be assessed using the EIA through to agreement and publication.

Environmental Impact and Considerations:

45. The draft Local Plan is supported by an Integrated Assessment (IA) that incorporates a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). The role of a SA is to promote sustainable development through assessing the emerging Local Plan against economic, environmental and social objectives. A HRA has also been carried out to ensure the protection of the integrity of European protected sites is an integral part of the planning process at the local level.

Assessment and Mitigation of Risk:

Risk / opportunity	**Mitigation**
Stakeholders do not engage in the consultation on the draft Local Plan	The Local Plan is being prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 which are reflected in the Council's Statement of Community Involvement. However, the consultation process will be kept under review and will be adjusted if additional stakeholder engagement is required.

Legal Implications:

46. The legislative requirements for the preparation of the Local Plan are set out in the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012 and are being complied with.

47. The Integrated Assessment (Summary at Appendix 3) incorporates the statutory requirement for a Sustainability Appraisal and Strategic Environmental Assessment, with an Equalities Impact Assessment and Health Impact Assessment also included.

48. The proposed consultation complies with the requirements of Regulation 18 of the 2012 Regulations and the Council's Statement of Community Involvement. The Council must take into account any representations made to it in response to the consultation before proceeding to a publication version of the Plan.

Financial Implications:

49. There are no financial implications arising directly from the report.

Appendices:

Appendix 1 - Draft Bury Local Plan

Appendix 2 – Draft Local Plan Policies Map

Appendix 3 – Non-Technical Summary of the Integrated Assessment of the draft Bury Local Plan

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Background papers:

Places for Everyone Joint Development Plan (adopted March 2024).

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

Term	Meaning

PfE	Places for Everyone Joint Development Plan – Joint development plan of nine Greater Manchester districts. This plan was adopted in March 2024.

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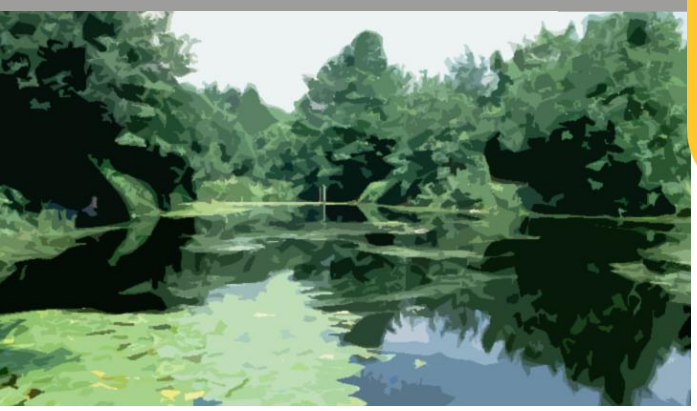
Bury Council






Draft
Bury Local Plan

March 2025







Foreword

These are exciting times for Bury. As one of the ten districts of Greater Manchester, Bury has a key role to play in supporting the economic and growth ambitions of the conurbation and the Council is working alongside its Greater Manchester coleagues on a wide range of initiatives to support this.

Bury is one of the nine Greater Manchester districts that has contributed to the preparation of the Places for Everyone Joint Development Plan (PfE) which was adopted in March 2024. PfE forms a key part of the statutory development plan for each of the nine participating districts. It sets out a range of strategic policies and identifies the amount of new employment floorspace and housing that is required and the strategic locations to accommodate these development needs, including a transformational opportunity for economic and employment growth at the Northern Gateway and key strategic housing sites at Elton Reservoir, Walshaw and Simister.

In addition to the strategic policies in PfE, there is a need to now bring forward a Local Plan for Bury. The Local Plan will be a part two plan sitting alongside PfE as a key part of Bury's statutory development plan and will set out locally-specific planning policies for Bury. The Local Plan will complement other key strategies and plans for Bury including our 'Let's Do It!' Strategy, Local Transport Strategy, Economic Strategy and Climate Action Strategy.

Despite its recent success stories, Bury still faces some difficult challenges. For example, we need to deliver continued regeneration in the areas such as East Bury and Radcliffe and to ensure that the Borough is home to healthy and cohesive communities.

We need to support the reinvention of our town centres in the face of significant changes to patterns of retailing and the impacts of Covid and ensure sufficient provision of good quality affordable homes.

We need to ensure that the Borough maintains a good quality natural and built environment and that we introduce measures which will enable us to mitigate the cause and effects of climate change in a positive manner.

Together we will seek to build on the existing qualities and strengths of each community to truly realise our ambitions to make Bury a greater place and I look forward to your comments on this new draft Local Plan for Bury.



Councillor Eamonn O'Brien
Leader of the Council and Cabinet Member for Strategic Growth

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1 Introduction

1.1 Planning affects many aspects of our lives and our environment – from where we live, work, shop and how we spend our leisure time. It helps shape the way our townships develop and aims to balance the conflicting demands of housing, businesses, agriculture, recreation, transport, the environment and community needs.

1.2 It has a key role to play in delivering solutions to poverty and inequality at a local level. This involves the delivery of homes, services, amenities and infrastructure that improve economic, social and health outcomes.

1.3 The Government requires all local councils to produce a long-term plan that sets out a positive vision for the future of their area. Plans should provide a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings. These documents are known as development plans.

1.4 Bury's Local Plan will sit alongside three other adopted plans in forming Bury's wider development plan, namely:

- Places for Everyone Joint Development Plan (adopted in March 2024);
- Greater Manchester Joint Minerals Plan (adopted in April 2013); and
- Greater Manchester Joint Waste Plan (adopted in April 2012).

1.5 Whereas the joint plans above are part one plans setting out key strategic policies, the Local Plan will be a part two plan covering more locally specific matters. Chapter 2 describes the context for the Local Plan in more detail.

1.6 This draft Bury Local Plan sets out a long-term framework to manage future growth and development in the Borough and covers the period of 2022 to 2042.

1.7 It comprises a series of planning policies against which future development proposals will be considered. The draft Local Plan is accompanied by a draft Policies Map which provides a spatial interpretation of the plan, including identifying specific sites and areas where certain policies will apply.

1.8 The Local Plan is being prepared in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Next steps and proposed timetable

1.9 Moving forward, we will consider comments raised in relation to this draft Local Plan before progressing to Publication Plan which will effectively be a version of the Plan that the Council would wish to see adopted. There will be further consultation on the Publication Local Plan before it is formally submitted to the Secretary of State together with any comments made in response to consultation at the Publication stage.

1.10 There will be further opportunities for you to get involved at each stage and to comment on new policies and proposals as they emerge.

1.11 An independent Inspector will then be appointed by the Government to examine the 'soundness' of the Plan and whether it is legally compliant. If the Plan is found to be sound or if it would be sound subject to modification, we would then seek to formally adopt the Local Plan.

1.12 Following the adoption of the Local Plan, the Council will consider the need to support specific policies with Supplementary Planning Documents that will set out additional detail on how the Council will implement those policies when dealing with specific development proposals.

1.13 Figure 1 sets out the preparation process for the Local Plan as well as the intended timescales.

Figure 1 – Proposed stages and timetable for Bury's Local Plan



* Subject to the timetable of the Planning Inspectorate

Commenting on the draft Local Plan

1.14 Comments are invited on this draft Local Plan, along with any views relating to the supporting evidence. The period for making comments is from 17 March to 23:59 on 12 May 2025.

1.15 In order to give us a clear and accurate picture of your views, you are requested to make your representation on an official comment form which you can access via the Council's web site at www.bury.gov.uk/localplan. In doing so, we will be able to establish your definitive views and can give your representation full consideration before using these to inform the progression to the Publication Local Plan.

1.16 It is the Council's preference for comment forms to be returned electronically to planning.policy@bury.gov.uk. However, you can download a comment form from the above web site and return it by post to the following address:

Strategic Planning and Infrastructure
Business, Growth and Infrastructure
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

1.17 You may also wish to accompany your representation with a request to be notified when:

- The Local Plan is submitted to the Secretary of State for independent examination;
- The Inspector's recommendations following the examination are published; and
- The Local Plan is formally adopted.

1.18 If you want to stay informed about all aspects of the Bury Local Plan you can register your interest by completing our online form at www.bury.gov.uk/localplan. We'll contact you at all key stages of the plan so you can always make your views known. You'll need an email address to register online and you can unsubscribe from the service at any time by emailing your details to planning.policy@bury.gov.uk or calling 0161 253 7800. If you haven't got an email address, you can opt to receive postal updates by calling us.

1.19 **It should be noted that consultation on the Local Plan is not an opportunity to object to sites that have already been allocated through**

the Places for Everyone Joint Plan. Places for Everyone (and the sites allocated within it) was adopted by each of the nine participating districts in March 2024.

1.20 As such, the sites allocated at the Northern Gateway (JPA1.1 and JPA1.2); Elton Reservoir (JPA7); Seedfield (JPA8) and Walshaw (JPA9) are no longer designated as Green Belt and the principle of development on these sites has been established.

1.21 These sites do not form part of the Local Plan and any comments on them cannot be considered through the Local Plan process.

2 Context for the Local Plan

2.1 The planning system in England is plan-led which means that development plans are used to guide and manage future development and as the basis for determining planning applications. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

2.2 The preparation of Bury's new Local Plan needs to be undertaken within the context of existing national and sub-regional planning policies as well as other related strategies and plans.

National planning policy

2.3 All development plans must be prepared within the context of the Government's planning policies. These are primarily set out within the National Planning Policy Framework (NPPF)[1] which sets out the Government's planning policies for England and how these should be applied. The NPPF provides a framework within which locally prepared plans can be produced.

2.4 The NPPF is supported by separate policy documents related to waste[2] and traveller sites[3] as well as more detailed information in Planning Practice Guidance[4].

Places for Everyone

2.5 Places for Everyone (PfE) is a part one plan that covers nine of the ten Greater Manchester districts and was produced collaboratively by the Mayor of Greater Manchester and the nine local authorities[5]. PfE was adopted in March 2024 and provides the strategic framework within which the participating districts need to develop their own part two Local Plans.

2.6 PfE sets out the overall spatial strategy for the nine Greater Manchester districts. Some of the major strategic decisions relating to Bury's future growth and development have already been made through the PfE Joint Plan. For example, it identifies future needs for housing and employment

[1] National Planning Policy Framework
[2] National Planning Policy for Waste
[3] Planning policy for traveller sites
[4] Planning Practice Guidance
[5] Bolton, Bury, Manchester City, Oldham, Rochdale, Salford City, Tameside, Trafford and Wigan Councils

floorspace, allocates strategic sites to help meet these needs and identifies a revised Green Belt boundary.

2.7 This part two Local Plan provides a more detailed set of locally specific planning policies to complement PfE. Given that both documents will be key components of Bury's development plan, there is clearly a need for consistency between the two.

Greater Manchester Joint Minerals and Waste Plans

2.8 The ten Local Authorities in Greater Manchester are the waste and minerals planning authorities for their respective area. Each authority is responsible for land use planning matters for waste and minerals development. The ten Greater Manchester authorities worked together to produce a Greater Manchester Joint Waste Development Plan Document (the Waste Plan), adopted in 2012, and a Greater Manchester Joint Minerals Development Plan Document (the Minerals Plan) which was adopted in 2013.

2.9 The Waste Plan considers all types of waste arisings, including construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority collected waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities.

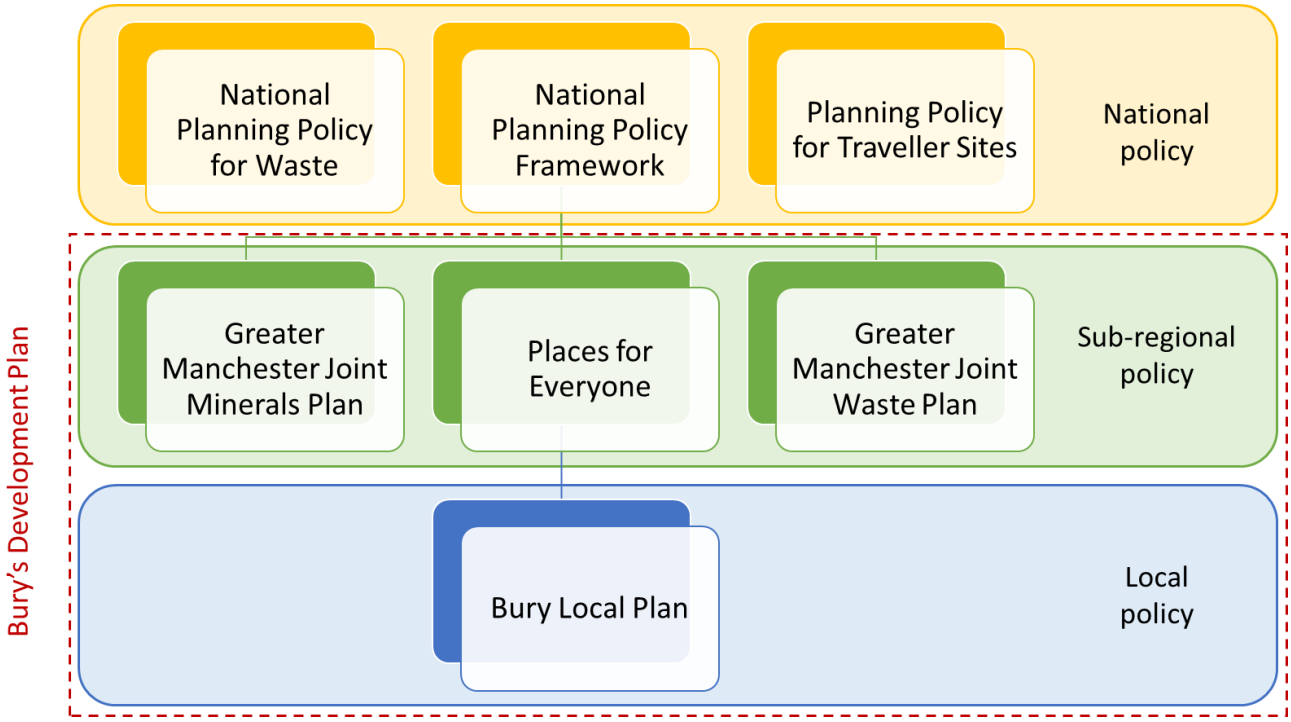
2.10 The Minerals Plan provides a guide to operators and the public about where mineral extraction may take place in future and safeguards mineral resources from other forms of development.

2.11 A review of the Joint Minerals and Waste Plans has indicated that there is a need to update both plans and it is anticipated that this update will commence shortly.

Planning policy hierarchy

2.12 Figure 2 sets out the hierarchy of planning policies that are applicable to Bury.

Figure 2 – Planning policy hierarchy



2.13 The overall development plan for Bury will comprise the Local Plan, the Places for Everyone Joint Plan and the Greater Manchester Joint Minerals and Waste Plans (or any subsequent replacement) and these should be read as a whole to inform the decision-making process. As such, **there is no need for the Local Plan to include policies that are adequately covered within other development plan documents or national policy**.

2.14 Although none have been produced at present in Bury, there is also potential for the development plan to include one or more Neighbourhood Plans. These give communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. However, any Neighbourhood Plan would need to be aligned to the more strategic elements of the development plan, such as the Local Plan and Places for Everyone.

Bury's 'Let's Do It!' Strategy

2.15 Bury's Let's Do It Strategy is a ten-year vision and strategy for the Borough. It seeks to build upon a shared sense of local pride and act as a call to arms

for progressing the local vision of achieving *'faster economic growth than the national average, with lower than national average levels of deprivation'*.

2.16 It is a single strategy for the council, police, health, other public services, the voluntary, community and faith sector and business communities and some of its key aims are to:

- Develop every township in the borough to be better and stronger than before the Covid-19 pandemic;
- Tackle the causes of inequality and ensure that our children have a better start in life, with access to improved education and broader horizons;
- Help every adult to have the opportunity to be their very best through access to high-quality, local work and to help our older residents stay connected and independent;
- Support local businesses as they seek to recover and thrive; and
- Deliver net zero emissions and a cleaner environment for all.

2.17 Bury's Local Plan will play a key role in delivering the vision and aims of the Let's Do It Strategy and, as such, it is important that there is alignment between these two key local strategies.

Evidence base

2.18 The National Planning Policy Framework requires that the preparation and review of Local Plans should be underpinned by relevant, up-to-date and proportionate evidence and this is one of the key tests that an Inspector will consider when examining the soundness of the Plan and determining whether the strategy is justified.

2.19 The evidence base includes relevant documents prepared to support the Places for Everyone Joint Plan as well as other evidence where this is required to support a locally specific approach.

2.20 It also includes an Integrated Assessment which will assess the potential impacts of the Local Plan (embracing a Sustainability Appraisal/Strategic Environmental Assessment, a Health Impact Assessment and an Equalities Impact Assessment) as well as a Habitats Regulations Assessment (HRA) to test if the Local Plan could significantly harm the designated features of a European site.

2.21 The Local Plan will also be supported by an Infrastructure Delivery Plan. This will provide a framework for infrastructure provision over the plan

period, setting out what level of new or improved infrastructure will be required to deliver the growth proposed in the Local Plan.

2.22 The evidence base will continue to develop as the Local Plan progresses.

Duty to Co-operate

2.23 The duty to co-operate was introduced in the Localism Act 2011. It places a legal duty on local planning authorities to engage constructively and actively, and to address strategic cross-boundary matters in preparing local plans. The duty to co-operate is not a duty to agree but rather to engage in a meaningful and substantive way in respect of cross-border issues.

2.24 Local planning authorities must demonstrate how they have complied with the duty at the examination of the local plan. Bury Council will continue to actively and constructively engage with adjoining districts and other organisations and partners.

3 The strategy

3.1 This chapter sets out a broad strategy for the Local Plan in order to give an overview of the proposed approach towards the future growth and development of the Borough.

3.2 The strategy describes a broad direction for the Local Plan's policies and site allocations. It includes an overarching Vision for the Borough; a series of Core Objectives; and a Spatial Strategy that broadly sets out where the Plan will seek to distribute new development as well as key areas where development will be resisted.

3.3 Fundamentally, the strategy for the Local Plan is underpinned by the need to strive towards achieving sustainable development.

Strategic vision

3.4 The Local Plan can significantly influence the growth and development in Bury. At the outset therefore it is important to broadly set out the type of place that we want Bury to be in the future. The Vision for the Bury Local Plan is as follows:

'By 2042 the Borough will have embraced sustainable growth in a managed way and responded to the climate emergency in the delivery of new development.

Underpinned by the transformational Northern Gateway (Heywood/Pilsworth) site, the Borough will have a strong local economy that provides good quality and accessible jobs, and which makes a significant contribution towards boosting the economic output from the north of Greater Manchester.

The Borough will be home to a strong network of thriving and diverse centres, ranging from the sub-regional centre of Bury and other town and district centres at Ramsbottom, Tottington, Radcliffe, Whitefield, Prestwich and Sedgley Park to smaller local and neighbourhood centres.

It will be home to strong, vibrant and healthy communities with reduced inequalities and access to good quality and affordable housing that meets all needs and has been delivered on a combination of previously developed land and strategic housing sites at Walshaw,

Elton Reservoir, Castle Road and Simister. All residents will have good access to open space, education and other community facilities.

The Borough will be home to a high-quality natural environment centred on strategic assets, including the river valleys and West Pennine Moors. It will also have a high-quality and diverse built environment with preserved heritage assets and well-designed places that are safe and resilient to the effects of climate change and which contribute to a carbon neutral Greater Manchester with all new development being zero net carbon.

It will have good connections to surrounding areas and beyond with increased use of sustainable modes of transport and less reliance on fossil-fuelled private motor vehicles which will have helped the Borough achieve higher standards of air quality.'

Strategic objectives

3.5 In order to achieve the Vision and to make Bury the place that we want it to be, it is important to establish a broad framework and direction for the Local Plan. This is set out in the Strategic Objectives for the Local Plan to:

1. **Ensure that the Borough is resilient and adaptive to the cause and effects of climate change and support ambitions for Greater Manchester to be carbon neutral by 2038 and for all new development to be zero net carbon by 2028;**
2. **Make efficient use of land by promoting the redevelopment of available brownfield sites;**
3. **Deliver an appropriate supply of well-designed housing to meet needs;**
4. **Deliver a competitive and diverse local economy and accessible high-quality jobs throughout the Borough;**
5. **Support a hierarchy of vital and viable town, district, local and neighbourhood centres;**
6. **Safeguard existing and promote new tourism and cultural development in appropriate locations;**
7. **Make a positive contribution towards addressing issues associated with deprivation and the health and wellbeing across all the Borough's communities;**
8. **Ensure that the Borough's residents have access to good quality education and other community facilities;**

9. **Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles;**
10. **Ensure that all new development displays high standards of design and layout;**
11. **Positively manage the conservation and enjoyment of the Borough's heritage assets;**
12. **Ensure that the Borough's residents have access to enough good quality green and blue infrastructure, open space, sport and recreation facilities;**
13. **Conserve and enhance the Borough's natural environment and support a net gain in Bury's biodiversity;**
14. **Protect the Green Belt from inappropriate development and support beneficial uses within it;**
15. **Ensure that new development is safe from flooding and does not contribute to increased flood risk elsewhere and to promote improvements to the Borough's water courses;**
16. **Ensure the sustainable management of water, both in terms of sustainable drainage and the protection and efficient use of public water supply resources.**
17. **Prevent both new and existing development from contributing to, or being adversely affected by, poor air quality, unacceptable levels of pollution or hazards;**
18. **Ensure and that new and existing development is supported by necessary infrastructure.**

Spatial strategy

3.6 The National Planning Policy Framework requires plans to set out an overall strategy for the pattern of development in the area to which it relates. The following Spatial Strategy for Bury broadly identifies key locations within the Borough where growth and development will be accommodated as well as broad areas where development will be resisted and this is reflected in the Key Diagram that follows.

3.7 The Places for Everyone Joint Plan includes a broad spatial strategy which recognises that if the forecasted patterns of growth across Greater Manchester continue unchecked, then the current disparities between Greater Manchester's northern and southern areas will widen.

3.8 This is not considered to be consistent with delivering inclusive growth and would adversely impact on the long-term prospects for Greater Manchester. As such, the spatial strategy in Places for Everyone seeks to significantly boost the competitiveness of the northern parts of Greater Manchester (including Bury), whilst ensuring that the southern area continues to make a considerable contribution to growth by making the most of its key assets.

3.9 This Spatial Strategy for the Local Plan reflects the strategic approach set out in Places for Everyone, including the strategic housing and employment sites that are proposed to meet future development needs. However, it also includes more locally specific spatial priorities.

Broad distribution of development

3.10 The strategy for the Local Plan is fundamentally underpinned by an aim to achieve sustainable development and this includes seeking to ensure that development occurs in sustainable locations. This involves focusing development in locations that, as far as possible:

- Are, or can be made, accessible by sustainable forms of transport such as walking, wheeling, cycling and public transport to reduce the need to make car-borne journeys;
- Reduce the need to travel by having good access to jobs, schools, shops and services, parks, civic buildings, health care and other amenities;
- Are, or have the potential to be, connected to existing infrastructure for roads, water, wastewater, and utilities;
- Encourage the re-use of previously developed land;
- Support health and wellbeing and assist in addressing issues associated with the Borough's deprived communities;
- Are safe from flood risk and wouldn't cause increased flood risk elsewhere; and
- Conserve natural resources, habitat, and open space and would not have a detrimental impact on the Borough's heritage assets.

3.11 The Places for Everyone Joint Development Plan uses the Government's standard methodology to calculate housing needs across the plan area. However, as a joint plan, Places for Everyone has enabled a redistribution of some of Bury's housing needs amongst other districts to reflect the availability of land and strategic priorities for the conurbation. As a result, Bury has been able to reduce the housing target over the plan period and,

importantly, this enabled Bury to reduce the amount of Green Belt needed to meet housing needs.

3.12 The Borough's urban land supply is largely made up of brownfield sites within the existing urban areas of Bury and Radcliffe where the greatest brownfield opportunities exist. The Council has a successful track record in securing the regeneration of brownfield sites and the Plan's strategy reflects the continued commitment to support the development of brownfield land, including a significant amount of new housing within the Borough's key town centres.

3.13 However, there simply is not enough brownfield land within the Borough to meet even the reduced housing target in Places for Everyone. Consequently, to address the shortfall, Places for Everyone identifies several strategic housing allocations on land that was previously designated as Green Belt at Seedfield, Walshaw, Elton Reservoir, Castle Road (Unsworth) and Simister. These sites were selected against robust criteria and on the basis that they are in sustainable locations in terms of being well connected to the existing urban area and infrastructure.

3.14 Similarly, Places for Everyone includes an economic strategy that seeks to rebalance the Greater Manchester economy by significantly boosting the economic output from the north of the sub-region. In pursuit of this, Places for Everyone has identified a strategic employment allocation at Heywood/Pilsworth as part of a collection of three employment allocations within the North East Growth Corridor. The Heywood/Pilsworth site straddles Bury and Rochdale and is the most significant proposal for employment development within Places for Everyone.

3.15 The Heywood/Pilsworth site occupies a strategic location adjacent to the M60, M62 and M66 and market analysis considers that this, together with the scale of the opportunity, will attract high-quality businesses and employment opportunities, including advanced manufacturing processes to support product innovation and research activity in Manchester city centre.

3.16 The site provides the opportunity to deliver an internationally significant employment development with the potential to deliver a total of around 1.2 million sq.m. of employment floorspace and it is estimated that the development has the potential to generate around 20,000 jobs.

3.17 However, the Local Plan recognises the importance of ensuring that the Borough includes a wide range of employment sites and accommodation to meet all levels of need and affordability. Consequently, in addition to encouraging new inward investment at Heywood/Pilsworth, the Local Plan seeks to consolidate and enhance existing employment areas and sites

throughout the Borough where these provide, or have the potential to provide, valuable sources of employment often in more affordable accommodation.

3.18 The Local Plan also seeks to direct development involving main town centre uses (such as retail, commercial leisure and offices), towards the Borough's existing hierarchy of centres, ensuring that the scale of the development is proportionate to the position of the centre within the hierarchy. The main focus for these uses will be the Borough's key town centres of Bury, Ramsbottom, Radcliffe and Prestwich although, as the Borough's sub-regional centre, Bury will accommodate the majority of this development.

3.19 The Local Plan recognises the contribution that the Borough's tourism and cultural assets make towards the overall success of the local economy and, as such, the strategy is to encourage growth in this sector by supporting and protecting existing and potential assets and encouraging further appropriate visitor-related development. At present, Bury's key tourism and cultural assets are the East Lancashire Railway; the West Pennine Moors; Bury Market; the Irwell Valley; Bury Transport Museum; the Fusiliers Museum, Lancashire; Bury Art Museum and Sculpture Centre; Bury Libraries; and the Met.

3.20 The growth and development proposed for Bury will require significant investment in infrastructure across the Borough in order to ensure that the additional demands created by this growth are met. This includes the need to make provision for transport, education, healthcare, open space and recreation, community spaces/facilities, digital and telecommunications, waste management, water supply, wastewater and flood risk mitigation.

Conserving and enhancing the environment

3.21 Whilst seeking to accommodate the Borough's needs for growth and development, the Strategy seeks to balance this with the need to conserve and enhance the natural, built and historic environment and to plan for measures to address climate change mitigation and adaptation.

3.22 In doing so, the Plan's strategy is to resist inappropriate development in the Green Belt and to seek to ensure that areas of Green Belt are brought into beneficial use, where appropriate. In broad terms, the Borough's Green Belt covers the following areas:

- In the north and west of the Borough between Bury and Bolton incorporating open land areas to the west of Ramsbottom and southwards through the Hawkshaw, Affetside and Ainsworth areas to the Bradley Fold area of Radcliffe;

- the Irwell Valley between Bury and Ramsbottom;
- in the north and east of the Borough between Bury and Rochdale incorporating open land areas to the east of Ramsbottom and southwards through Shuttleworth and Nangreaves and to the east of Walmersley; and
- in the south and west of the Borough between Bury and Salford incorporating open land to the west of Radcliffe and southwards through Outwood, Philips Park to the west of Prestwich.

3.23 The river valleys of the Irwell and the Roch and their tributaries are the major components of the Borough's strategic green infrastructure network, as are the West Pennine Moors, wildlife corridors and key ecological and geological assets. These areas are intrinsic to the Borough's image and offer a range of benefits such as the potential for climatic adaptation, flood alleviation, opportunities for leisure and health benefits, biodiversity and landscape distinctiveness. Furthermore, they represent significant opportunities for cross-boundary linkages into green infrastructure networks within surrounding districts. The Local Plan seeks to conserve and enhance key areas of Green Infrastructure and to also ensure that new development makes a contribution towards the provision of new and improved Green Infrastructure.

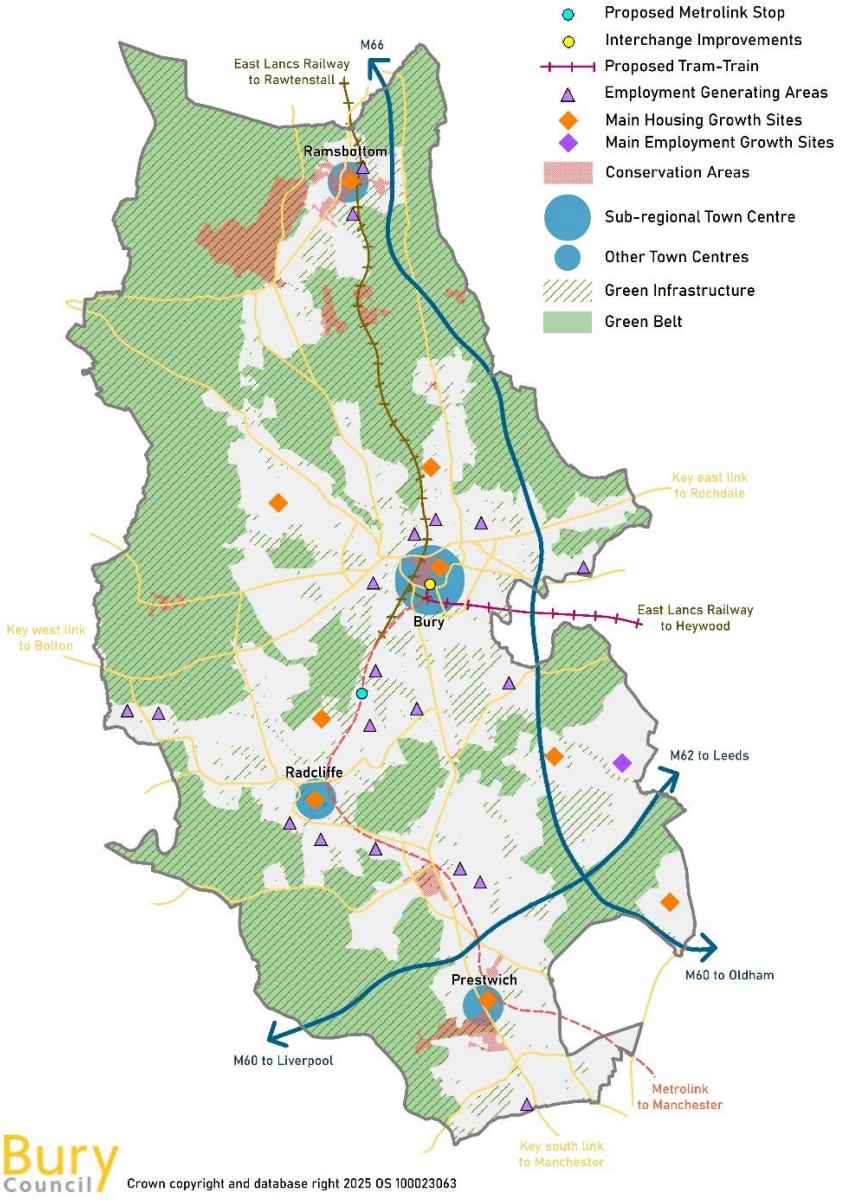
3.24 In terms of the built and historic environment, the Local Plan seeks to positively manage the conservation and enjoyment of the Borough's Conservation Areas, Listed Buildings, Scheduled Monuments, archaeological features and local non-designated heritage assets.

Key Diagram

3.25 The NPPF states that the broad locations for development should be indicated on a key diagram.

3.26 The Key Diagram is shown in Figure 3 below. This shows the key areas for growth in the Borough and, for contextual purposes, includes the strategic allocations from the adopted Places for Everyone Joint Plan. As adopted PfE allocations, these are not part of the Local Plan but are shown on the Key Diagram to reflect future key areas of housing and employment growth in the Borough. Similarly, the Key Diagram also shows the extent of the adopted Green Belt as designated under PfE Policy JP-G9.

Figure 3 – Local Plan Key Diagram



Policies Map

3.27 The NPPF states that land use designations and allocations should be identified on a Policies Map.

3.28 The Local Plan Policies Map will present a spatial interpretation of policies and designations set out in the draft Local Plan. This is available on the Council's web site[6] via an interactive online mapping tool.

3.29 Ultimately, the Local Plan Policies Map will become part of a wider composite Policies Map that will also include adopted allocations and designations from other parts of the development plan i.e. Places for Everyone and the Greater Manchester Joint Minerals and Waste Plans.

[6] https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/policies-map

4 Adapting to climate change

4.1 The NPPF states that the planning system should support the transition to a low carbon future in a changing climate. It should help to:



- Shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience;
- Encourage the reuse of existing resources, including the conversion of existing buildings;
- Encourage the sustainable management of water; and
- Support renewable and low carbon energy and associated infrastructure.

4.2 Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted in 2021, the Council has developed a strategy for achieving carbon neutrality by 2038 and policies in this Local Plan as well as the Places for Everyone Joint Plan include measures that will support ambitions for Greater Manchester to be carbon neutral by 2038 and for all new development to be zero net carbon in operation by 2028.

4.3 The Places for Everyone Joint Plan includes policies designed to contribute towards Greater Manchester's commitments to become carbon neutral by 2038. These include measures to reduce greenhouse gas emissions and to promote decentralised energy infrastructure.

4.4 Through the Local Plan we will seek to address climate change with a positive approach towards renewable and low carbon energy, flood risk, green infrastructure, design, air quality and transport infrastructure whilst assessing the location of development in relation to public transport and accessibility amongst other factors.

Policy LP-CC1: Climate change

The Council will take a proactive approach in ensuring that the Borough is resilient and adaptive to the cause and effects of climate change.

In particular, the Council will seek to:

a. Ensure that new and existing development minimises emissions and maximises the use of renewable energy and resources;

b. Maximise opportunities to encourage modal shift in transportation from private car use to accessible active travel and sustainable transport such as walking, wheeling, cycling and public transport;

c. Achieve a step change in new housing development design to de-prioritise the car and to prioritise space for pedestrians, safe play and cycling;

d. Maintain a comprehensive network of green and blue infrastructure and secure the provision of new green infrastructure in association with new development;

e. Achieve high standards of sustainable design and construction in order to mitigate the effects of climate change;

f. Reduce energy consumption in new buildings through the promotion of sustainable design and layout;

g. Recognise the importance of the use of recycled and low embodied carbon materials;

h. Support opportunities for appropriate renewable and low carbon energy generation;

i. Ensure that new development is not subject to unacceptable levels of flood risk, does not result in increased flood risk elsewhere and, where possible, achieves reductions in flood risk overall;

j. Encourage the incorporation of climate change adaptation measures within the design and layout of new development; and

k. Promote water efficiency.

Justification

4.5 The Local Plan ensures that Bury achieves its social, economic and environmental aspirations, in pursuing sustainable development. Climate change is a cross-cutting theme of the Local Plan, with the majority of chapters contributing to mitigating and adapting to climate change particularly those on energy, air quality, biodiversity, water, green infrastructure, accessibility, design, economic development and housing.

4.6 New development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock will be required to incorporate sustainable design and construction techniques to minimise the Borough's carbon footprint.

4.7 Developers must consider sustainable construction early in the design process to maximise energy and carbon savings and minimise construction and operational costs. Measures to address thermal efficiency, overheating, indoor air quality and moisture must be considered together when retrofitting or building new homes.

5 Meeting our housing needs

5.1 The NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that l and with permission is developed without unnecessary delay.



5.2 The scale of housing growth to be accommodated up to 2039 has been set through the Joint Places for Everyone Development Plan, as set out below:

	Annual average 2022-2039	2022-2025 (annual)	2025-2030 (annual)	2030-2039 (annual)	Total 2022-2039
Bury housing requirement	452	246	452	520	7,678

5.3 As set out in Places for Everyone paragraph 1.56, in the event that a local plan looks beyond 2039, the minimum requirement figure set out in Policy JP-H1 should be used to inform local plan targets. As a result, a requirement of 452 dwellings per year will apply to the period from 2039 – 2042. This results in a total housing requirement of 9,034 dwellings from 2022 – 2042.

5.4 Places for Everyone also seeks to support the delivery of affordable housing, and the delivery of a range of dwelling types and sizes to meet local needs, including specialist housing and the needs of specific groups. It also identifies minimum density standards that new housing development should have regard to.

5.5 The Housing Topic Paper identifies the key housing issues that the Local Plan should seek to address. Some of the key local issues for housing include the need to plan to meet the needs of a growing and ageing

population by ensuring the provision of an adequate supply of appropriate and affordable housing in the right locations and ensuring that development makes an efficient use of land. It is also vital to ensure that new residential development responds to the climate emergency and supports the transition to a low carbon future in a changing climate.

5.6 In response to these issues the Local Plan, alongside Places for Everyone, seeks to deliver an appropriate supply of well-designed housing to meet the Borough's needs.

Policy LP-H1: Housing land provision

The Council will seek to ensure that:

a. Sufficient land is available to deliver the adopted housing requirement for Bury as set out in Places for Everyone Policy JP-H1;

b. The plan, monitor and manage approach is used to ensure that the Borough's housing target is delivered;

c. Encouragement is given to re-using suitable previously developed land for residential use, to aid local regeneration efforts;

d. The targets for affordable housing are met, taking account of viability issues and site characteristics;

e. The specific housing needs of particular groups are catered for, including older persons and those in need of specialist housing;

f. The accommodation requirements of travelling communities are catered for in appropriate locations;

g. Housing sites deliver an appropriate mix of house types, sizes and tenures that reflect the specific housing needs in a particular area; and

h. Best use is made of the existing housing stock and vacancy rates are reduced.

Windfall Development

It is likely that further opportunities for residential development will arise over the plan period on sites that have not been specifically identified in the Strategic Housing Land Availability Assessment or allocated in the Places for Everyone Joint Development Plan. Planning applications on such 'windfall' sites will be considered against the criteria set out in Policy LP-H2.

Justification

5.7 The Local Plan can contribute towards meeting housing needs by ensuring the delivery of sufficient housing to meet the PfE housing requirement that is of the right size, type and tenure to help meet local needs. Furthermore, the Local Plan can help to ensure that new housing is delivered in accessible locations and built to a high standard of design and energy efficiency.

5.8 The detailed design and layout of a particular proposal for new housing development will be considered against Local Plan Policies LP-H8 (The Form and Layout of New Housing Development) and LP-BE6 (Design and Layout of New Development) alongside other relevant development plan policies.

Policy LP-H2: Windfall housing development

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

a. within the urban area or on suitable previously developed land within the Green Belt;
b. on land that is not protected for other purposes;
c. adequately serviced by appropriate infrastructure;
d. not in an area of flood risk from any source (or it can be demonstrated that any flood risk can be managed in accordance with Policy LP-EN8);
e. suitable in land use terms, with regard to amenity, local environment and surrounding land uses; and
f. not in conflict with the overall Spatial Strategy and other policies in the Local Plan and Places for Everyone Plan.

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

Justification

5.9 The Places for Everyone Joint Development Plan identifies strategic allocations for future housing development in Bury. However, planning applications will come forward on sites that haven't been specifically identified in the development plan. These sites are known as 'windfall' sites and they can make an important contribution to meeting Bury's housing needs over the plan period.

5.10 In the past decade, windfall sites have made an important contribution to housing growth in the Borough. It is expected that there will continue to be a steady number of planning applications on small windfall sites (i.e. below five units) over the plan period, including those relating to the conversion of existing buildings and infill development plots in large garden areas. These small sites are extremely difficult to identify and allocate through the Local Plan process as they are often reliant on an owner making a decision about releasing the potential of their properties (e.g. whether to sub-divide a large dwelling).

5.11 Planning applications on larger windfall sites are unlikely to be as numerous but are still likely to make a contribution towards housing growth over the plan period. The Strategic Housing Land Availability Assessment (SHLAA) has sought to identify opportunities from larger sites, but it is inevitable that further opportunities on large sites will present themselves over the plan period.

5.12 Windfalls will help to provide greater housing choice for existing and future residents and this Policy is designed to ensure that the release of further housing land is managed in such a way that accords with the key objectives of the Local Plan. This includes concentrating housing development on suitable sites within the urban area, whilst safeguarding land protected for other uses, including Green Belt.

5.13 The detailed design and layout of a particular proposal for new windfall housing development will be considered against Local Plan Policies LP-H8 (The Form and Layout of New Housing Development) and LP-BE6 (Design and Layout of New Development) alongside other relevant development plan policies.

Policy LP-H3: Housing mix

To ensure that an appropriate mix of dwellings will be delivered over the plan period to address the housing needs of the local community, the Council will require applicants to set out in their supporting documents how their proposed development will help to address local housing needs.

When determining an appropriate mix of dwelling types and sizes in development proposals, account will be taken of:

a. the latest evidence of housing need as set out in the Council's Housing Needs and Demand Assessment and other sources of evidence identifying particular housing needs in an area;

b. the characteristics of the site and surrounding area;

c. the general nature of the proposal; and

d. the affordable housing targets set out in Policy LP-H4.

The Council will support proposals for specialist and supported accommodation in appropriate locations to meet needs. This includes proposals that will provide suitable accommodation for a growing older population, as well as provision for looked after children and care leavers.

Justification

5.14 One of the key issues to be addressed through the Bury Local Plan is the need for a range of house types, sizes and tenures across all different groups in the community. The Housing Needs and Demand Assessment (2020)[7] has made an assessment of housing need by both tenure and type of housing across different sub-areas of the Borough. The analysis indicates the following overall dwelling mix: 1-bedroom (12.6%), 2-bedroom (34.1%), 3-bedroom (32.1%) and four or more-bedroom (21.1%).

5.15 The evidence of housing need will be kept under review, and those looking to submit a planning application for residential developments should take account of the most-up-date evidence of housing needs. The precise mix should be determined on a site-by-site basis taking into account the latest evidence as well as the site location (including density requirements set out in PfE Policy JP-H4), site characteristics and the nature of the surrounding area. In the case of small sites, again these will be considered on a site-by-site basis and may contribute to some of the needs identified rather than the full range.

5.16 The appropriateness of the location for specialist and supported accommodation will depend to some extent on the type of provision and the client group that the provision is for. However, the general expectation is that specialist and supported accommodation should be in sustainable locations with reasonable access to community and support facilities (either on or off site), shops and services and public transport connections. The creation of multi-generational communities will be supported.

5.17 In addition to delivering an appropriate mix of dwelling types and sizes, all new dwellings must be built to the nationally described space standards, and the “accessible and adaptable” standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable in accordance with PfE Policy JP-H3.

[7] An updated Housing Needs and Demand Assessment is currently in preparation and, as such, figures are subject to change. In determining an appropriate mix, regard will be had to the latest available evidence.

5.18 Demand for a range of house types, sizes and tenures across all sections of the community has been identified as a key issue for Bury and Policy LP-H3 sets out the Council's intended approach towards meeting housing needs through new development.

Policy LP-H4: Affordable housing provision

Minimum affordable housing requirements

All developments that provide 10 or more net additional dwellings should deliver affordable housing in line with the following requirements (rounded to the nearest dwelling):

- 10% of all units on developments of 10-24 units should be affordable, subject to viability;
- 25% of all units on developments of 25 or more units should be affordable, subject to viability; and
- 50% of all units on sites of 10 or more dwellings in the Green Belt.

Where there is evidence that a site or development has been artificially split in order to avoid policy requirements by being below the dwelling threshold identified above, the Council will consider whether it would be appropriate to apply the policy requirements to each of the smaller sites individually irrespective of their number of dwellings.

Other housing that is not in the form of individual self-contained accommodation within use Class C2 (for example care homes and nursing homes) will not be required to provide affordable housing.

Vacant building credit

Where an applicant can demonstrate that there are building(s) on the application site which are genuinely vacant, the Council will credit the existing floorspace of the vacant building(s) against the overall floorspace of the new development.

Tenure of new affordable housing

The affordable housing tenure should accord with the definition of affordable housing within Annex 2 of the National Planning Policy Framework.

Subject to the nature and location of the site and other material considerations the tenure mix to be provided should be based on:

- 60% social or affordable rented[8]; and
- 40% affordable home ownership[9].

Exemptions to this tenure mix apply where the proposed development:

a. Provides solely for Build to Rent homes;

b. Provides specialist accommodation for a group of people with specific needs such as purpose-built accommodation for the elderly or students;

c. Is proposed to be developed by people who wish to build or commission their own homes; or

d. Is exclusively for affordable housing, a community-led development exception site, First Homes exception site or a rural exception site.

Build to Rent schemes

All Build to Rent developments are expected to comply with the minimum affordable housing requirements set out above, to be provided in the form of Affordable Private Rent[10], with these dwellings being (in addition to meeting the other requirements set out in this policy):

i. At a rent that is at least 20% less than the local market rent (inclusive of service charges) for an equivalent dwelling;

ii. Occupied by eligible households having regard to household income levels and local rent levels to address local affordable housing need, as agreed between the Council and operator.

Type and size

The eventual amount and mix of affordable housing to be delivered, including dwelling type and size, will be determined by specific site conditions, nature of proposed development and other material considerations, such as viability issues and evidence of need in a particular location. However, the affordable housing provision should generally reflect the mix and range of house types and sizes that are proposed on a site (i.e. 10% or 25% of each type/size).

[8] A separate target will be set for social rented properties following update of the Housing Needs and Demand Assessment.
[9] Affordable home ownership tenures include shared ownership, First Homes, and Discount Market Housing for which a 25% discount will be required.
[10] May also be known as Intermediate Rent.

On-site and off-site provision

Affordable housing provision will be sought on site unless exceptional circumstances can be demonstrated that would warrant off site contributions. Off-site contributions should provide the number of units that would have been delivered on site. Contributions should be in the form of units erected off site, the provision of land to build units or as a last resort, be in the form of a financial contribution (commuted sum).

Design

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

Delivery

Affordable housing provision should be secured through a Section 106 legal agreement and be provided in perpetuity.

The Council will apply this policy on the basis that residential sites have been bought (or are being purchased) at a price that reflects all known development constraints and planning policy requirements, including this affordable housing policy. However, the Council may accept a reduced affordable housing provision if it can be demonstrated that there are genuine viability constraints[11] that would harm the deliverability of a site. In such circumstances, the Council will normally seek to apply an overage arrangement within a legal agreement to secure additional affordable housing (either on site or off site) if any viability issues are resolved over the development period.

Justification

5.19 Increasing the availability of affordable, good quality homes is an important Council priority. Like most other parts of the country, house prices have increased and affordability has worsened in Bury in recent years, which means that many households are unable to access quality affordable housing that meets their housing requirements. Many households are,

[11] Where an applicant seeks to reduce affordable housing or infrastructure contributions for viability reasons, the applicant will be required to provide a full open book financial appraisal and associated supporting information. This will be assessed by an independent viability consultant at the applicant's expense where required.

therefore, living in overcrowded conditions or in sub-standard accommodation.

5.20 As of 31 March 2024, there were 2,211 households on the housing register seeking affordable housing in the Borough, with 1,371 being in a reasonable preference category. The 2020 Bury Housing Need and Demand Assessment update, carried out using the methodology in National Planning Practice Guidance, identifies a need for 448 affordable homes per annum if the backlog of need were to be addressed over 5 years[12].

5.21 In view of the level of need and the importance of ensuring that residents are able to live in a home which meet their living needs at a price they can afford, the Council considers that affordable housing should be provided on all sites of 10 or more dwellings, with a stepped approach to require 10% of homes on schemes of 10-24 dwellings, and 25% on sites of 25 more dwellings. Where development of 10 or more dwellings takes place on land situated in the Green Belt subject to the “Golden Rules” set out in NPPF (2024) there is a requirement to provide 50% affordable housing.

5.22 Where applicants seek to demonstrate that there are particular circumstances where the cumulative effect of policy requirements and policy obligations would render a scheme unviable, an applicant may submit a viability assessment to demonstrate that a lower level of planning obligations would be appropriate in order to enable the development to be delivered, as set out in LP-CO1. Viability assessments must be carried out in accordance with planning practice guidance, will be made publicly available and will be subject to review at the applicant’s expense where necessary. Where appropriate, the Council will incorporate a clawback mechanism into a legal agreement to ensure that additional provisions are made if the development is more viable than originally assumed through the viability assessment. Site specific viability assessment should not be undertaken or taken into account for the purpose of reducing the provision of affordable housing or other developer contributions where development is subject to the “Golden Rules” set out in NPPF (2024).

5.23 In line with National Planning Practice Guidance, a ‘vacant building credit’ will be applied to appropriate developments where a vacant building is either converted or demolished. The vacant building credit will be equivalent to the gross internal area of the building to be demolished or brought back into use.

[12] The Housing Need and Demand Assessment is currently being updated therefore this figure is subject to change.

5.24 The PPG gives discretion to Councils in how the Affordable Housing Credit is operated, subject to ensuring the operation is consistent with the Government's policy intention to incentivise brownfield development.

5.25 For the purposes of establishing whether the vacant building credit will apply, the Council will require the applicant to demonstrate that there are building(s) on the application site which are genuinely vacant. The Council will assess each site on a case-by-case basis, but it will expect that a building has been vacant for a minimum of 12 months and will require the developer to demonstrate that extensive efforts have been made to market the building at a value that is considered reasonable for the building's particular use and location. The Council may at its discretion choose not to apply vacant building credit where it is clear that a building has been made vacant for the sole purposes of redevelopment or the building is covered by an extant planning permission or one that has expired within the last twelve months for the same or substantially the same development. The vacant building credit will not apply when a building has been 'abandoned'.

5.26 It is important to note that provision of affordable housing through developer contributions alone will not be sufficient to meet affordable housing needs. The Council will continue to work in partnership with registered providers, Homes England, developers and landowners to maximise opportunities for affordable housing delivery across the Borough.

Policy LP-H5: Housing for older people and people with disabilities

The Council will seek to secure a broad range of housing choices for older people and people with disabilities (including physical disabilities, learning disabilities and mental health needs), maximising their ability to live independent lives and retain control over their accommodation and services, including through:

a. Requiring all new dwellings to be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable, in accordance with PfE Policy JP-H3;

b. Supporting measures that enable people to stay within their existing homes, such as physical adaptations, provided there is no unacceptable impact on the amenity of neighbouring properties; and

c. Supporting the improvement of existing, and the development of new specialist accommodation, including sheltered housing, extra-care housing, nursing homes and residential care homes.

All development proposals creating ten or more self-contained dwellings will be required to deliver Affordable Housing in accordance with Policy LP-H4.

New residential accommodation specifically targeted at older and disabled people should:

i. Be well-integrated with the wider neighbourhood;

ii. Offer easy access to community facilities, local services and public transport;

iii. Provide sufficient car parking for occupiers (dependant on the nature of the development), staff (in the case of C2 use) and visitors; and

iv. Be designed to reflect relevant best practice, including the Housing our Ageing Population Panel for Innovation (HAPPI) ten key design elements:

v. Where appropriate, provide a range of tenures.

The delivery of homes to meet the optional standard in Building Regulations Part M4(3) of the Building Regulations (or any subsequent revisions to the standard) is encouraged.

Justification

5.27 Ensuring that older people and people with disabilities have access to suitable housing is an important aspect of meeting housing needs within the Borough.

5.28 Recent population projections indicate that there is likely to be a significant increase in the number of people aged over-65. The Housing Need and Demand Assessment (2020) estimates that there will be a need for an additional 578 units of specialist older person (planning use class C3) and 518 units of residential care (use class C2) from 2020-2037. There is expected to be an increase of around 403 dwellings needing major adaptation by 2030 to meet the needs of people illness or disability. This population changes are likely to present some challenges in terms of ensuring specific housing and care requirements of these groups can be met, and sufficient accommodation will have to be delivered to meet these needs.

5.29 PfE Policy JP-H3 requires all new dwellings to be built to the “accessible and adaptable” standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. Ensuring new homes are adaptable

through meeting part M4(2) of the Building Regulations will assist in enabling people to stay within their own homes as needs change, rather than having to move to more specialist accommodation.

5.30 Achieving the higher standard for some homes of being designed as "wheelchair user dwellings" (Building Regulations Part M4(3)) would further increase the flexibility of new homes to adapt to varied needs. Part M4(3) of the Building Regulations distinguishes between "wheelchair accessible" (a home readily useable by a wheelchair user at the point of completion) and "wheelchair adaptable" (a home that can be easily adapted to meet the needs of a household including wheelchair users). The PPG states that Local Plan policies for wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling.

5.31 Although many older and disabled people will live in mainstream housing it is likely that new specialist accommodation will be required during the plan period, and such provision can help to free up family houses for others.

5.32 Greater Manchester was recognised as the UK's first age-friendly city region by the World Health Organisation in 2018 and is seeking to rise to the challenges of our ageing population and the changing nature of later life through the Greater Manchester Age-Friendly Strategy 2024-2034. Policies that meet the needs of older people, especially in terms of housing can help address these challenges.

5.33 As well as considering housing needs, it will also be important to ensure that the requirements of older and disabled people are met through development more generally, for example through the design of public spaces and the concept of 'lifetime neighbourhoods'. Further advice on designing to support our ageing population can be found in 'Creating Age-Friendly Developments' produced by the GM Housing Planning and Ageing Group and the 'HAPPI principles'.

Policy LP-H6: Homes for looked after children and care leavers

The Council will support residential development for looked after children and care leavers where the proposed development is compliant with other policies in PfE and the Local Plan.

In determining applications for new children's homes and Ofsted regulated semi-independent supported accommodation, the Council will seek to ensure that new provision:

a. Is in a suitable, sustainable location and appropriate premises;

b. Does not result in the clustering or overconcentration of provision for looked-after children in any particular area of the Borough; and

c. Gives priority to children and young people from the Bury area in the first instance, in line with local needs.

With regards to criterion b, permission may not be granted where it will be within 400 metres of existing properties meeting similar needs. The Council will make a decision on a case-by-case basis and considering the factors listed above and any site-specific circumstances.

Applicants should liaise with the Council at the earliest opportunity to ensure priority is given to children and young people from the Bury area in the first instance.

Justification

5.34 The NPPF states that the size, type and tenure needed for different groups should be assessed and reflected in planning policies, including the needs of looked after children. Caring for looked after children is an important part of the Local Authority's role, and it is important that these potentially vulnerable children and young people are provided with the right homes in the right places, with access to schools / colleges and the support that they need.

5.35 The planning system is not the only regulatory regime relevant to children's homes. Section 11 of the Care Standards Act 2000, the Children's Homes (England) Regulations 2015 require children's homes to be registered with Ofsted. The Supported Accommodation (England) Regulations 2023 apply to supported accommodation accommodating looked after children and/or care leavers aged 16 and 17. There is also guidance that care providers should follow when registering and operating such properties. This includes the preparation of location assessments to show the steps that have been taken to make sure that the home is needed locally, is in the right place and is safe, and that it promotes positive opportunities for children and young people.

5.36 New children's homes and Ofsted registered semi-independent supported accommodation should be within sustainable locations, appropriate for the proposed occupants and comply with the criteria set out in the policy. New facilities must be well integrated into the local community and operated in accordance with a robust Management Plan.

5.37 In order to support the best interests of the occupants of these homes and to protect local character and amenity, it is important that new developments do

not result in an overconcentration of homes for looked after children and care leavers within a local area. In order to demonstrate that the proposed development would not result in any clustering of children's residential care home uses and Ofsted registered supported accommodation the Council will seek to avoid new provision being approved within 400 metres of existing provision. Applicants should carry out an assessment and provide this as part of their planning application, although it is acknowledged that some such information will not be publicly accessible in order to safeguard the children in care. The Council will utilise GIS and other desktop assessment tools in assessing the information provided.

5.38 It is important to note that planning permission will not be required in all cases of development of children's homes, including for changes of use from dwelling houses in class C3 of the Town and Country Planning (Use Classes) Order 1987 where the children's home remains within class C3 or there is no material change of use to class C2 (to be determined on a case by case basis). It will not be possible to apply this policy in such situations. We would however encourage all accommodation providers to engage with the Local Authority to ensure that the accommodation and its location are appropriate to meet local needs.

5.39 If the Council determines that such changes of use require further control to ensure that vulnerable children and young people are accommodated in appropriate locations and any wider issues of community integration are addressed, then the Council may take a view that a change of use from a dwelling-house to a children's care home will result in a material change of use, on a case-by-case basis. If appropriate the Council will seek to introduce an Article 4 Direction covering part, or all, of the Borough to remove relevant permitted development rights.

Policy LP-H7: Custom, self-build and community-led housing

The Council will seek the provision of at least 5% of all dwellings on developments of 200 or more homes to be serviced plots for sale to self-build and custom housebuilders where practicable[13]. The provision will take account of:

a. Evidence of local need;

b. The nature of the development proposed; and

[13] For example, where a site is comprised solely of specialist accommodation, affordable housing, build-to-rent accommodation or predominantly high-density apartment development due to its location, characteristics or other planning policy requirements the Council will not seek the provision of custom or self-build plots.

c. The viability of the development.

Where it can be demonstrated that there is no demand for the provision of self-build plots after having been made available in serviced form at a realistic price and marketed appropriately over a continual 6-month period, consideration will be given to these plots being provided as shell homes or affordable housing in the first instance, or the developer's standard product as a last resort.

Applications for custom, self-build and community-led housing will be favourably considered where this is consistent with other policies, proposals and wider objectives of the Local Plan. Applications must be accompanied by a site wide infrastructure strategy, and fragmented approaches to infrastructure delivery will not be supported.

Justification

5.40 The NPPF states the housing needs for different groups in the community should be assessed and reflected in planning policies. This should include the needs of people who wish to commission or build their own homes. Self-build and custom-build housing is defined as housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.

5.41 Community-led housing is where people and communities play a leading and lasting role in addressing their own housing needs, providing an alternative form of housing delivery and diversifying the housing market. The definition of community-led housing includes a wide-range of ownership, occupancy and management models including (but not limited to) community land trusts, housing co-operatives and cohousing.

5.42 It should encompass the following three principles:

a. Meaningful community engagement and consent occurs throughout the development process. The community does not necessarily have to initiate and manage the process, or build the homes themselves, though some may do so.

b. The local community group or organisation owns, manages or stewards the homes and in a manner of their choosing, and this may be done through a mutually supported arrangement with a Registered Provider that owns the freehold or leasehold for the property; and

c. The benefits to the local area and/or specified community must be clearly defined and legally protected in perpetuity.

5.43 The Self-build and Custom Housebuilding Act of 2015 requires local planning authorities to prepare and maintain a register of individuals and associations of individuals who are seeking to acquire serviced plots of land for their own self-build and custom housebuilding. As of 31 December 2024, there are 203 individuals and 3 associations seeking single plots within the Borough on the register.

5.44 A Section 106 planning obligation will be required to secure the delivery of self-build plots in accordance with this policy and must include details of a marketing strategy for the self-build plots on the application site and other measures intended to ensure effective engagement with the community and parties on the self-build register. Plots should be carefully selected to ensure they can be serviced in an agreed specified period in the construction programme and are attractive to prospective self and custom house builders.

5.45 The planning obligation will also set out the circumstances under which the requirement to deliver self-build plots will be released. Evidence demonstrating that it was not possible to deliver the custom and self-build plots, or secondly shell homes, will be required with any subsequent full application or reserved matters for the plots in question.

5.46 In respect of 'shell homes' they will be expected to be offered at a point prior to 2nd fix. Developers may offer options and packages to completion but purchasers should not be tied into the use of such services as a condition of sale. Options that offer prospective purchasers involvement in customising external appearance (where appropriate), internal arrangements and sustainability credentials are also encouraged. In order to avoid custom-build sites being left in a poor condition with incomplete highways and communal areas the Council will, where appropriate, require applicants to enter into a S106 legal agreement to ensure the principal access road and communal areas, plus any other mitigation, as may be appropriate, is delivered to adoptable standards by an agreed trigger, during the build out of the site.

5.47 The affordable housing requirement (Policy LP-H4) should be calculated on 100% of the unit numbers, including the self-build element.

Policy LP-H8: Gypsies, travellers and travelling showpeople

The Council will seek to meet the needs of Gypsies, Travellers and Travelling Showpeople, on appropriate sites, with a preference for such sites to be on previously developed land. Sites should:

a. provide an acceptable living environment for future occupiers;

b. not be subject to physical constraints or other environmental issues that cannot be mitigated, or that would impact upon the health, safety or general wellbeing of residents on the site, including (but not limited to) consideration of land contamination, biodiversity / geodiversity and the historic environment;

c. not be in an area of flood risk from any source (unless it can be demonstrated that any flood risk can be managed in accordance with Policy EN8);

d. be in a sustainable location, with good access to public transport routes, shops, schools and other community facilities;

e. have safe and suitable vehicular and pedestrian access to the highway network;

f. have adequate space for operational needs including the parking, turning and servicing of vehicles and the storage of equipment

g. be served (or can be served) by adequate facilities and services that are required to meet the needs of the occupiers, including facilities for sewage and waste disposal, water and power supplies, and drainage;

h. have no significant adverse effect on the amenity of nearby residents or operations of adjoining land uses; and

i. be well integrated within the local townscape, using boundary treatments and screening materials which are sympathetic to, and in keeping with, the surrounding area.

If the proposal meets the above criteria, applications for sites that are required to meet the identified needs of Gypsies, Travellers and Travelling Showpeople will be favourably considered where this is consistent with other policies, proposals and wider objectives of the Local Plan.

Justification

5.48 As set out in NPPF and the Planning Policy for Traveller Sites (PPTS), the needs of different groups in the community, including travellers should be assessed and reflected in planning policies. The latest evidence (set out in the Greater Manchester Gypsy and Traveller Accommodation Assessments of 2024 and 2018) suggests a need for 5 additional pitches for gypsies and travellers and 4 plots for travelling show people.

5.49 The Local Plan policy above sets out the key locational criteria that will be used to help identify appropriate sites and determine applications across the

Borough. A call for sites has been carried out but no sites have been put forward for Gypsy and Traveller or Travelling Showpersons provision. The policy will be used to help identify sites for accommodation for travelling communities as well as to assess planning applications on sites that are not specifically identified for that purpose.

5.50 The policy reflects the need to ensure that sites are in sustainable locations where the occupants can access the range of facilities and services that would normally be enjoyed by members of the settled community. The health and safety of the occupants is also an important consideration, and sites will need to be located in areas where the quality of the environment is at the same acceptable standard as other residential sites.

Policy LP-H9: Alterations and extensions to residential properties

Applications for house extensions and alterations will be considered with regard to the following factors:

a. the size, shape, design and external appearance of the proposal;

b. the character of the property in question and the surrounding area;

c. the amenity of adjacent properties;

d. visibility for pedestrians, cyclists and drivers of motor vehicles;

e. provision for parking, access, and refuse storage;

f. the sustainable management of surface water;

g. the impact on any underground utility services; and

h. the potential presence of roosting bats and nesting birds.

Justification

5.51 Whilst changes to the General Permitted Development Order now allow some forms of residential extension to go ahead without a need for planning permission, some alterations still require planning permission.

5.52 Extensions and alterations to dwellings, including garden extensions and garages, can be visually intrusive; restrict daylight, privacy and outlook to neighbouring properties; potentially impact wildlife; and unacceptably reduce the available garden area. This policy seeks to ensure that where it is within the Council's control, alterations and extensions to residential properties are

of a high standard of design and would not cause unacceptable adverse impacts.

5.53 As such, it is considered necessary to include this Policy to manage the design, form and size of proposed extensions and alterations to ensure that they are sympathetic in nature with the original building and surrounding area.

Policy LP-H10: Residential conversions

The Council will consider applications for the conversion of buildings into two or more self-contained units having regard to the following factors:

a. the effect on the amenity of neighbouring property through noise, visual intrusion, the position of entrances, provision and impact of parking areas, extensions and fire escapes;

b. the general character of the area and the existing concentration of flats;

c. the amenity of occupants;

d. the effect on the street scene of any changes to the external appearance of the building; and

e. access, car parking, secure cycle storage and servicing requirements (including waste and recycling storage).

Justification

5.54 Given the trend towards smaller households, the conversion of buildings into self-contained units can be an effective way of providing small, relatively low-cost accommodation.

5.55 However, it is necessary to ensure that dwelling standards are maintained and to ensure that, generally, an over-provision of such property does not adversely affect the need to maintain a good mix of housing types or the character and amenity of residential areas.

5.56 It is important to note that a change of use to two or more self-contained units may not always require planning permission because it may be subject to permitted development rights. It will not be possible to apply this policy in such situations. If there is evidence that such changes of use are having a significant negative impact on the character of residential neighbourhoods then the Council will seek to introduce an Article 4 Direction covering part, or all, of the Borough to remove the relevant permitted development rights.

Policy LP-H11: Houses in multiple occupation

Applications for the conversion of buildings into houses of multiple occupation or the development of new houses in multiple occupation will only be permitted where it can be demonstrated that the proposal would not, either individually or cumulatively with other completed developments and schemes with planning permission or prior approval:

a. Have an unacceptable impact on the amenity of neighbouring properties through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes.

b. Have an unacceptable impact on the positive residential character of the surrounding neighbourhood, having particular regard to potential increases in:

    i. Noise and disturbance;

    ii. On-street car parking; and

    iii. Waste management requirements.

c. Result in any house that is in use as a single dwelling being immediately adjacent to more than one house in multiple occupation (immediately adjacent properties include properties directly behind, as well as to either side).

d. Result in an unacceptable concentration of HMOs in the area. Proposals which would result in more than 10% of properties (residential and commercial) being classed as HMOs within a 50m radius of the application property will not be considered acceptable.

In determining applications for HMOs, regard will be had to:

e. the amenity of occupants and internal layout of the property;

f. the effect on the street scene of any changes to the external appearance of the building;

g. car parking, secure cycle storage and servicing requirements (including waste and recycling storage); and

h. arrangements for management and maintenance of the HMO.

Justification

5.57 HMOs can provide a cost-effective form of accommodation and contribute to meeting housing needs. However, such uses require careful control to ensure they do not compromise the residential amenity of the neighbourhood or the amenity of individual dwellings.

5.58 It is also important to ensure the HMOs provide suitable living standards for future occupants. This will include having regard to the Council's HMO licensing requirements, internal layout of the property, as well as the appropriate provision of outdoor amenity space. Planning applications for Houses in Multiple Occupation (HMOs) will also be required to make provision for new or enhanced open space, sport and recreation to meet the needs of the prospective residents in accordance with LP-GI3.

5.59 It is important to note that HMOs may not always require planning permission for conversion from a single dwelling, because they may be subject to permitted development rights, or the proposed use may be judged not to be materially different from the existing use. It will not be possible to apply this policy in such situations. If there is evidence that such changes of use are having a significant negative impact on the character of residential neighbourhoods then the Council will seek to introduce an Article 4 Direction covering part, or all, of the Borough to remove the relevant permitted development rights.

6 Delivering economic growth



6.1 The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

6.2 In terms of economic development, Places for Everyone (PfE) establishes the quantitative floorspace requirements for industrial and warehousing and office development across the Plan area and seeks to ensure a distribution of development that helps to achieve the strategic economic priorities for Greater Manchester. This includes the aim to rebalance the Greater Manchester economy by significantly boosting the economic output of the northern districts and the identification of the Northern Gateway (Heywood/Pilsworth) strategic employment site to help to achieve this.

6.3 Some of the key issues associated with the Borough's existing local economy and employment[14] are connected to a traditionally inadequate land supply, low quality and low paid employment opportunities and the need to create greater economic diversity to minimise the impact of declining employment in the manufacturing sector and anticipated public sector cuts.

6.4 In response to these issues, it is proposed that the Local Plan, alongside Places for Everyone, should seek to deliver a competitive and diverse local economy and high-quality jobs in a way that does not compromise carbon targets.

[14] References to 'employment' within the Local Plan relate to offices [E(gi)], research and development [E(gii)], light industrial [E(giii)], general industrial [B2] and warehousing [B8] uses as identified in the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy LP-E1: Employment floorspace requirements

To contribute towards achieving the overall employment floorspace requirements set out in the Places for Everyone Joint Plan, at least 971 sq.m. of office floorspace and at least 617,753 sq.m. of industrial and warehousing floorspace will be provided in Bury.

Justification

6.5 PfE policies JP-J3 and JP-J4 identify gross floorspace requirements for the whole plan area for offices and industry/warehousing development over the period 2022 to 2039[15]. The requirements are for at least 2,019,000 sq.m. of office floorspace and 3,513,000 sq.m. of industrial and warehousing floorspace. These requirements are not broken down to district level, although tables 6.1 and 6.2 in PfE set out the distribution of the identified supply for offices and industry and warehousing.

6.6 To ensure that Bury makes a sufficient contribution to meeting the overall employment requirements identified in PfE, at least 971 sq.m. of office floorspace and at least 617,753 sq.m. of industrial and warehousing floorspace will be provided in Bury over the period 2022 to 2042. These requirements have determined by:

- Calculating Bury's proportion of the total supply of floorspace across the 9 districts as shown in PfE tables 6.1 and 6.2
- Applying this proportion to the policy requirement figures in PfE policies JP-J3 and JP-J4
- Making an additional allowance to cover the period from 2039 to 2042, given the supply figures and overall requirement in PfE are for the period to 2039. This allowance has been derived by simply applying the annual average requirements for 2022 to 2039 to the 2039 to 2042 period[16].

6.7 The approach taken to disaggregating the overall employment requirements to a district level is that put forward by the 9 PfE districts through main modifications proposed during the examination of the Plan. Ultimately, the Inspectors determined that such modifications were not necessary to make the plan sound given there is no specific requirement in national policy to establish district level requirement figures as part of a joint plan. Notwithstanding this, the methodology is considered to remain appropriate

[15] Gross relates to the addition of employment floorspace; it does not take into account any employment floorspace that may be lost because of demolition or changes of use / conversions.
[16] The approach is consistent with paragraph 1.56 of PfE which states that if a local plan looks beyond 2039, the minimum requirement figures set out in policies JP-J3 and JP-J4 should be used to inform local plan targets.

for disaggregating the employment requirements set out in PfE for the purposes of the Local Plan.

Policy LP-E2: Business, industrial and warehousing development

In addition to the Places for Everyone strategic employment site at the Northern Gateway (Heywood/Pilsworth), the Council will also encourage business [Class E(gii and iii)], industrial [Class B2] and warehousing [Class B8] development within the Borough's established employment areas and other suitable locations.

In considering proposals for new industrial and warehousing development, the Council will have regard to the following:

a. The scale, size, density, layout and height of the development and the materials used;

b. Access, servicing and car parking provision;

c. The room for manoeuvring goods vehicles clear of the highway;

d. Landscaping and boundary treatment, which must be integrated with the strategy for surface water management;

e. The potential effect of noise, light, dust, smell, vibration, air and water pollution on neighbouring properties, public health and the general environment;

f. The health and safety of employees, visitors and adjacent occupiers;

g. The potential use of Ultra Low Emissions Vehicles and the incorporation of measures to encourage active travel; and

h. The incorporation of full fibre connections, including ducting capable of accommodating more than one digital infrastructure provider.

The Council will also have regard to Local Plan Policy LP-BE6 when considering the design and layout of any new business, industrial and warehousing development.

Justification

6.8 This policy will be used as a basis for assessing the overall design and environmental impact of new proposals for business, industrial and warehousing development. Ensuring good design in terms of scale, size,

density, layout, height and materials is important in maintaining and improving the image of the Borough.

6.9 At the same time, it is important that the surrounding environment is protected and that potential health and safety matters and the incorporation of measures to encourage more sustainable travel are fully considered.

Policy LP-E3: Office development

The Council will seek to encourage office growth [Class E(gi)] to support the spatial strategy set out in the Places for Everyone Joint Plan and the aim to boost northern competitiveness.

The focus of new office development should be the Borough's key town centres due to their strong local profile, excellent public transport connections and access to services.

As a main town centre use, the location and scale of proposals for new office development will be considered against the requirements of Local Plan Policy LP-TC2.

The Council will also have regard to Local Plan Policy LP-BE6 when considering the design and layout of any new office development.

Justification

6.10 Office development is defined in the National Planning Policy Framework as a main town centre use. The NPPF operates a 'town centres first' approach to main town centre uses stating that these should be located in town centres, then in edge of centre locations and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

6.11 In accordance with the NPPF, Places for Everyone states that Bury town centre, with its strong local profile, excellent transport connections and access to services, should be the focal point for this development and this is reflected by Policy LP-E3.

6.12 The principle of proposals for new office development will be considered against Local Plan Policy LP-TC2 (Managing the Location and Scale of Main Town Centre Uses) and the design and layout of the development against Local Plan Policy LP-BE6.

Policy LP-E4: Employment Generating Areas

The Council will seek to ensure that the Borough's established Employment Generating Areas (EGAs) are consolidated, retained and, where necessary, regenerated to help to create a sustainable, diverse and competitive local economy, to provide certainty to businesses operating from within them and to maintain existing and future employment opportunities for the Borough's residents.

Acceptable Uses Within an EGA

Within the EGAs identified on the Policies Map, development will only be allowed for Business [Class E(gii and iii)], General Industrial [Class B2] and Warehousing [Class B8] uses.

Appropriate built waste management facilities may also be acceptable within any EGA.

Proposals for Other Uses within an EGA

Proposals for other uses on sites within an EGA will not be permitted unless an applicant can clearly demonstrate that:

a. There is no reasonable prospect of the site (either in full or part) continuing to be used for employment purposes under current market conditions. Applicants will be required to provide evidence to show that the re-use of the site for employment purposes is not commercially viable and evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value.

b. The development would not adversely affect other existing employment uses operating within the EGA; and

c. The proposal is in accordance with other relevant development plan policies.

Where criterion (a) – (c) are satisfied, the Council will require a one-off financial contribution to compensate for the loss of the employment land[17] unless there are demonstrable plans in place for the business occupying the site to relocate to an alternative site within the Borough.

The following areas are designated as Employment Generating Areas, and these are shown on the Policies Map:

[17] Contributions will be based on the Government's latest land value estimates for industrial land in Bury (https://www.gov.uk/government/collections/land-value-estimates)

- **LP-E4/1: Ramsbottom North.**
- **LP-E4/2: Ramsbottom South.**
- **LP-E4/3: Chamberhall, Bury.**
- **LP-E4/4: Fernhill, Bury.**
- **LP-E4/5: Freetown, Bury.**
- **LP-E4/6: Bridge Hall Lane, Bury.**
- **LP-E4/7: Daisyfield, Bury.**
- **LP-E4/8: Pilsworth.**
- **LP-E4/9: Warth Business Park, Bury.**
- **LP-E4/10: Hardy's Gate, Bury.**
- **LP-E4/11: Bradley Fold, Radcliffe.**
- **LP-E4/12: Eton Hill Road, Radcliffe.**
- **LP-E4/13: Radcliffe West, Radcliffe.**
- **LP-E4/14: Polyflor, Radcliffe New Road, Whitefield.**
- **LP-E4/15: Park 17, Whitefield.**
- **LP-E4/16: Albert Close Trading Estate, Whitefield.**
- **LP-E4/17: Sedgley Trading Estate, Prestwich.**

Justification

6.13 The Borough's larger concentrations of employment uses are designated as Employment Generating Areas (EGAs) and are identified on the Policies Map. The Borough contains seventeen EGAs ranging from the older, inner industrial areas of Bury, Radcliffe and Ramsbottom to the more modern areas such as Park 17 and Pilsworth.

6.14 If existing firms and jobs are to be protected in the Borough, it is important that investment for employment generating purposes is encouraged. Protecting EGAs for employment uses will help to achieve this by providing businesses with a degree of certainty as to the future use of these areas, avoiding the introduction of conflicting land uses and having an important part to play in retaining local employment opportunities.

6.15 The focus of Policy LP-E4 is on the consolidation and retention of EGAs in employment use and, where opportunities arise for new development or the recycling of existing sites, to encourage development involving business [E(gii and iii)], general industrial [B2] and warehousing [B8] uses. Proposals for new business, industrial or warehousing development within an EGA will

be considered against Local Plan Policies LP-E1 (Business, Industrial and Warehousing Development) and LP-BE6 (Design and Layout of New Development).

6.16 In addition, the nature of such areas means that they may also be suitable for uses associated with built waste management facilities. Although not strictly within the E(g), B2 or B8 range of uses, built waste management facilities are generally industrial in appearance and the nature of EGAs mean that there are unlikely to be issues connected to conflicting land uses.

6.17 When considering proposals for non-employment uses within EGAs, the Council will require the applicant to submit robust evidence to demonstrate that there is no reasonable prospect of the site being used for employment purposes at that time. In doing so, an applicant will be required to provide evidence to show that the re-use of the site for employment purposes is not commercially viable. Furthermore, an applicant will also be required to supplement an application with evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value, showing the full extent of interest in the site as a result.

6.18 One of the Council's fundamental concerns when considering proposals for non-employment uses within an EGA will be whether this would be likely to have any adverse implications for other existing businesses operating within the EGA as well as for the prospective occupiers of the non-employment uses. For example, where housing is proposed near existing employment uses, this may give rise to pressure to curtail employment uses to the detriment of the wider EGA.

6.19 In the event that the applicant is able to demonstrate that there is no reasonable prospect of the site being retained in employment use under current market conditions and that the proposal would not have an unacceptable adverse impact of remaining businesses within the EGA, the proposal may be acceptable subject to a one-off payment (based on the latest Government land value estimates for industrial land in Bury) to compensate for the loss of employment land. Contributions will be used by the Council to help to bring forward alternative employment opportunities elsewhere in the Borough.

6.20 However, the one-off payment would not be required where it can be clearly demonstrated that that the business operating from the site would be relocating to an alternative site within the Borough.

Policy LP-E5: Employment sites outside Employment Generating Areas

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

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

However, in instances where an existing employment site is considered suitable in land use terms, an applicant will be required to:

a. Provide evidence to show that the re-use of the site for employment purposes is not commercially viable and evidence that the site has been robustly marketed for a minimum of 12 months at a realistic value to demonstrate that there is no reasonable prospect of the site (either in full or part) continuing to be used for employment purposes under current market conditions; and

b. Demonstrate that the proposal is in accordance with other relevant development plan policies.

Where criterion (a) and (b) can be satisfied, the Council will require a one-off financial contribution to compensate for the loss of the employment land[18] unless there are demonstrable plans in place for the business occupying the site to relocate to an alternative site within the Borough.

Justification

6.21 Outside the Employment Generating Areas set out under Policy LP-E3, the Borough contains a significant amount of either individual or small clusters of employment uses which, given Bury's industrial heritage, often comprise older premises in secondary locations and close to residential areas.

6.22 Whilst these sites may not always be in prime locations, they can often provide more affordable accommodation and offer the opportunity for people to work close to where they live, thus potentially reducing travel distances

[18] Contributions will be based on the Government's latest land value estimates for industrial land in Bury (https://www.gov.uk/government/collections/land-value-estimates)

and reliance on the private car as a way of travelling to work. Consequently, Policy LP-E5 broadly supports the retention of appropriate sites as important local opportunities for employment.

6.23 Where existing employment sites are inappropriate in land use terms, proposals for other non-employment uses will be encouraged provided that they accord with other development plan policies.

6.24 However, where non-employment uses are proposed on a site that is considered appropriate in land use terms, the Council will require the applicant to submit robust evidence to demonstrate that there is no reasonable prospect of the site being used for employment purposes under current market conditions. In doing so, an applicant will be required to provide evidence to show that the re-use of the site for employment purposes is not commercially viable and that the site has been robustly marketed for a minimum of 12 months at a realistic value, showing the full extent of interest in the site as a result.

6.25 If the applicant is able to demonstrate that there is no reasonable prospect of the site being retained in employment use under current market conditions, the Council will require a one-off payment (based on the latest Government land value estimates for industrial land in Bury) to compensate for the loss of employment land. Contributions will be used by the Council to help to bring forward alternative employment opportunities elsewhere in the Borough.

6.26 However, the one-off payment would not be required where it can be clearly demonstrated that that the business operating from the site would be relocating to an alternative site within the Borough.

7 Supporting our centres

7.1 Town centres are locations that sit at the heart of our communities. The vitality of town centres is largely underpinned by retail activity but recent years have seen significant challenges to this sector, particularly with the impacts of rapidly changing shopping patterns which have been escalated by the pandemic. In turn, this has presented a significant challenge to the Borough's hierarchy of centres.



7.2 The NPPF specifies that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

7.3 Some of the key local issues associated with the Borough's town centres are varying levels of vitality in the Borough's key centres and that changing shopping patterns are resulting in a reduction in high street retailing. The Council's key aim is to support and enhance the vitality of the Borough's hierarchy of centres. This will include adopting the 'town centres first' approach to proposals for main town centre uses[19] but to also allow centres to grow and diversify in a way that can adapt to rapid changes in the retail and leisure industries by promoting a suitable mix of uses, including additional housing to encourage increased town centre living.

7.4 Town centres have developed over many years and, inevitably, circumstances change over time with new opportunities for regeneration arising on a fairly consistent basis. In order to support the vitality and resilience of these town centres and to ensure that they adapt and evolve, it is important that the redevelopment of town centre regeneration opportunities is heavily promoted.

[19] As defined in Appendix 2 of the National Planning Policy Framework

Policy LP-TC1: Hierarchy and role of centres

The Council will seek to maintain and enhance the vitality of the Borough's hierarchy of town, district and local centres by making them the key focus for new development involving main town centre uses.

The Borough's hierarchy and respective roles of centres is as follows:

Sub-regional town centre

- Bury - As the Borough's sub-regional centre and most accessible location, Bury town centre will continue its role as the Borough's key location for shopping, services, leisure, tourism and cultural facilities supported by residential, healthcare and educational uses.

Other town centres

- Ramsbottom – will continue to consolidate as a thriving centre based predominantly on its mutually supportive functions as a specialist retail, food and drink, market and tourist destination.
- Radcliffe – will continue to build on town centre regeneration opportunities and environmental improvements, including residential-led opportunities to help consolidate it as a vibrant centre catering primarily for the needs of surrounding communities.
- Prestwich – will continue to regenerate and consolidate as an 'urban village' where people live and work and where the 'village' centre provides the focus for the life of the local community, assisted by the redevelopment of the Longfield Centre.

District centres

- The Borough's district centres of Tottington, Whitefield and Sedgley Park will continue to function as largely retail and service centres providing for the needs of local communities.

Local centres

- The Borough's local centres will be maintained and enhanced as predominantly retail centres providing for purely local needs.

Neighbourhood Centres

- The Borough's neighbourhood centres will be maintained and enhanced as predominantly retail centres providing for the day-to-day needs of local residents and businesses.

Additional local centres will be necessary to serve major population increases arising through the significant new residential/employment allocations identified in Places for Everyone at Walshaw, Elton Reservoir, Heywood/Pilsworth and Simister.

Justification

7.5 The Borough is host to a diverse hierarchy of centres ranging from the sub-regionally significant town centre of Bury which acts as the Borough's key focal point, to smaller local and neighbourhood centres which serve the local and day-to-day needs of the area. The specific centres making up the hierarchy are shown on the Policies Map.

7.6 Traditionally, retail activity has underpinned the vitality of our centres. However, recent years have seen high streets across the country having to contend with rapid changes and substantial challenges arising largely through substantial growth in multi-channel retailing.

7.7 The scale of change has meant that if they are to survive as functioning centres, many will need to adapt their role and become less reliant on retail activity to support footfall.

7.8 In terms of larger town centres, there is a need to ensure that they improve their resilience by becoming vibrant centres for living, culture, entertainment, leisure, shopping, business and civic activity.

7.9 Lower order district, local and neighbourhood centres fulfil progressively more localised functions serving the needs of their surrounding communities. Retail uses underpin these centres and the Local Plan seeks to maintain this role where possible.

7.10 New development brings additional demands for a wide range of facilities and it will be necessary to require additional local centres to support new communities or workers where these might otherwise have limited access to centres elsewhere.

Policy LP-TC2: Managing the location and scale of main town centre uses

The Council will seek to maintain and enhance the vitality of the Borough's hierarchy of centres by ensuring that proposals for main town centre uses are in an appropriate location and that proposals for retail, leisure and office development are of a scale that would not have significant adverse impacts.

Location

In managing the location of main town centre uses, the Council will require a sequential assessment in conjunction with planning applications involving sites that are not in an existing centre[20] and are not in accordance with the Local Plan.

Main town centre uses should be located within existing centres, then in edge of centre locations[21]; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Scale

To ensure that full consideration is given to the scale of development and whether this would have any significant adverse impacts, proposals involving additional retail or leisure development in locations that are not in an existing centre, are not in accordance with the development plan and are in excess of the following thresholds should be accompanied by an Impact Assessment:

a. An increase of more than 500 sq.m. (gross) of retail floorspace [Class E(a)] or leisure floorspace[22]; or

b. An increase of between 250 sq.m. and 500 sq.m. (gross) of retail floorspace [Class E(a)] where any of the following raise concerns in relation to an existing centre:

    i. The scale of the proposal relative to the size of the units in the centre;

    ii. The health and vulnerability of the centre;

    iii. The nature of the proposal;

    iv. The potential cumulative effects of recent developments; or

[20] For retail purposes, the 'centre' extends to the defined Primary Shopping Areas of town centres and the boundaries of district and local shopping centres. For the other main town centre uses (as defined in the NPPF), the 'centre' will extend to the wider town centre boundary and the boundaries of district and local centres.

[21] For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange.

[22] leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls).

v. The likely effects of the proposed development on the implementation of a relevant council strategy or any planned investment in the centre.

These thresholds apply to new floorspace, extensions to existing floorspace, changes of use and applications seeking variations to conditions and the extent of the impact assessment should be proportionate to the scale of the development.

The Council will refuse applications which fail to satisfy the sequential test or where it considered likely that the proposal would have a significant adverse impact.

It should be noted that Policy LP-TC2 also applies to retail uses developed in conjunction with petrol filling stations.

Justification

7.11 National planning policy recognises that centres are at the heart of local communities and that local planning authorities should continue to bring forward policies and proposals that support their vitality and viability. Main town centre uses are critical to the vitality and viability of centres.

7.12 In accordance with national policy, the Council is keen to support the vitality and viability of the Borough's hierarchy of existing centres by ensuring that they remain the focus for town centre uses and, in the case of retail leisure and office uses, that any such development does not have a significant adverse impact on a centre by virtue of its scale.

7.13 In order to manage the location of such uses, Policy LP-TC2 requires applications involving main town centre uses that are not within an identified centre and are not in accordance with the Local Plan to be accompanied by a sequential assessment. The sequential assessment will include a thorough appraisal of all more central options to justify why the less central site should be considered.

7.14 Where an applicant can demonstrate compliance with the sequential assessment to justify an edge-of-centre or out-of-centre development, the Council will need to be satisfied that the scale of the proposal would not undermine the vitality and viability of any existing centre.

7.15 The varying roles and functions of the Borough's hierarchy of centres means that each tier has a different level of resilience to the introduction of new retail, leisure or office development without it necessarily undermining potential investment or the vitality and viability of the centre. For example, at

the top end of the hierarchy Bury, as a sub-regional town centre has the resilience to accommodate larger-scale development whereas centres lower down the hierarchy will be more sensitive to the introduction of additional floorspace.

7.16 As a result, Policy LP-TC2 identifies a series of floorspace thresholds that determine the scale at which proposals for retail and leisure development will be required to be accompanied by an assessment of impact that will need to demonstrate that there will be no significant adverse impacts arising from the development. In addition, an assessment of impact undertaken in association with proposals for additional retail floorspace in and around Bury town centre should have regard to the potential impact on Bury Market.

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

Policy LP-TC3: Primary Shopping Areas

The Council will seek to maintain retailing [Class E(a)] as the predominant use at ground floor level within the Primary Shopping Areas of town and district centres.

In determining proposals for the change of use at the ground floor level from retail [Class E(a)] to a non-retail use, the Council will have regard to the following factors:

a. Whether it would make a positive contribution to the vitality, viability and diversity of the centre;

b. Whether it would have an unacceptable adverse impact on daytime footfall;

c. Whether it would positively restore and/or enhance the character and appearance of the frontage;

d. Whether the scale and type of use is appropriate to the size and function of the centre;

e. Whether the proposal will give rise to disturbance or nuisance; and

f. Whether the proposal would result in an over concentration of non-retail uses which could adversely change the nature or character of the area.

Justification

7.18 At the heart of the Borough's town and district centres is the area where retail uses are concentrated. Whilst it is recognised that changing retail patterns and the growth of on-line retailing is likely to lead to a reduction in retailers operating from within shop units, retailing is, and will continue to be, an important use in driving footfall and maintaining and enhancing the vitality and viability of centres. Consequently, the general aim is to ensure that retailing remains the predominant use within Primary Shopping Areas. The Primary Shopping Areas for the Borough's town and district centres are shown on the Policies Map.

7.19 In assessing proposals for a change of use from retail to a non-retail use, the Council will take into account a number of considerations including the nature and character of the use proposed, the vitality and viability of the centre and the prominence of its location within the street scene. In this respect, the Council is keen to encourage attractive uses which maintain activity and encourage footfall throughout the day. This is seen as particularly relevant to centres that have experienced a prolonged period of decline where there may be scope for consolidating and strengthening the centre by allowing for a wider range of services and promoting a greater diversification of uses.

Policy LP-TC4: Local and neighbourhood centres

The Council recognises the importance of local retail facilities within the Borough's Local and Neighbourhood Centres and in determining proposals for the change of use at the ground floor level from retail [Class E(a)] to a non-retail use, the Council will have regard to the following factors:

a. The vitality and viability of the centre and whether this would be benefited by the proposal;

b. The particular nature and character of the use proposed, including the level of activity associated with it;

c. That the proposal is appropriate in scale and character to the requirements of the area and necessary to serve local needs which would not otherwise be met;

d. Whether the proposal would result in an over concentration of non-retail uses which could adversely change the nature or character of a centre as a whole;

e. The length of time the unit has remained vacant and the viability of a continued Class E(a) use; and

f. Whether or not the locality is adequately served by alternative local shopping facilities within reasonable walking distance.

Justification

7.20 In addition to town and district centres, the Borough contains smaller local and neighbourhood centres that provide for the day-to-day needs of their surrounding communities.

7.21 Policy LP-TC4 recognises the valuable contribution made by these facilities seeks to retain Class E(a) retailing as the predominant use in recognition of the role that such facilities can play in providing for the local community and reducing the need to travel which can be of particular benefit to those that are less mobile.

Policy LP-TC5: Local shops and services

The Council will seek to retain local shops and services outside recognised centres, particularly where these serve the day-to-day needs of local communities that would otherwise have limited access to such facilities.

Where a proposal involves the loss of a vacant shop or service, the Council will expect the applicant to provide robust evidence to demonstrate that the premises have been comprehensively marketed and that there has been no interest in maintaining the premises as a local shop or service.

Justification

7.22 Although not of a sufficient scale to be recognised as a local or neighbourhood centre, local shops and services can play an important role in meeting the day-to-day needs of local communities (especially those that are less mobile) and this is particularly the case in more isolated and less accessible locations, such as in rural village settlements.

7.23 The policy seeks to resist proposals that would involve the loss of local shops and services outside recognised centres and, in doing so, would consider the availability and accessibility of other opportunities for the local community to meet their day-to-day shopping and service needs.

Policy LP-TC6: Upper floors in centres

The Council will support proposals which bring underused and vacant space on upper floors of premises within centres back into beneficial use.

Justification

7.24 It is often the case that the upper floors of premises within centres are vacant or underused and this is considered to represent a waste of a valuable resource and the under-utilisation of space. Many floors above shops and other commercial properties are used for storage or left partially or completely empty, which generally leads to poor standards of maintenance and visual appearance. Other premises have vacant and obsolete office space which is difficult to let because of poor accommodation.

7.25 The policy reflects the Council's aim to encourage a range of uses, such as offices and residential, within upper floors which will generate additional footfall and activity and help to support the vitality of centres.

8 Promoting tourism and culture



8.1 In recognition of the value of tourism and culture to the wider economy, the NPPF identifies these uses as main town centre uses. In addition, the NPPF also recognises the positive impact that tourism can have on the rural economy, specifying that local plans should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

8.2 The Borough's tourism and cultural assets play an important role in the wider local economy both in terms of visitor spend and in creating a vibrant living environment that will be attractive to a highly skilled workforce. At present, Bury's key tourism and cultural assets are the East Lancashire Railway; the West Pennine Moors; Bury Market; the Irwell Valley; Bury Transport Museum; the Fusiliers Museum, Lancashire; Bury Art Museum and Sculpture Centre; Bury Libraries; and the Met.

8.3 Therefore, it is considered that one of the Local Plan's key aims should be to safeguard existing and promoting new tourism and cultural development in appropriate locations.

Policy LP-TO1: Tourism and cultural assets

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

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

a. Safeguarding the Borough's existing tourism and cultural assets associated with the East Lancashire Railway, the West Pennine Moors, town centre assets and the Irwell Valley;

b. Encouraging and supporting proposals for the further development and enhancement of facilities associated with the East Lancashire Railway;

c. Protecting and safeguarding the Manchester, Bolton and Bury Canal and supporting proposals for its restoration, whilst protecting its biodiversity value;

d. Safeguarding key landscape and heritage assets;

e. Encouraging improvements to the range and quality of tourism and cultural assets;

f. Encouraging and supporting the development of further appropriate visitor-related attractions and facilities where opportunities arise and where the type of development is consistent with other Local Plan policies;

g. Encouraging and supporting an extension to the range of visitor accommodation, in appropriate locations;

h. Incorporating cultural activities or features capable of hosting cultural events into major developments, where practical and appropriate;

i. Supporting the temporary use of sites and premises for cultural activities;

j. Developing and supporting the evening economy and 'lifestyle amenities' in the Borough's town centres and protecting and enhancing tourism and cultural assets that make a valuable contribution to the evening economy of town centres; and

k. Seeking to improve access to these assets, particularly by sustainable modes of travel.

Justification

8.4 Tourism and culture are increasingly seen as important and inter-related components of economic development that provide both direct and indirect

support to a wide array of service industries from restaurants to music venues.

8.5 Not only does the tourism and culture sector make a direct contribution towards the Borough's economy in its own right but it also has indirect benefits in terms of making the Borough a more attractive place to live for a high-skilled and knowledge-intensive workforce as well as bringing significant health and wellbeing benefits to those that visit and use these assets.

8.6 By seeking to safeguard existing and capitalise on opportunities for additional tourism and cultural assets as well as facilities that support the tourism and cultural sector, such as restaurants and visitor accommodation, the Council will seek to ensure that the role of this sector is strengthened and can continue to grow.

8.7 By their nature, tourism and cultural assets attract visitors and the Council will seeks to ensure that the Borough's tourism and cultural assets are better connected and have improved accessibility, particularly by walking, wheeling, cycling and public transport.

9 Creating healthy and successful communities



9.1 Social infrastructure covers a range of services and facilities that meet local needs and contribute towards a good quality of life and it includes health provision, education and community facilities.

9.2 Social infrastructure plays an important role in developing strong and inclusive communities. It can provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place.

9.3 The NPPF states that planning policies and decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

9.4 It also states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

9.5 Policies should also plan positively for the provision and use of community facilities to enhance the sustainability of communities and residential environments and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

9.6 Some of Bury's key issues regarding health and wellbeing are associated with inequalities in life expectancy and health and significant levels of obesity and physical inactivity amongst the Borough's residents.

9.7 In terms of education, in recent years there has been a sustained decline in the birth rate, and this has had an impact on the demand for school places. However, the impact of falling rolls is not felt consistently across the

Borough, with forecast surplus capacity across the Borough showing significantly different impacts.

9.8 Some of the key local issues associated with the Borough's community facilities are that a growing and ageing population will put increased pressures on community facilities and that some existing facilities are in poor condition and in need of investment.

9.9 In response to these issues, it is considered that the Local Plan should seek to ensure that new development makes a positive contribution towards social value and equality, does not have adverse effects on health and that the Borough's residents have access to good quality education and community facilities.

Policy LP-CM1: New development and social value

All development shall be located, designed, constructed and operated in a way that maximises its social value and equality benefits to Bury's communities.

The Council will require all applications for major developments[23] to be accompanied by a Social Value Strategy that clearly identifies how the proposal will support social inclusion and deliver social value throughout the life of the development. This shall include demonstrating how the development will maximise its positive contribution, as relevant, to:

a. Reducing inequalities in Bury and the adverse impacts that these inequalities have on residents;

b. The ability of local residents and vulnerable groups to fully participate in society;

c. Good mental and physical health, in accordance with Policy LP-CM2: New development and health; and

d. Economic inclusion, with positive consideration given to:

   i. Ensuring that access arrangements cater for all needs, including maximising opportunities for walking, wheeling and cycling;

   ii. Promoting on-site employment opportunities to Bury residents;

   iii. Providing training opportunities for Bury residents; and

[23] Major development is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015, as amended, or any successor to it.

iv. Utilising local supply chains.

Justification

9.10 Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit.

9.11 There are notable inequalities within Bury's communities around levels of deprivation; health and life expectancy; employment; and educational attainment.

9.12 In support of the Council's Let's Do It! Strategy, requirements for social value in planning have the power to unlock additional community benefit from the development which can contribute towards addressing some of the Borough's deep-rooted inequality issues.

9.13 To help to address issues around inequalities in Bury, it will be necessary for new development to take all practicable measures to maximise its wider social value and its contribution to social inclusion. Opportunities to deliver social value through new development arise both the construction and operational phases.

9.14 A key aspect of this is economic inclusion and ensuring that Bury's residents have the opportunity to share in the benefits of development and economic growth. For example, new development that includes effective initiatives around economic inclusion could help Bury residents into employment and/or training, helping to tackle deprivation by raising people out of poverty and reducing inequalities, whilst benefiting the development directly through improved access to a larger, healthier and more highly skilled labour supply.

9.15 The production of a Social Value Strategy for major developments provides a mechanism for thinking about how social value and social inclusion can be maximised, securing the implementation of suggested measures, and enabling the public to understand the positive impact that new development will have on their neighbourhood and community. The Council will positively engage with developers in the production and implementation of their Social Value Strategies, but the involvement of other stakeholders, including local residents, is also strongly encouraged in order to maximise their impact and the acceptance of new development.

Policy LP-CM2: New development and health

The Council will ensure that new development makes a positive contribution towards the health and wellbeing of the Borough's communities by:

a. Helping to address issues associated with deprivation and inequalities in health and wellbeing;

b. Increasing opportunities for people to pursue more active lifestyles and active use of public spaces;

c. Controlling development (such as fast-food takeaways) that has the potential to have a negative impact on health and wellbeing;

d. Supporting food growing and community food growing to ensure that residents have access to nutritious, affordable and sustainable food;

e. Helping to improve air quality and other pollution that may impact on human health;

f. Seeking to ensure that places are designed in a way that delivers positive mental health and wellbeing outcomes;

g. Supporting development proposals that promote and encourage the use of public transport, walking, wheeling and cycling.

h. Improving access to high-quality community, social, recreational and cultural facilities and the natural environment;

i. Creating safe and accessible environments and developments;

j. Reducing crime and the fear of crime;

k. Improving local public transport and active travel links to Fairfield Hospital to better aide patients and staff accessing the hospital; and

l. Seeking the provision of new or improved health facilities to address the unmet need generated by the development where the demand resulting from a major residential development will create, or exacerbate, a shortfall in health provision.

Justification

9.16 It is now widely recognised that planning can have a significant impact on physical and mental health and wellbeing. National guidance states that planning policies and decisions should aim to achieve healthy, inclusive and safe places and the Local Plan can contribute towards this by taking account of and support local strategies to improve health, social and cultural wellbeing for all, including through the reduction of pollution and improved air quality.

9.17 Health and wellbeing is a cross-cutting issue that can be improved through a range of specific Local Plan policies and proposals and Policy LP-CM2 highlights the key areas where the Local Plan can help to address this by identifying a range of broad considerations that will be taken into account in determining all planning applications.

9.18 Policies around health and wellbeing will operate in tandem with other initiatives, such as the work undertaken by the Council's Neighbourhood Wellness Teams who work in community settings on wellness, health and 'education' activities with local communities dealing with issues such as diabetes, drugs, alcohol, respiratory and heart clinics, moving more, community rehab and cancer.

Policy LP-CM3: Education provision in new housing

The Council will require developers of 10 or more houses of a type that generates demand for school places to make provision for the educational needs arising from the development.

In considering whether the impacts of the development are adequately mitigated, the Council will have regard to:

a. The extent of educational needs arising from the development, based on up-to-date pupil yields, ensuring that all educational needs are properly addressed; and

b. Whether existing or planned/committed school capacity within the relevant school place planning area is sufficient to accommodate the extent of educational needs arising from the proposed development.

Provision will typically involve a financial contribution that will be used to enable increased capacity at an existing school commensurate with the anticipated pupil yield from the development.

Where the scale of new housing development in an area (either individually or cumulatively) necessitates additional school provision, the Council will require this to be delivered in conjunction with the development(s). Where the Council does not have control over a suitable and available site that would be accessible to the development, land should be set aside within the development.

In all cases, the Council will ensure that the needs for school places arising from the development are delivered in a timely manner but, in the case of strategic housing development, the Council will support the early delivery of new schools.

If the Council forward-funds school places in advance of developer contributions being received, contributions will be sought as necessary mitigation for the development.

Justification

9.19 The National Planning Policy Framework specifies that plans should set out the contributions expected from development. This should include the provision of infrastructure, such as that needed for education. This approach is supported by guidance from the Department for Education on securing developer contributions for education[24] which clearly states that the Government expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development.

9.20 Most types of new housing development leads to increased demand for school places and, as such, it is considered appropriate for developers of new housing to make provision to meet this increased demand.

9.21 The type and scale of education provision will be based on the likely pupil yield arising from the development, ensuring that all educational needs are properly addressed. The calculation of pupil yields will be based on up-to-date evidence from recent housing developments.

9.22 Provision should cover all school phases (age 0-19 years), special educational needs and, where relevant, both temporary and permanent needs such as school transport costs and temporary school provision before a permanent new school opens.

9.23 Not all types of new housing will generate additional demand for new school places and contributions towards education provision will not be sought from apartments, one-bedroom housing or non-family housing such as houses in multiple occupation, sheltered housing and residential institutions.

9.24 Developer contributions towards new school places should involve both a financial contribution towards construction costs and, where necessary, the provision of land to accommodate to accommodate the educational development. Contributions will be based on up-to-date cost information.

9.25 It should be noted that programmes such as the Basic Need Grant and Free Schools and other capital funding do not negate housing developers' responsibility to mitigate the impact of development on education. Developers will still be expected to make an appropriate contribution towards

[24] 'Securing Developer Contributions for Education', DfE (April 2019)

the construction costs of a project, and the 'initial assumption' is that both land and funding for construction will be provided for new schools planned within housing developments.

9.26 There may be instances where the Council would wish to see the delivery of a new school at an earlier stage in the development than would otherwise be possible. Where this is the case, the Council may explore the potential to forward-fund the delivery of school places and subsequently recoup costs through the receipt of developer contributions necessary to mitigate the development.

Policy LP-CM4: Community facilities

The Council will normally resist proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services. Their loss will only be accepted if:

a. It can be clearly demonstrated that the community use is no longer needed or economically viable; or

b. Alternative provision of equivalent or greater community benefit is made available in a location that continues to serve the community from which the facility is to be lost.

The Council will support proposals for new and improved community facilities where:

c. there will be no unacceptable impact on residential amenity and the local environment;

d. they would not lead to unacceptable levels of traffic generation and have adequate car parking provision;

e. they are accessible by public transport, walking, wheeling and cycling; and

f. they incorporate the needs and requirements of the disabled.

The Council will also have regard to Local Plan Policy LP-BE6 when considering the design and layout of any new development of community facilities.

Justification

9.27 Community facilities make an important contribution to the quality of life offered by the Borough. Therefore, safeguarding and improving community

facilities will help to maintain and improve the quality of life enjoyed by the Borough's residents.

9.28 For the purposes of the Local Plan, community facilities are considered to include facilities and services required to support development for the health and wellbeing, social, educational, spiritual and cultural needs of the community, such as:

- Public halls (including community/youth centres)
- Non-residential education and training facilities
- Day nurseries/crèches
- Childcare centres
- Doctors' surgeries, dentists, health centres and clinics, chemists, hospitals
- Residential care homes and nursing homes
- Public park buildings
- Post offices
- Village shops
- Places of worship and church halls
- Museums, libraries, art galleries and theatres
- Public houses
- Performance spaces

9.29 It is important to retain adequate community facilities and services to maintain the attractiveness, sustainability and function of Bury's neighbourhoods and communities.

9.30 A building or other land can potentially be registered by a community body with the Local Planning Authority as an Asset of Community Value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. Once registered, if an Asset of Community Value comes up for sale, the community have an opportunity to make a bid to purchase the asset. However, the registration of an asset does not place any restriction on what an owner can do with their property as it is planning policy that determines permitted uses for specific sites.

9.31 It is acknowledged that community facilities are, on the whole, to the benefit of everyone. However, whilst the community benefits from such facilities, those in closest proximity to them could be subject to inconvenience, disturbance and disadvantages such as noise, litter, extra traffic movement and on-street car parking. Proposals where the potential benefits occurring from the community facility are outweighed by the negative effects on the environment and amenity, will normally be unacceptable.

9.32 In addition, in examining proposals for new community facilities it will often be necessary to consider the needs of those using the facilities, such as whether the facilities are accessible by both public and private transport and suit the needs of the disabled.

9.33 The detailed design and layout of a particular scheme will be considered against Local Plan Policy LP-BE6 (Design and Layout of New Development) alongside other relevant development plan policies.

10 Promoting sustainable transport



10.1 The promotion of sustainable transport is one of the key themes of the NPPF and that planning should seek to encourage a reduction in the need to travel and make provision for genuine and realistic alternatives to travelling by car. It states that transport issues should be considered from the earliest stages of plan-making and development proposals.

10.2 Enhancing and promoting transport modes that are more environmentally friendly than the private car is key to the future delivery of accessible and reliable transport networks and reduce the carbon footprint of the Borough. Bury's Local Transport Strategy sets the strategic direction for travel and mobility within Bury, identifying transport requirements that align with our future growth needs and in response to changing travel technologies. It reflects the Greater Manchester Transport Strategy 2040 (GM2040) which sets out the long-term vision for how transport needs to change across Greater Manchester and the key priorities for achieving this.

10.3 Some of the key local issues associated with accessibility in the Borough are connected to traffic congestion at peak periods, air quality issues arising from transport, health issues arising from inactive lifestyles and inadequacies in the capacity and quality of public transport and its supporting infrastructure.

10.4 In response to these issues, it is considered that the Local Plan should deliver attractive sustainable transport choices in new developments and reduce the number and length of journeys, particularly by private motor vehicles.

Policy LP-TR1: Sustainable transport

The Council will promote sustainable transport across the Borough by encouraging a modal shift towards more sustainable modes of travel, such as walking, wheeling, cycling and public transport. In doing so, the Council will seek to:

a. Reduce the need to travel by maximising the amount of development within the existing urban area and by increasing the density of development in the most sustainable locations;

b. Ensure that development maximises opportunities to encourage a modal shift in transportation from private car use to accessible active travel and sustainable transport through considered design;

c. Support investment in transport infrastructure, including investment in key public transport hubs;

d. Ensure that all of the Borough's transport networks take account of the needs of all users, including those with impaired mobility and their carers;

e. Ensure that new development minimises any impacts on existing transport networks and, where necessary, ensuring that it delivers the necessary transport infrastructure improvements in a timely manner;

f. Seek developer contributions (where appropriate) towards the provision or improvement of highway and public transport schemes in accordance with identified council infrastructure priorities; and

g. Encourage the improvement of public transport services to the Borough's less accessible locations, such as village settlements

Justification

10.5 The NPPF specifies that the planning system should actively manage patterns of growth in support of sustainable transport. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

10.6 The promotion of sustainable transport is one of the core themes of the Local Plan. It includes an approach that seeks to ensure that people are able to access jobs, services and leisure activities as easily as possible and that

the Borough's businesses are well-connected to suppliers, markets and labour.

10.7 The scale of development proposed in Bury will increase pressure on the Borough's transport networks. However, the extent of this can be mitigated by supporting objectives to secure a fundamental shift away from travelling by private motor vehicle to more sustainable forms of transport, such as walking, wheeling, cycling and public transport.

10.8 The Local Plan can help to achieve this by ensuring that new development contributes towards making more sustainable transport modes a more attractive alternative to the private motor vehicle. For example, it can help to achieve this by managing the location, mix and density of new development and encourage the use of sustainable transport modes.

10.9 Improving the attractiveness and extent walking, wheeling and cycling will bring added benefits in terms of maximising social inclusion and supporting healthier and more active lifestyles.

10.10 Bury will continue to work with stakeholders and Transport for Greater Manchester (TfGM) to remove barriers to active travel (walking, wheeling and cycling) and encourage walking, wheeling and cycling as sustainable and active modes. The continued delivery of the Bee Network will encourage much higher levels of both walking, wheeling and cycling and help to address low levels of physical activity and promoting mental wellbeing.

Policy LP-TR2: Walking, wheeling and cycling

The Council will seek to promote increases in travel by walking, wheeling and cycling by:

a. Protecting and enhancing a network of accessible, safe and usable walking, wheeling and cycling routes;

b. Ensuring that proposals for new development incorporates provision to help maximise walking, wheeling and cycling, where necessary, including allowing for connections to existing walking, wheeling and cycling networks where opportunities exist;

c. Ensuring that the pedestrian environment is accessible to all including children and people living with disabilities;

d. Requiring new and encouraging improved cycle parking facilities at all destinations that generate a significant number of trips, including public

transport interchanges, workplaces, town and district centres, leisure facilities and visitor attractions; and

e. Ensuring that proposals for major new employment development includes provision for shower, changing and drying facilities.

Justification

10.11 30% of trips under 1km in Greater Manchester are made by car which is the equivalent of just 15 minutes on foot. Walking, wheeling and cycling have the potential to replace a significant number of short car journeys, as well as contributing to healthier and more active lifestyles and social inclusion.

10.12 The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system. The Bee Network includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan Change a Region to Change a Nation and is supported by Greater Manchester's Active Travel Commissioner's Active Travel Mission.

10.13 To achieve the committed modal shift ambitions set out in GM2040 and to deliver the Bee Active Network as our core active travel network, we must make our streets safer, more attractive and inclusive places for everyone to spend time in, as well as pass through. We must invest in safe walking, wheeling and cycling routes to ensure all our residents have the opportunity to make healthy choices.

10.14 Encouraging active lives need to be placed at the heart of everything we do in Bury and we must provide an environment in which active travel is a safe, enjoyable, natural choice for everyday journeys. By delivering a connected active travel network, we are not only striving to encourage more people to walk, wheel and cycle but we are trying to create a more livable Borough, with pleasant local neighbourhoods where most daily needs can be met on foot, by wheeling or by cycling.

10.15 To assist in this process, it is important that new development and wider place-making is designed in a way that encourages walking, wheeling and cycling and that the Borough's network of walking, wheeling and cycling infrastructure is maintained and improved. For example, ensuring that new development makes provision for convenient, safe and secure cycle parking can be key in seeking to increase cycle use and reduce dependence on private motor vehicles.

Policy LP-TR3: Public transport

The Council will support improvements to the Borough's public transport network and facilities to promote more sustainable transport choices and reduce reliance on private motor vehicles.

In doing so, the Council will support proposals that would lead to:

a. Increased capacity of the public transport network and improved reliability, frequency, speed, directness and coverage of public transport routes and services;

b. Improved public transport networks that link to key destinations such as town and district centres and other key employment areas;

c. More effective service integration, including through the coordination of services, improved interchanges and integrated ticketing;

d. Improvements to the passenger experience, including services, safety, security, waiting environment and comfort;

e. Improved access and accessibility to public transport, including for those with impaired mobility and additional park and ride facilities;

f. Improved public transport services to the Borough's less accessible locations, such as village settlements; and

g. A reduction in harmful emissions, including through the use of low and zero emission vehicles.

The following are identified on the Policies Map as being integral to the provision of improved accessibility and connectivity:

- **LP-TR3/1: Bury Interchange, Haymarket Street, Bury** - Redevelopment and reconfiguration of Bury Interchange.
- **LP-TR3/2: Warth, Radcliffe** - New Metrolink station.
- **LP-TR3/3: Tram-train route** - Bury - Heywood - Castleton, including potential stops.

Justification

10.16 An attractive, efficient and cost-effective public transport network that is fully integrated with other forms of transport and which provides a genuine alternative to travelling by private motor vehicle will be key if public transport is to play a fundamental role in achieving a modal shift in the way we travel.

It is also considered to be vital in supporting long-term, sustainable economic growth in the Borough.

10.17 Bury has a reasonably comprehensive network of public transport services which provides links to key local destinations and further afield. Metrolink operates from Bury town centre travelling south to Manchester City Centre and beyond to other areas of Greater Manchester including Eccles, Oldham, Rochdale, Chorlton, Didsbury, Droyslden, Media City and Manchester Airport. Park and Ride sites are currently provided at key stops including Bury, Radcliffe and Whitefield. Since its introduction in 1992, Metrolink usage on the Bury line has seen significant growth and has become an important commuting asset, particularly for those travelling to work in Manchester city centre. However, services on the Bury line are subject to over-crowding during peak periods.

10.18 Bus services in the district comprise local routes from the town centres to suburban housing areas and rural communities with inter-urban services providing frequent links to neighbouring towns including Bolton, Rawtenstall, Bacup and Rochdale. There are also several frequent routes to Manchester, serving various residential areas including those some distance away from Metrolink stops.

10.19 Bury Interchange provides the largest public transport 'hub' for the district and enables convenient transfer between different bus services or between bus and Metrolink. However, the Interchange is poorly configured and suffers from a poor environment that does not reflect its status as the Borough's key transport hub. Significant investment in Bury Interchange is required in order to ensure that the facility is attractive and fit for purpose including the provision of a southern access into the Interchange.

10.20 There is also considered to be a general lack of integration between different types of public transport and initiatives such as integrated ticketing would significantly help in promoting public transport as a genuine alternative to travelling by private motor vehicle.

Policy LP-TR4: Travel hubs

The Council will support schemes for new and improved travel hubs where it can be demonstrated that they form part of a wider strategy for increasing the use of public transport and active travel where it would:

a. Improve the attractiveness of public transport thereby reducing overall levels of vehicular traffic on the Borough's highway network;

b. Not lead to unacceptable levels of traffic congestion in the vicinity of the facility;

c. Increase the use of public transport;

d. Ensure a safe and secure environment for users ; and

e. Include facilities for secure non-motorised modes e.g. cycling, scooters etc.

Justification

10.21 Travel hubs can play an important role in encouraging the use of public transport and active travel subsequently reducing the levels of vehicular traffic on the Borough's highways network.

10.22 Transport for Greater Manchester's (TfGM) Streets for All Design Guidance sets out that existing Metrolink Park and Ride facilities will be developed into travel hubs that support people cycling as part of longer journeys, for example by providing secure cycle storage at stops and stations, in addition to other facilities, such as electric vehicle charging infrastructure and parcel lockers.

10.23 Nevertheless, it is important that such facilities are provided in the right location and are designed in a way that actively encourages use whilst avoiding potential issues of congestion in the vicinity of the facility.

10.24 Poorly designed facilities can deter use where this presents an unsafe environment or undermines vehicle security.

10.25 It is important that the needs of cyclists are met within the facility in terms of including provision for secure cycle parking.

Policy LP-TR5: Highways

The Council will seek to ensure that the Borough's highway network operates efficiently, effectively and safely by:

a. Requiring significant new development to include provision for appropriate new and enhanced highways and other transport infrastructure, where necessary, in order to enhance the safety and capacity of the transport network;

b. Requiring all proposals for development that will generate demand for travel to prepare and implement Transport Assessments and Travel

Plans designed to mitigate against the potential impact of transport and promote the use of sustainable forms of travel;

c. Requiring proposals for development that have the potential to generate significant levels of traffic to be supported by transport modelling and assessment , where appropriate;

d. Refusing proposals for development that would have an unacceptable adverse impact on the efficiency, effectiveness and safety of the highways network;

e. Investment in the Borough's existing highway network to address congestion and enhance capacity, where this is consistent with environmental and social objectives;

f. Ensuring, when appropriate, highways are constructed to an adoptable standard in accordance with Highway Authority design criteria including 'Street for All' design guidance; and

g. Ensuring suitable access for both vehicles and pedestrians, and provision for public transport.

Justification

10.26 Over the next twenty years or so, Bury is forecasted to see significant levels of population and housing growth. Furthermore, the Places for Everyone Joint Plan includes a strategic allocation for significant employment growth at Heywood/Pilsworth which has the potential to generate around 20,000 new job opportunities.

10.27 Clearly, this level of growth will result in increased demand for travel but it essential that this does not result in a proportionate growth in car usage as this would lead to increased congestion and negative impacts on air quality. This emphasises the need for this growth to be supported by a significant drive to promote more sustainable forms of travel. Nevertheless, it is inevitable that it will result in increased pressures on the Borough's highways network that will require intervention.

10.28 As a result, it is essential that the transport implications associated with new development are fully considered at the planning application stage. Where a new development is likely to lead to a significant increase in the need to travel, the proposals will be required to be supported by robust information that analyses what these implications would be, particularly for the highways network, and examine how any adverse impacts could be mitigated against.

10.29 Where these highways and other transport interventions are required to support the delivery of specific development proposals, the expectation will be for these to be funded by the developers of those sites.

Policy LP-TR6: Parking provision and drop-off facilities

The Council will require all development to make adequate provision for parking and servicing in accordance with the Council's car parking standards.

The Council will also seek to ensure that an adequate level of public car parking provision is made in the Borough's town and district centres but will give priority to the provision of short stay parking.

Where appropriate and proportionate to likely demand, the Council will require the incorporation of suitably located general user and taxi drop-off facilities in association with new development.

Justification

10.30 Car parking provision and adequate servicing arrangements are needed to ensure the efficient operation of all new developments and to ensure that the car parking and servicing needs arising from a particular development do not adversely affect the safe and efficient operation of the highway network or the local environment.

10.31 Car parking provision must also relate to the availability of public transport and should be set at a level which encourages the use of public transport. For example, there will be reduced requirements for parking in locations which have good access to other means of travel than the private car, particularly in the Borough's town and district centres and other locations which have good access to public transport.

10.32 In terms of supporting the vitality and viability of the Borough's key town and district centres, it is essential that sufficient parking provision is made available. Priority will be given to the needs of short stay parkers but, overall, there is a need to strike a balance in parking provision between the need to ensure the economic viability of the town and district centres and the Council's wish to encourage sustainable transport.

Policy LP-TR7: Electric vehicle charging infrastructure

The Council will support the continued development of a network of safe and conveniently located electric vehicle charging infrastructure across the Borough.

Unless superseded by new higher Building Regulations standards, new development shall make provision for electric vehicle charging infrastructure, using dedicated charge points specifically designed for charging all types of electric vehicle, in accordance with the following:

a. For dwellings with off-street parking, at least one dedicated charge point per dwelling.

b. For residential developments with shared parking areas with more than 10 associated parking spaces, at least one dedicated charge point per dwelling plus passive charging provision for all remaining parking spaces.

c. For non-residential developments, 10% of parking spaces shall accommodate a dedicated charge point. In addition to this, a further 10% of spaces shall accommodate appropriate ducting infrastructure to facilitate future provision. For those developments where no off-street car parking is provided, contributing to the expansion of the Borough's publicly accessible rapid charging and on-street charging network, especially where development is served by electric vehicles for taxis and deliveries and servicing.

These standards will be applied to the total scale of car parking provision that is proposed in the development, and additional car parking spaces should not be provided in order to meet them.

Charging points shall be located so that they can be accessed by the maximum number of parking spaces at the development.

Within larger major developments, opportunities to incorporate public electric vehicle charging points should be considered, having regard to existing provision in the local area.

Electric vehicle charging infrastructure within new development shall meet the minimum technical specification list published by the Office for Low Emission Vehicles.

Justification

10.33 The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions or enable travel by zero emission modes.

10.34 Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted

in 2021, the Council has devised a strategy for achieving carbon neutrality by 2038. The Strategy has nine key action areas, one of which is transport. The actions in this Local Transport Strategy will help facilitate fossil-fuel free travel by 2038 through promoting active travel, public transport and the transition to electric vehicles.

10.35 The Council plans to extend Bury's network of publicly accessible electric vehicle charging infrastructure (EVCI) points. Bury's Climate Action Strategy identifies that Bury needs a minimum of 108 public electric vehicle charge points The Council is currently behind the national average for provision of EVCI per 100,000 of the population.

10.36 The use of electric vehicles is an important measure in reducing emissions locally whilst providing people with a high level of mobility. The Government aspires that by 2040 every new car in the UK will be an ultra-low emission vehicle and is facilitating this through a range of measures.

10.37 New development can make an important contribution to enabling the use of electric vehicles. Whilst it is acknowledged that there is potential for significant advances in low emission technologies, electric vehicles are a key part of this and it is therefore considered important that this plan supports the development of the electric vehicle infrastructure network.

10.38 It is envisaged that the majority of electric vehicle charging should take place overnight at home, after the daily peak in electricity demand. Ensuring that residential properties with garages and drives incorporate a charging point will help to facilitate home charging, and the additional cost of providing this infrastructure is considered to be minimal. Non-residential development can also have a significant role to play, for example by providing dedicated charging points for a proportion of parking spaces to support workplace and visitor charging.

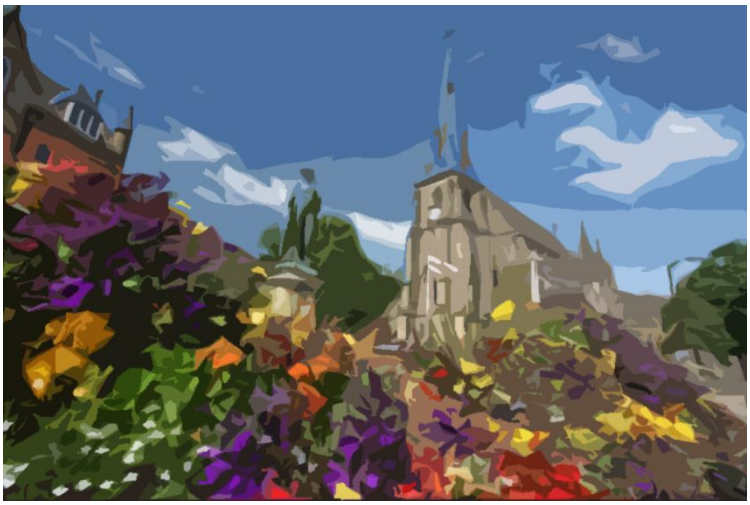
10.39 In July 2019, the government consulted the proposed the creation of a new part to the building regulations which would require the provision of electric vehicle charging infrastructure in new buildings and buildings undergoing a material change of use. The standards in policy TA7 will therefore be superseded if any higher standards are introduced through the Building Regulations.

10.40 In the very limited circumstances where, due to the exceptionally high cost of securing the necessary additional electrical capacity to a site, it is not feasible to make provision for electric vehicle charging infrastructure in accordance with the standards detailed in criteria a and b of this policy, the above requirements will not apply. In such cases, the developer will be expected to clearly demonstrate that the costs associated with the

installation of charge points would compromise development viability and shall instead incorporate appropriate ducting infrastructure to facilitate future provision.

10.41 Whilst the historic environment itself should not be a barrier to the installation of charge points, in the limited circumstances that making provision for electric vehicle charging infrastructure would be considered to cause unacceptable harm to a heritage asset, the requirements detailed in criteria a and b of this policy will not apply.

11 Conserving the built environment and achieving high-quality design



11.1 The NPPF highlights the need to conserve heritage assets, and that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment.

11.2 One of the key local issues associated with the Borough's built heritage is connected to the Borough's varied range of assets.

11.3 In response, it is considered that the Local Plan should seek to positively manage the conservation and enjoyment of the Borough's built heritage assets.

11.4 Where development proposals have the potential to affect built heritage assets, developers will need to demonstrate how their proposal will protect, preserve and enhance buildings, structures and other sites of significant architectural or historic interest. In seeking to conserve and enhance the Borough's built heritage, the Council will require all new development proposals to be based on a thorough understanding of the context, significance and local distinctiveness of its buildings, site and surroundings, and should be of high-quality in terms of its design, architecture, landscape, materials, and appropriateness for its setting.

11.5 The design and layout of new development has become an increasingly important feature of planning. The NPPF specifies that the creation of high-quality and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

11.6 A key local issue for Bury has been a lack of a clear design vision and an appropriate policy framework against which to consider the design and layout of new development proposals and, in some cases, this has led to poorly designed buildings and places within the Borough.

11.7 In response, the Local Plan seeks to clarify the Council's design expectations and establish some of the key principles against which the design and layout of all new development will be considered.

Policy LP-BE1: Conservation Areas

The Council will seek to preserve or enhance the character or appearance of the Borough's Conservation Areas and will be especially concerned with encouraging and, where appropriate, implementing measures to:

a. Retain, replace and restore features of historical and architectural interest;

b. Retain and enhance existing landscape features including trees, parks and gardens;

c. Initiate and promote environmental improvement/ enhancement schemes such as landscaping, refurbishment of street furniture, traffic management and pedestrian schemes;

d. Remove dereliction and bring unused land or buildings back into beneficial use;

e. Prepare and promote design guidelines to ensure sympathetic development;

f. Preserve or enhance the special character or appearance of the area.

In considering proposals for development in Conservation Areas, the Council will have regard to the following factors:

g. The nature of the development in terms of its bulk, height, materials, colour, design and detailing;

h. The relationship between the proposed development and the architectural and visual qualities of the surrounding area;

i. Where demolition is proposed, the contribution of any proposed new building to the character or appearance of the area as compared to the buildings to be demolished;

j. In the case of the re-use of buildings or the introduction of new uses, the impact of the proposal on the character or appearance of the area and the fabric of the existing building.

Justification

11.8 Within any town or city there are areas which have a special character. This is usually derived from a sense of history, the existence of traditional buildings, and the spaces between buildings including the street pattern, trees, parks and gardens. Planning legislation recognises the value of these areas. It requires Local Planning Authorities to determine which parts of their area have a special architectural or historic interest which it is desirable to protect or enhance, and to designate these as Conservation Areas.

11.9 There are currently twelve Conservation Areas in the Borough and these are shown on the Policies Map.

11.10 The aim of the policy is to ensure that the special character inherent in the Borough's Conservation Areas should not only be preserved but enhanced as far as possible.

11.11 The Council has prepared a number of Conservation Area Appraisals and Management Plans. The aim of these is to ensure that the character and appearance of Conservation Areas is preserved and, where possible, enhanced. They contain specific policies which will be used to inform the determination of planning applications and encourage the highest quality building design, townscape creation and landscaping which is in keeping with the defined areas. The enhancement and high-quality maintenance and repair of historic assets will also be encouraged.

Policy LP-BE2: Listed Buildings

The Council will actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features, or the special heritage characteristics associated with the building.

Proposals for demolition will be opposed and will only be considered where it is demonstrated conclusively that the building(s) cannot be retained.

In considering applications for Listed Building Consent, the Council will have regard to the following criteria:

a. The impact of the proposal on the historic fabric of the building;

b. The relationship of any extension to the Listed Building in terms of its height, size, design, and roofscape;

c. The need to protect the setting of the Listed Building; and

d. The impact of associated ancillary facilities and infrastructure works.

Justification

11.12 Buildings of special architectural or historic interest are "listed" by the Secretary of State for the Environment. The listing of a building provides statutory protection against its alteration or demolition and this policy seeks to reinforce this protection by ensuring that their character and surroundings are maintained.

11.13 The list of buildings in Bury covers more than 320 buildings and structures. The type and character of these listed buildings is varied and reflects the historical development of the Borough. They include stone and timber framed buildings originating from the 15th, 16th and 17th century, mills, churches, telephone boxes and war memorials. However, not all the items on the list are what we might think of as 'beautiful' buildings or structures. Buildings may be included for their special historical associations as well as their architectural merit.

11.14 New uses for Listed Buildings may often be the key to their preservation especially for buildings which have become wholly or partly redundant. However, new uses must not adversely affect the architectural or historic features and character or appearance of such buildings.

11.15 The setting of a Listed Building is often an essential feature of its character and unsympathetic development near to a Listed Building can mar its appearance, make its future use unattractive or untenable, or physically damage its structure. It is therefore important to consider the effect that a proposed development may have on such buildings.

11.16 In respect of Listed Building Consent for demolition, applicants will have to demonstrate conclusively why the building cannot be retained.

Policy LP-BE3: Scheduled Monuments

The Council will not permit development proposals which would adversely affect current and future scheduled monuments and their settings.

The Borough's current scheduled monuments are shown on the Policies Map and are listed below:

- **LP-BE3/1: Affetside Cross.**
- **LP-BE3/2: Castlesteads, Bury.**
- **LP-BE3/3: Bury Castle, Bury.**
- **LP-BE3/4: Radcliffe Tower, Radcliffe.**

Justification

11.17 The Ancient Monuments and Archaeological Areas Act 1979, provides for the designation and statutory protection of monuments of national importance (Scheduled Ancient Monuments) by the Secretary of State. Such monuments may consist of buried or standing archaeological remains, ruins and buildings.

11.18 At present, there are four scheduled monuments in Bury. Although works affecting scheduled monuments require the written consent of the Secretary of State, a procedure separate from the planning process, the effect of a proposal on an ancient monument and its setting is a material planning consideration.

Policy LP-BE4: Archaeological features

The Council will seek the protection of sites of archaeological importance as and where they are found.

Where a development proposal is submitted which will affect an archaeological site, the developer should submit sufficient information on the potential impact of the development to allow the Council to make a full and proper investigation into its archaeological consequences.

The Council will have regard to the following criteria in determining the importance of an archaeological site and the impact of any proposal:

a. The historic importance of the site;

b. The quality and condition of the site;

c. The rarity value of the site;

d. The nature of the proposed development;

e. The level/degree of disturbance;

f. The permanence of the proposal; and

g. The siting of associated infrastructure/services.

Justification

11.19 Archaeological remains are irreplaceable, representing a finite and non-renewable resource of past human activity. They are important 'for their own sake' as well as their obvious roles in education, leisure and tourism.

11.20 The inclusion of the policy aims to ensure that the effects of development proposals on archaeological sites are properly assessed and evaluated before planning applications are determined.

Policy LP-BE5: Local non-designated heritage assets

In considering proposals that have the potential to affect non-designated heritage assets contained on the 'Local List', the Council will make a balanced judgment on the proposal taking into account:

a. The scale of any loss or harm to the locally significant heritage asset; and

b. The extent of the benefits that would arise from the proposal.

The Council will refuse applications where the loss or harm is considered to outweigh the anticipated benefits.

Justification

11.21 In addition to formally designated Conservation Areas, Listed Buildings and Schedules Ancient Monuments, the NPPF also includes a level of protection for non-designated heritage assets. These can be any type of historic structure, fabric or artefact located above or below ground. These structures would generally not meet the criteria for protection as designated heritage assets but are seen to contribute to the background character, significance and distinctiveness of an area where it is important to protect the best of these assets.

11.22 Non-designated heritage assets can be identified either at the time of an application or in advance by the local planning authority through survey and consultation, and then by producing a local list of such heritage assets. The Council has prepared a list of non-designated heritage assets within Bury and this currently includes around five hundred entries, some of which include multiple properties. The approach to producing the list is to ensure that each part of the Borough and its character is represented. It is also

important to cover all relevant periods of the Borough's development and to ensure that all building and structure types are covered.

Policy LP-BE6: Design and layout of new development

The Council will require all new development to display high standards of design and layout. Development proposals that are of a poor standard of design and layout will be refused.

Innovative design solutions will be supported where this would make a positive contribution to the nature and character of an area.

In determining a development proposal, the Council will consider whether it makes a positive contribution in terms of:

a. Reflecting the context, history, landscape, townscape and the characteristics of the site and its surrounding areas;

b. Being visually attractive and having a distinctive identity;

c. Using high-quality, sustainable and durable materials that are easily maintainable and resistant to the effects of ageing, weather and climatic conditions;

d. The need to ensure development contributes to both mitigating and adapting to climate change and is resilient to the ongoing and predicted impacts of climate change;

e. Incorporating low carbon materials to reduce the embodied carbon of new development;

f. Ensuring opportunities are taken to optimise solar energy generation through the site layout, building orientation and design;

g. Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive and accessible way that creates a sense of place;

h. Ensuring that the design and layout minimises actual and perceived opportunities for crime, anti-social behaviour, disorder and terrorism;

i. Enabling effective, safe and accessible patterns of movement within and around the development in a way that promotes walking, wheeling, cycling and the use of public transport;

j. Taking into account the existence of any public rights of way;

k. Making provision for high-quality, safe and accessible public spaces and green infrastructure, the provision of wildlife habitats and other wildlife-friendly features within the development, including the provision of opportunities for nesting birds through the installation of integral nest boxes/incorporation of swift bricks in accordance with Local Plan Policy LP-GI7;

l. Incorporating appropriate landscaping and urban greening, including green roofs, green walls and planting of urban trees and shrubs;

m. In the case of residential development, making appropriate provision for gardens and / or outdoor amenity space that reflects the type and size of each new dwelling;

n. Ensuring that the design of a site must assess and respond to existing hydrological characteristics to ensure the sustainable management of water in the design of a site. Sustainable drainage must be considered at the outset of the design process and integrated with the site landscaping, including tree-lined streets;

o. Ensuring that homes and buildings are functional, accessible and sustainable;

p. Ensuring that the development makes an effective and efficient use of land and natural resources;

q. Providing adaptable and resilient buildings and places;

r. Promoting health and wellbeing;

s. Accommodating the needs of people with disabilities, the elderly and those with small children and that suitable access is provided; and

t. Incorporating public art, where appropriate.

Where required[25], the Council will expect all Design and Access Statements to clearly explain how the development delivers the principles set out in this and other design-related policies of this Plan.

[25] As required under the Town and Country Planning (Development Management Procedure) (England) Order

Justification

11.23 The design and layout of new development is recognised as being integral to achieving sustainable development and the planning process has a key role to play in achieving this.

11.24 Good design incorporates an interrelation of features and if implemented effectively can contribute towards the creation of thriving and vibrant places that are well built, inclusive, safe, well-connected and environmentally sensitive. Consequently, the design of new development can have a significant impact on people's quality of life.

11.25 The Council is particularly keen to encourage more innovative, yet respectful, design solutions within the built environment and to avoid generic building design that has little or no relevance to its surrounding environment.

11.26 The circumstances where a development proposal should be accompanied by a Design and Access Statement are set out under the Town and Country Planning (Development Management Procedures) (England) Order. They are required to ensure that all necessary considerations have been integral in the design of the proposed development including the need to ensure that it accommodates the needs of people with disabilities, the elderly and those with small children and that suitable access is provided.

11.27 It is intended that this Policy will be supplemented by design guides and codes which will set out more detailed advice on achieving high standards of design that reflect the local character of the area. Regard will be had to the National Design Guide and National Model Design Code where no locally produced design guides or codes are in place.

Policy LP-BE7: Regeneration Opportunity Areas

Subject to other development plan policies, the Council will support proposals that lead to the regeneration of the built environment where this is in need of environmental improvement.

The following areas are designated as Regeneration Opportunity Areas, and these are shown on the Policies Map:

- **LP-BE7/1: East of Bury town centre.**
- **LP-BE7/2: Milltown Street, Radcliffe.**

Justification

11.28 The built environment shapes the living conditions and quality of life for our communities and workers. Whilst many parts of the Borough present a high-quality built environment, there are some areas that are particularly poor-quality and in need of regeneration and environmental improvement.

11.29 Policy LP-BE7 is designed to encourage regeneration activity and environmental improvements in areas that currently present a particularly poor-quality built environment in order to improve the attractiveness of these areas.

11.30 Although the Policy will be applicable to any areas with a poor-quality built environment, it identifies two designated Regeneration Opportunity Areas to the east of Bury town centre and in the Milltown Street area of Radcliffe. It should be noted that it is not the intention of this Policy to identify these areas for wholesale regeneration with the displacement of existing residents, businesses and other operators but, rather, to work alongside these to promote improvements to the built environment.

Policy LP-BE8: Amenity

The Council will ensure that new development would not lead to unacceptable adverse impacts on the amenity of the surrounding area or users and occupants of the development, particularly in terms of:

a. Overshadowing and loss of light;

b. Dominance and loss of privacy by virtue of separation distances, height, depth, mass, location of a building/extension and window positions;

c. Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours; and

d. Parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement.

Justification

11.31 Poorly considered development can have a negative impact on the amenity of the surrounding area as well as the occupants and users of a development itself.

11.32 Access to daylight and sunlight is important for general amenity, health and well-being, for bringing warmth into a property and to save energy from reducing the need for artificial lighting and heating. The Council will carefully assess proposals that have the potential to reduce daylight and sunlight levels for existing and future occupiers.

11.33 Development should be designed to protect the privacy of both new and existing dwellings to a reasonable degree. Spaces that are overlooked lack privacy. Therefore, new buildings, extensions and the location of new windows should be carefully designed to avoid overlooking, particularly where this involves overlooking of the most sensitive areas i.e. living rooms, bedrooms, kitchens and garden areas.

11.34 Pollution and general disturbance arising from noise, vibration, smell, litter, artificial light and opening hours can also have a significant impact on amenity and people's quality of life. Consequently, these issues will be fully considered when dealing with proposals that have the potential to generate these issues.

11.35 Similarly, inadequate parking and servicing arrangements associated with a development can have an adverse impact on amenity and the Council will ensure that new development is adequately served, where necessary.

11.36 Where a development is acceptable in principle, conditions may be imposed to mitigate against potentially adverse impacts on the amenity of nearby residents. These conditions may include measures to control the hours of opening, noise, smell, storage of refuse and the collection of litter.

Policy LP-BE9: Food and drink uses

In considering all proposals for restaurants, hot food takeaways, cafes, snack bars, public houses or any other uses involving the sale of food and drink, the Council will have regard to the following factors:

a. the amenity of nearby residents by reason of noise, smell, litter and opening hours;

b. whether the proposal would result in an over concentration of food and drink uses, which could adversely change the nature or character of a centre as a whole;

c. whether the proposal would lead to an unacceptable loss of retail uses and adversely impact on the vitality of a centre;

d. whether the proposal has the potential to have a negative impact on health and wellbeing;

e. parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement;

f. provision for the storage and disposal of refuse and customer litter; and

g. the environmental impact of any ventilation flues and/or ducting.

Justification

11.37 Food and drink uses pose a number of potential associated environmental and highway safety problems which need to be carefully controlled. The factors to be considered when assessing planning applications mainly relate to the effect on amenity, particularly where residential properties are in close proximity, road safety and traffic flow.

11.38 Such uses are most appropriately located within town and district centres and other mixed-use areas, where their impact will tend to be least damaging and demand for their services is greatest.

11.39 Proposals for food and drink uses in other parts of the built-up area may be considered acceptable, if they meet the detailed requirements of this policy, and other policies of the Plan.

11.40 The Council also considers that where a development is acceptable in principle, the Council may impose conditions on an approval to mitigate the potentially damaging effects of these uses and/or protect the amenity of nearby residents. These conditions may include measures to control the hours of opening, noise, smell, the storage of refuse and the collection of litter.

Policy LP-BE10: Advertisements

The Council will seek to control advertisements in the interests of amenity and public safety to enhance the quality of the Borough's environment. In doing so the Council will have regard to the following considerations:

a. the characteristics of the local neighbourhood, including scenic, historic, architectural and cultural features;

b. the scale and massing of existing buildings and structures;

c. the nature of the predominant land use in the locality;

d. the presence of Listed Buildings or Conservation Areas;

e. any proposals for land use change in the area;

f. with reference to the countryside, landform, the quality of immediate surroundings, landscape character and background features; and

g. the effect on the safe use of any form of transport, including the safety of pedestrians.

Justification

11.41 All advertisements affect the appearance of the building, structure or place where they are displayed.

11.42 In line with the objective of protecting and enhancing the built environment, the Council will use its development management powers to control the visual effects of advertisements on their surroundings.

11.43 The Council will be especially concerned with controlling advertisements in the interests of amenity and public safety. In considering issues concerning amenity, the Council will examine the effect of a proposal on the appearance of a building and on visual amenity in the immediate neighbourhood where it is to be displayed, including its cumulative effect.

11.44 Where public safety issues are raised, the Council will consider such matters as the likely behaviour of drivers of vehicles who will see the advertisement, possible confusion with any traffic sign or other signal, or possible interference with a navigational light or an aerial beacon. The vital consideration will be whether the advertisement itself, or the exact location proposed for its display, is likely to be so distracting, or so confusing, that it creates a hazard to, or endangers, people in the vicinity.

12 Protecting green and blue infrastructure and recreation

12.1 It is clearly recognised in national policy that Local Plans should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs through the provision of safe and accessible green infrastructure, sports facilities and allotments.



12.2 The NPPF outlines that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.

12.3 Additionally, one of the key aims of the NPPF is that Local Plans should include policies for the conservation and enhancement of the natural environment, including policies to conserve areas of special landscape value, biodiversity and ecological assets and green infrastructure.

12.4 Green Infrastructure is defined[26] as a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. It can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, incidental areas of open space, linear corridors, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies[27].

12.5 Green infrastructure is multifunctional in that it can provide spaces to support the health and wellbeing of communities, have ecological value, support resilience and adaptation to climate change, play an important role in the

[26] National Planning Policy Framework Page 70.
[27] MHCLG Guidance - Natural environment. Paragraph: 004 Reference ID: 8-004-20190721 (21.07.2019)

landscape and setting of built development. As a result, the boroughs Green Infrastructure network is therefore an integral aspect of sustainable development.

12.6 The key local issues associated with Green Infrastructure are multifaceted. The key challenge for the Borough's natural environment is the varied nature and quality of different landscape characters, geological and ecological assets, and water bodies. For the provision of recreational space and opportunities to get involved in sport and recreational activity, the key issues are that there are significant and rising levels of obesity in children and adults; that levels of physical inactivity are sizeable; and that there is a need to increase opportunities to travel by walking, wheeling and cycling. Coupled with this, there are identified deficiencies in the quantity, quality and accessibility of all types of open space across the Borough.

12.7 In response to these issues, it is considered that the Local Plan should seek to conserve and enhance the Borough's natural environment and seek to ensure that the Borough's residents have access to a sufficient amount of good quality open space, sport and recreation facilities.

Policy LP-GI1: Green and blue infrastructure

The Council will seek to protect and enhance a network of multi-functional green and blue infrastructure and will support proposals to improve the connectivity and quality of the network where these accord with other Local Plan policies and proposals.

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

a. Where that part of the network is designated as Green Belt, that the proposal can satisfy established national policy on Green Belt; or

b. Where that part of the network is not designated as Green Belt that, subject to other Local Plan policies and proposals, the development would fall into one of the following categories:

   i. it is of strategic importance with respect to one or more green infrastructure functions at the overall expense of the multi-functionality of the network;

   ii. it is limited and will form part of, and be essential to, the provision and improvement of public services and utilities;

iii. it is any other development that would be appropriate in the Green Belt; or

iv. it is essential to meet broader sustainability objectives.

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

c. would have positive benefits in terms of the network's integrity, connectivity, role and function; and

d. incorporates sufficient mitigation and/or compensation measures to off-set any loss or damage to the network that would arise from the development; and

e. is in accordance with other Local Plan policies and proposals.

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

Justification

12.8 Planning Practice Guidance defines green infrastructure as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

12.9 Bury's strategic network of green infrastructure is shown on the Policies Map and this includes:

- Areas of open countryside such as the uplands of the West Pennines Moorland and Country Parks;
- Strategically significant green and blue spaces such as Bury's river valleys and biodiversity assets;
- Open areas where there is a significant high flood risk and opportunity to mitigate against flooding and/or provide additional compensatory flood storage; and
- Areas of outdoor open space, sport and recreation including (but not limited to) playing fields, urban parks, woodlands, and allotments.

12.10 At a non-strategic level, Green Infrastructure can also include features such as green roofs, walls, street trees, grass verges and incidental landscaping.

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

12.12 Consequently, the Policy generally seeks to protect and enhance areas of green infrastructure and support proposals to improve the connectivity and quality of the network.

Policy LP-GI2: Protected open space, sport and recreation

The Council will seek to retain an adequate supply of good quality and accessible open space, sport and recreational assets that satisfies the minimum standards defined in the Greenspace Strategy[28] and other supporting strategies.

In seeking to retain all forms of open space, sport and recreation provision including indoor sports facilities, development will not be allowed where it would result in the loss of such assets except where it can be clearly demonstrated that:

a. a site is surplus to current and future community requirements taking into account the value of the site and its potential for addressing any identified deficiencies in other types of open space, sport and recreation; or

b. replacement open space, sport and recreation land and facilities which are at least equivalent in terms of quality, quantity and accessibility are made available; or

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

In seeking to enhance open space, sport and recreation provision, the Council will:

d. give favourable consideration to proposals for additional open space, sport and recreational facilities;

[28] Work on a new Greenspace Strategy Work is currently ongoing and, as such, the standards set out in the existing Greenspace Strategy are subject to change.

e. give favourable consideration to proposals for the appropriate improvement to the quality and accessibility of existing open space, sport and recreational assets;

f. require new housing developments to contribute towards the open space, sport and recreational needs of the prospective residents in accordance with Policy LP-GI3 and integrate open spaces with walking, wheeling and cycling networks;

g. encourage the dual use of education recreation facilities by the wider community; and

h. subject to other policies, give favourable consideration to proposals to redevelop a small part of an open, space, sport or recreation site where it can be clearly demonstrated that this is surplus to current and future needs; would represent the best opportunity to retain and enhance the facility; and would contribute towards meeting identified local needs.

Justification

12.13 Easy access to good quality open space and recreational facilities can make an important contribution towards the health and well-being of the Borough's communities and can provide opportunities for people to pursue a more active lifestyle.

12.14 As a result, it is important to ensure that such sites are protected from development where they currently fulfil, or have the potential to fulfil, the needs and aspirations of the local community. This includes recognising the contribution that education recreation facilities and playing fields can make towards the provision of facilities for the wider community.

12.15 In addition to quantity, it is important that the quality of open space and recreational facilities is of a high standard in order to enable effective and regular use. Similarly, it is also vital that sites are accessible to the community which it is intended to serve.

12.16 The sites that will be subject to this Policy are identified on the Policies Map but the Policy will be equally applicable to any other unidentified areas of open space and recreation.

Policy LP-GI3: Open space, sport and recreation provision in new housing

Developers of 10 or more dwellings will be required to make provision for new or enhanced open space, sport and recreation to meet the needs of the prospective residents in accordance with the standards and thresholds identified in Bury's Greenspace Strategy[29] and other local standards set by supporting strategies.

Planning applications for Houses in Multiple Occupation (HMOs) will be required to make provision for new or enhanced open space, sport and recreation to meet the needs of the prospective residents.

The Council will require new or enhanced provision where, following the development, existing levels of any type of open space, sport and recreation within the appropriate distance threshold of the site are below the minimum quantitative standard. Unless there are specific circumstances connected to the site which would dictate otherwise, provision should be made in accordance with the following:

- 10-99 dwellings: one-off financial contribution to help address identified quantitative and qualitative deficiencies within the appropriate distance threshold of the site.
- 100 or more dwellings: provision on-site within or adjacent to the development equivalent to the minimum size and accessibility-based standards set out within the Greenspace Strategy.

Developers will be required to make appropriate provision for the long-term management and maintenance of any facilities provided or improved in accordance with PfE policy JP-G2 and any proposals that would involve the loss of open space, sport and recreation provided in conjunction with new housing development will be considered in accordance with LP-GI2.

Justification

12.17 New housing development within the Borough brings with it an increase in population and a subsequent increase in demands for open space, sport and recreational facilities.

12.18 If the increase in demand for recreation is not met through the new development, then this is likely to place excessive demands on existing facilities which, in turn, may have an adverse impact on quality. As such,

[29] Work on a new Greenspace Strategy Work is currently ongoing and, as such, the standards set out in the existing Greenspace Strategy are subject to change.

Policy LP-GI3 sets out what will be expected of developers of all new housing in respect of meeting the demands of the prospective residents through the provision of open space, sport and recreation.

Policy LP-GI4: Strategic recreation routes

In promoting access to the countryside, the Council will seek to establish a network of designated recreational routes to provide access, where appropriate, for pedestrians, cyclists and horse riders. These routes will be safeguarded and any development which would prejudice their establishment or use will not be permitted unless an alternative route is provided that is equally attractive and convenient.

In supporting a network of designated recreational routes, the Council will also seek to protect and enhance other local recreational routes. The provision of further local and strategic recreation routes will be sought, particularly where they would improve links between the six towns, to strategic allocation sites and regeneration areas. New development that is proposed on a site which could help to fill a gap in the network will be required to incorporate a strategic recreation route as part of the development.

The following are identified as strategic recreation routes and these are shown on the Policies Map:

- **LP-GI6/1- The Kirklees Valley.** A route linking Bury Town Centre and Greenmount primarily following a former railway line.
- **LP-GI6/2 - Former Bolton to Bury/Radcliffe Railway Line.** Routes from Bradley Fold to Bury and from Bradley Fold to the Manchester, Bolton and Bury Canal in Radcliffe along a former railway line.
- **LP-GI6/3 - The Roch Valley.** A route from Springwater Park in the Irwell Valley along the valley of the River Roch to link with the Ashworth Valley in Rochdale. For a part of its length the proposed route lies within the Borough of Rochdale and is, therefore, not shown on the Proposals Map.
- **LP-GI6/4- The Irwell Valley North of Bury Town Centre.** This route follows the river Irwell Sculpture Trail linking Burrs Country Park, Bury Town Centre to Ramsbottom and Summerseat.
- **LP-GI6/5 - The Irwell Valley & Outwood Trail South of Bury Town Centre.** This route follows the canal towpath and a former railway line linking the Irwell Valley Sculpture Trail and Prestwich Forest Park with Radcliffe and Bury Town Centres.

Justification

12.19 Many of the existing strategic recreation routes follow disused railways, public rights of way and waterside routes, and are generally separate from highways.

12.20 The network of strategic recreation routes in Bury is an important component of a sustainable Borough, helping to provide opportunities for outdoor recreation and connecting urban areas to the countryside. Strategic recreation routes are therefore a key part of the Borough's wider green infrastructure network and make a significant contribution to public health and wellbeing by providing opportunities for more active lifestyle choices. These routes are supported by a wider network of public rights of way.

12.21 The Council's intention is to improve opportunities for all users to gain access to the countryside and that recreational routes are central to achieving this by creating accessible links between the Borough's communities and the wider countryside.

Policy LP-GI5: Biodiversity assets

The Council will seek to ensure that proposals for new development minimise impacts on the Borough's biodiversity assets.

Where there is potential for new development to have an impact on any of the Borough's biodiversity assets, applicants will be expected to apply the sequential approach as outlined in national planning policy on biodiversity and geological conservation and provide evidence that any potential impact has been fully assessed and that, where potential impacts are identified, measures have been taken to avoid, mitigate or compensate.

Planning permission will not be granted for development in or in the vicinity of a designated or proposed site of national importance [30] or Sites of Biological Importance which would adversely affect, either directly or indirectly, the biodiversity assets, unless it can be demonstrated that other material considerations outweigh the special interest of the site.

Where a proposal has potential to impact biodiversity assets, development proposals should consider:

a. The effect on habitats and sites of international, national, regional or local importance as identified in relevant national guidance, the Greater

[30] Site of Special Scientific Interest or National Nature Reserve

Manchester Local Nature Recovery Strategy, and the Local Sites register for Greater Manchester;

b. The effect on land contributing towards and/or enabling the enhancement of the Borough's wildlife corridor network as identified in the Greater Manchester Local Nature Recovery Strategy and forming part of Bury's Green Infrastructure network, taking account of the priorities set out within the LNRS;

c. The impact on protected and both national and local priority species, identified in regional or local importance identified in the GM Local Nature Recovery Strategy; and

d. The irreplaceable nature of certain habitats such as Blanket Bog, Ancient Woodland and Veteran Trees.

New development should, where appropriate, make provision for wildlife habitats and other wildlife-friendly features within the development, including the provision of opportunities for nesting birds and bats through the incorporation of bird and bat bricks. In particular, new housing and commercial development should prioritise incorporation of swift bricks located at a suitable elevation and in line with the British Standard BSI42021 unless other protected or priority species are already present nearby or it is agreed that swifts would be unlikely to colonise the site. As a minimum, provision should be made for:

- Two swift/bird or bat bricks per residential unit.
- One swift/bird or bat brick per 50 sq.m. of commercial floorspace.

New development should also avoid negative effects on adjacent habitats as a result of inappropriate external lighting in dark corridors and shading of light demanding habitats.

Justification

12.22 Biodiversity (the variety of living organisms) underpins the value of the natural environment and its ability to provide a wide range of important benefits, including supporting human health and quality of life.

12.23 In terms of the sub-region of Greater Manchester, the Borough has an above average concentration of Sites of Biological Importance (SBIs) which makes a significant contribution towards the landscape character and perception of the Borough as an attractive location to live. SBIs also provide the main refuges for priority habitats and species as well as providing key nodes within the green infrastructure and wildlife network of the Borough.

12.24 Bury has one Site of Special Scientific Interest (SSSI) covering part of the West Pennine Moors. This is designated in recognition of the quality of its breeding bird assemblages and mosaic of upland and upland fringe habitats.

12.25 There are two key areas of ancient woodland associated with the Irwell Valley and its tributaries which are at opposite ends of the Borough, in the north around Holcombe Brook and Summerseat, and in the south around Prestwich and Stand. Ancient woodlands are irreplaceable and are valuable biodiversity, cultural and heritage assets.

12.26 It is, therefore, important that these key biodiversity assets are protected through the planning process wherever possible.When considering proposals for development that has the potential to impact on biodiversity assets, developers should initially consider the mitigation hierarchy (avoid, mitigate and compensate) as set out in National Policy and in PfE Policy JP-G8.

12.27 Additionally Bury is also home to a number of nationally and locally prioritised species. Nationally, bats, house sparrows and starlings are designated as species of principal importance[31]. Additionally, the draft Local Nature Recovery Strategy identifies swifts and housemartins as priority species for nature recovery which are a local species that are particularly at risk and need targetted action.

12.28 For residential development, a minimum number of two swift bricks/bird or bat boxes are required per residential unit. The requirement does not apply to extensions or alterations of existing buildings. The minimum number of swift/bird or bat boxes required on commercial development one per 50 sq.m. of floorspace. Swift/bird and bat boxes should be installed in groups of three, with a preference for integrated provision rather than external boxes.

Policy LP-GI6: Biodiversity net gains from new development

In accordance with the provisions of the Environment Act (2021) and PfE Policy JP-G8, the Council will require development to provide measurable net gains for biodiversity of no less than 10% and in line with regional guidance.

Justification

12.29 The Environment Act 2021 includes a requirement for applicable development to deliver a mandatory 10% biodiversity net gain. Biodiveristy

[31] Department for Environment, Food and Rural Affairs and Natural England (2022) List of habitats and species of principal importance in England.

Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.

12.30 Where Biodiversity net gain is required, developers should consider the following biodiversity gain hierarchy:

i. Create biodiversity on-site (within the red line boundary of a development site).

ii. If developers cannot achieve all of their BNG on-site, they can deliver through a mixture of on-site and off-site. Developers can either make off-site biodiversity gains on their own land outside the development site or buy off-site biodiversity units on the market.

iii. If developers cannot achieve on-site or off-site BNG, they must buy statutory biodiversity credits from the government. This should be a last resort.

Policy LP-GI7: Local nature recovery network

Where development is sited within or adjacent to the adopted GM Local Nature Recovery Strategy's Local Nature Recovery Network it should demonstrate how the proposal will enhance and protect the integrity of existing core areas for nature recovery and boost the connectivity of the network within opportunity areas for nature recovery. Development should also demonstrate how it will support the priorities set out in the GM Local Nature Recovery Strategy, particularly in relation to:

a. The enhancement and provision of habitats on the development site; and

b. The Habitat Management and Monitoring Plan for the development.

Development on land within or adjacent to areas identified as core areas in the nature recovery network will not normally be permitted. These areas are key to our remaining wildlife and should be protected and enhanced.

Within the LNRS opportunity areas, development will be expected to:

c. Protect and enhance key existing habitats;

d. Identify the existing and planned broader nature recovery network; and

e. Enhance, restore and create habitats in a way that significantly improves connectivity within the development site and beyond the site.

In enhancing connectivity, particular consideration should be given to the following:

f. The expansion and enhancement of existing habitats;

g. the priority species identified within the GM Local Nature Recovery Strategy;

h. The strategic creation and restoration of habitat to better connect existing habitats;

i. The design and layout of the development; and

j. Any infrastructure that could be detrimental to achieving enhanced connectivity, such as roads, buildings and other barriers to species movements (e.g. fences).

Justification

12.31 A Greater Manchester Local Nature Recovery Strategy is being produced for adoption in 2025. The Local Nature Recovery Strategy sets out a vision for a greener Greater Manchester, where space for nature to flourish is grown and enhanced, more people can access and enjoy the natural environment, and the many benefits nature brings are increased for everyone – from supporting mental and physical wellbeing to creating leisure space and supporting biodiversity.

12.32 The strategy outlines the core areas for nature recovery, priorities for nature recovery, priority species and opportunity areas for nature recovery, along with a mapped Local Nature Recovery Network.

12.33 Our core areas for nature recovery are areas which are already of particular importance for biodiversity, including all the statutorily protected and selected areas for nature in Greater Manchester (including all of our Sites of Special Scientific Interest; Local Nature Reserves, and Sites of Biological Interest) and irreplaceable habitats as defined by the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024.

12.34 The LNRS opportunity areas are strategically identified areas that are crucial to developing a coherent nature recovery network across Greater Manchester, through expanding or joining up our core areas. These opportunity areas have no existing statutory protection and have significant potential to become of particular importance for biodiversity. They represent the best areas to connect-up spaces for nature across Greater Manchester

and are where effort should be concentrated to achieve the most for biodiversity.

12.35 This works in partnership with Biodiversity Net Gain; development projects that create, enhance or recover habitat in locations which within the core or opportunity maps of the Greater Manchester Local Nature Recovery Strategy will get a higher biodiversity value in the biodiversity metric than they would in other locations.

12.36 For implementation of statutory Biodiversity Net Gain, the areas identified in the Greater Manchester Local Nature Recovery Strategy as areas that could become of particular importance for biodiversity (or "opportunity areas") are to be categorised as "formally identified in local strategy" for the purposes of scoring "Strategic Significance" in the Statutory Biodiversity Metric.

Policy LP-GI8: Trees, woodland and hedgerows

The Council recognises that trees, woodland and hedgerows bring multiple benefits, including providing valuable wildlife habitats and increasing resilience to climate change. Accordingly, the Council will support the Greater Manchester City of Trees project by seeking to retain and enhance the coverage of trees across the Borough.

Where a development will, or has the potential to, affect trees, the Council will take a natural capital approach to tree replacement, looking not just at numbers, but at the potential benefits being lost.

In particular, the Council will:

a. Require planning applications to be accompanied by adequate tree survey information, where necessary;

b. Work with developers to ensure that there is no unacceptable loss of, or damage to, existing trees or woodlands during, or as a result of, development;

c. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that take into account the provision of benefits lost, such as those that result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area;

d. Require development proposals to increase the levels of high-quality new tree planting, ensuring that they continue to be well maintained;

e. Protect the Borough's Ancient Woodlands and Ancient and Veteran Trees as valuable biodiversity, cultural and heritage assets;

f. Protect important[32] hedgerows in the borough;

g. Support proposals for new tree planting where this involves the right type of trees in the right location;

h. Encourage the incorporation of trees into existing and new proposals for new walking, wheeling and cycling routes; and

i. Ensure the provision of street trees into new development.

Justification

12.37 Policy LP-GI8 reflects the Council's recognition that trees, woodlands and hedgerows are vital elements of the Borough's green infrastructure network and play a major role within the environment.

12.38 Trees and hedgerows (which are priority habitats[33]) deliver a range of benefits, including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion and strengthening landscape character. They can also soften otherwise harsh urban environments, provide shelter from wind and shade from sunlight and heat and create vibrant environments and pleasant public spaces.

12.39 Having green, tree filled local environments can make a huge contribution to quality of life, promote good mental and physical health, create liveable places, improve our resilience to climate change and support economic growth.

12.40 In recognition of these benefits, Policy LP-GI8 seeks to support the City of Trees project, which is the Greater Manchester's contribution to The Northern Forest - a 25-year vision to plant 50 million trees across the North of England, stretching from Liverpool to Hull.

[32] Importance is measured against the Natural England and Department for Environment, Food & Rural Affairs definition.
[33] Hedgerows are defined as priority habitats by the Department for Environment, Food and Rural Affairs and Natural England, List of habitats and species of principal importance in England (2022).

Policy LP-GI9: Geology and geodiversity

The Council will seek to ensure that proposals for new development minimise impacts on the Borough's geological and geomorphological assets and provide net gains where possible.

Where there is potential for new development to have an impact on any of the Borough's geological and geomorphological assets, applicants will be expected to apply the sequential approach as outlined in national planning policy on biodiversity and geological conservation and provide evidence that any potential impact has been fully assessed and that, where potential impacts have been identified, measures have been taken to avoid, mitigate or compensate.

When assessing the potential impact of a development on such assets, the Council will consider the following:

a. The effect on geological and geomorphological sites of international, national or local importance as identified in relevant national guidance or as a candidate Regional Important Geological Site by the GM RIGS group;

b. The effect on a river valley relating to old river channels and terraces and the potential for paleo-ecological deposits; and

c. The effect on any exposed geological outcrops.

Justification

12.41 Geological and geomorphological features provide insights into the environment during the carboniferous and post glacial era. It is important that these sites are protected as once they are lost, they are lost for ever.

12.42 In Bury, Ash Clough is a designated SSSI on the basis of it being an important river cliff showing exposed geology and this will be a key geological feature that the policy is seeking to retain.

Policy LP-GI10: Soils

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

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

b. Whether the proposal conserves and enhances peat habitats and takes advantage of opportunities to re-wet moorland and mossland habitats in the Borough; and

c. The effect of the proposal on conserving and enhancing the soil resource.

Where a construction management plan is required, this should include a soil assessment and resource management plan.

Justification

12.43 Nationally, there has been a long-standing presumption against the loss of the most versatile agricultural soils i.e. those capable of producing regular arable crops. Historically, the best and most versatile agricultural land was safeguarded because of its strategic importance in terms of food self-sufficiency for the country. However, the protection of such land is equally applicable today in terms of producing food locally and reducing 'food miles'.

12.44 Although the Borough has very little agricultural land that can be considered to be the best and most versatile, the Council will ensure that the small pockets that do exist are not adversely affected or lost to development. Soil is essential for achieving a range of important ecosystem services and functions, including food production, carbon storage and climate regulation, water filtration, flood management and support for biodiversity. Soil is a finite resource and needs to be conserved and managed in a sustainable way.

12.45 Some of the most significant impacts on soils occur as a result of activities associated with construction. A Code of Practice has been developed by Defra to assist in the understanding of how to better protect soil resources and minimise the risks of environmental harm. Where appropriate a soil assessment may be required.

12.46 The Borough also includes areas of degraded Blanket Bog and former mossland. The latter (primarily associated with Unsworth Moss) is now unlikely to be restored, with evidence indicating there is not restorable peat at this location. However, the peat associated with Holcombe Moor, though currently not actively growing, still represents an important area of locked carbon and potential source of paleo-ecological records.

12.47 Conservation, enhancement and restoration would combat climate change as actively growing peat will both lock additional carbon and retain more water.

13 Protecting the Green Belt

13.1 The NPPF specifies that the underlying aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness.



13.2 The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

13.3 It also specifies that once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

13.4 In order to meet identified development needs, the Places for Everyone Joint Plan altered the Green Belt boundaries across the plan area. The current extent of the Green Belt in Bury is designated by PfE Policy JP-G9: 'The Green Belt' and is shown on the Policies Map.

13.5 Any proposals for development within the Green Belt will be considered within the context of relevant policies in the NPPF, the Places for Everyone Joint Plan and this Local Plan.

Policy LP-GB1: Limited infilling in village settlements

The Council will support limited infilling within the Borough's village settlements of Shuttleworth, Holcombe, Hawkshaw, Summerseat, Affetside, Nangreaves, Ainsworth and Simister where it:

a. is in keeping with the scale, character and appearance of its surroundings and the local area;

b. does not give rise to unacceptable impacts; and

c. does not involve the loss of undeveloped land that makes a positive contribution to the character of the area.

Proposals within areas of Green Belt associated with settlements other than those listed will not be regarded as limited infilling in a village settlement.

Justification

13.6 Limited infilling within village settlements is defined as the development of a relatively small gap between existing buildings. The Borough contains a number of village settlements that, because of their location outside the main urban area, are relatively isolated and self-contained settlements set within wider areas of open land and 'washed over' by Green Belt.

13.7 The Green Belt designations for these settlements are to remain and any development will be restricted to limited infilling that is in scale with the village and would not adversely affect its character and surroundings.

13.8 Policy LP-GB1 identifies the Borough's village settlements to which the Policy will be applicable and the concept of limited infilling within the Green Belt will not apply to any other settlements.

Policy LP-GB2: Conversion and re-use of buildings in the Green Belt

The Council will permit the conversion and re-use of buildings in the Green Belt providing that:

a. It does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;

b. Any extension of re-used buildings, and any associated uses of land surrounding the building do not conflict with the openness of the Green Belt and the purposes of including land in it (e.g. because they involve extensive external storage, or extensive hardstanding, car parking, gardens, boundary walling or fencing);

c. The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction;

d. The form, bulk and general design of the buildings are in keeping with their surroundings;

e. Suitable access and likely traffic generation can be accommodated without creating a traffic hazard or the need for major road improvements or lengthy new routes;

f. All the necessary services can be provided without extensive works; and

g. The applicant has undertaken a comprehensive assessment, to the satisfaction of the local planning authority, to determine whether the building contains any protected species (such as bats or barn owls) and other nesting birds and, if so, that measures will be taken to prevent damage to habitats.

Justification

13.9 When suitable safeguards are taken, the re-use or conversion of buildings should not prejudice the openness of the Green Belt since the buildings are already there. Re-use or conversion can help to secure the continued stewardship of land, especially by assisting farm diversification and can contribute to the objectives for the use of land in the Green Belt.

13.10 Buildings which have become so derelict that they could be brought into use only by complete or substantial reconstruction would not fall within the scope of this policy.

13.11 In the case of residential conversions there will be an emphasis on gardens which are in keeping with the local landscape, particularly in areas of otherwise surrounding open countryside.

13.12 Section 9 of the 1981 'Wildlife and Countryside Act' affords protection to both protected species and any structure or place which such a species may use for shelter or protection. Agricultural buildings are valuable habitats for barn owls, bats and other protected species. Prior to granting planning permission the local planning authority will have to be satisfied that no such species are present but, if they are, that measures are in place to ensure that any damage to such habitats is prevented.

Policy LP-GB3: Agriculture, forestry and other occupational dwellings in the Green Belt

The Council will only permit proposals for new dwellings to support agricultural, forestry and other occupational dwellings associated with activities acceptable in the Green Belt in very special circumstances, such as where they can demonstrate an essential need for rural workers to be

housed at or in the immediate vicinity of their place of work. This need will only exist where:

a. There is a clearly established existing functional need for the dwelling;

b. The functional need could not be fulfilled by another existing dwelling on the agricultural unit, or any other existing suitable accommodation in the area;

c. The dwelling is of a size commensurate with the established functional requirement and in relation to the needs of the agricultural unit.

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

Applications for the removal of an occupancy condition related to rural workers will only be supported where it can be clearly demonstrated that:

e. There is no longer a need for the occupational dwelling on the holding/business and in the local area; and

f. The property has been robustly and realistically marketed to ensure proper coverage within the relevant sector for at least 12 months at a price which reflects the existence of the occupancy condition.

Applications for the conversion of barns on functioning agricultural land should submit evidence which clearly demonstrate that the barn is surplus to requirements.

Justification

13.13 Dwellings associated with agriculture, forestry or other activities that are acceptable within the Green Belt will not be permitted in the Green Belt except in very special circumstances.

13.14 However, one exception may be where the Council can be satisfied there is an essential need for an agricultural worker to live in the vicinity of their workplace. In the interest of ensuring the openness of the Green Belt is not compromised unnecessarily by potentially intrusive development, the policy requires the applicant to provide evidence that the dwelling is genuinely required to support the proper functioning of the enterprise, and that there are no realistic housing alternatives available elsewhere in the local area.

13.15 The dwelling would also be expected to not be larger than is appropriate to meet the requirements of the enterprise. Applicants will also need to

demonstrate that the agricultural use connected to the dwelling is financially viable and secure and where there is uncertainty over the financial security of the enterprise, the Council may only grant planning permission on a temporary basis.

Policy LP-GB4: Agricultural diversification in the Green Belt

The Council will support proposals for agricultural diversification within the Green Belt provided that:

a. The scale of any development would preserve the openness of the Green Belt and not conflict with the purposes of including land within it;

b. The applicant can clearly demonstrate that the proposal would sustain the long-term future of an established agricultural business and would result in positively and long-term benefits to the rural economy;

c. There would be no unacceptable impact on amenity, biodiversity of heritage assets;

d. The level of traffic generation could be accommodated by the highways network taking into account the rural location and the quality and specification of the local road network; and

e. The proposal does not conflict with other development plan policies.

Justification

13.16 The development and diversification of agricultural and other land-based rural businesses and agricultural diversification into non-agricultural activities can help to maintain the commercial viability of farm enterprises, supporting the wider rural economy and helping to ensure that profitable agricultural uses are retained.

13.17 Proposals for agricultural diversification must be accompanied by a comprehensive farm diversification plan which indicates how new uses will assist in retaining the viability of the farm and the agricultural enterprise, and how it complements other short or long term business plans for the farm.

13.18 Furthermore, in supporting agricultural diversification, the Council will ensure that that the countryside is not damaged by unrestrained and inappropriate development. As such, diversification proposals should be of a scale and nature appropriate to the location and be capable of satisfactory integration into the rural landscape. Such proposals should seek to reuse existing buildings wherever possible and have regard to the amenity and impacts on neighbouring uses.

Policy LP-GB5: Equestrian development in the Green Belt

The Council will support proposals for equestrian development in the Green Belt providing the size, scale and materials used do not give rise to unacceptable visual impacts on the openness of the Green Belt and protect existing landscape assets such as mature trees and ponds. In such cases, manure storage plans will be required.

Justification

13.19 The keeping of horses for recreational purposes or as part of commercially-based equestrian activities is a growing activity within the Borough, particularly within the Green Belt. Proposals will be considered acceptable where they will not have an adverse effect on the appearance of the area. In particular, high standards of design, construction and maintenance will be expected as part of any development proposals.

13.20 As is the case for any development within areas of open land, proposals in connection with equestrian activity should take particular care to minimise the visual impact on the surrounding area. Any buildings should be sited and designed to blend in with their surroundings.

13.21 The size and scale of any buildings will also be important, with large structures, such as indoor arenas, only being considered acceptable within areas of the Green Belt where its design and siting would not have an unduly detrimental effect on the surrounding environment.

14 Managing water and flood risk



14.1 Climate change has the potential to raise the risk of flooding through increased rainfall and the occurrence of more extreme rainfall events.

14.2 With significant areas of the Borough at risk of river and surface water flooding and increasing conflict and pressures between climate change scenarios and future development aspirations, there are a number of key water and flood risk issues the borough faces.

14.3 Drainage and sewerage capacity varies locally and increasingly there is insufficient capacity in the sewer and drainage network to accommodate surface water and therefore surface water run-off and discharge from developments needs to be minimised. United Utilities are actively seeking opportunities to remove surface water discharges from their combined sewer system and restricting permitted discharges from new development, so a more sustainable approach to future development is essential. The need to ensure water is efficiently used and water quality protected and enhanced are also key issues within the Borough.

14.4 The Local Plan seeks to manage flood risk from all sources by directing development away from areas of flood risk, ensuring it is well protected from flood risk and does not contribute to increased flood risk elsewhere. Improvements to water quality to provide a better-quality environment for and opportunities to enhance biodiversity and the incorporation of measures for the conservation of water are sought through the Local Plan.

Policy LP-W1: New development and flood risk

All proposals for new development will be determined in line with national planning policy and guidance on flood risk.

A sequential approach to the location of new development must be applied to ensure locations of highest existing or future flood risk are avoided.

Where a site-specific Flood Risk Assessment (FRA) is required, this will be expected to demonstrate whether proposed development is likely to be affected by current or future flooding (including the effects of climate change) from any sources.

Opportunities to reduce flood risk should be considered at an early stage in the design and layout of new development. Applicants are required to consider opportunities to reduce flood risk on individual sites through flood resilient design, sustainable urban drainage (SuDS) infrastructure, on-site flood risk management measures and, where appropriate, off-site flood attenuation.

Existing structures and other features that help to reduce flooding or mitigate its impacts will be protected.

Development proposals for sites that are at flood risk will only be approved where a site-specific FRA confirms:

- The effects of climate change have been taken into account;
- The development will not increase flood risk elsewhere;
- The development will be safe and pass the exception test, if applicable
- There is no adverse impact on the impact of the operation of existing flood defence infrastructure.
- Proposed flood resilience/resistance measures designed to deal with current and future risks are appropriate; and
- Where appropriate, proportionate Sustainable Drainage Systems (SuDS) techniques have been incorporated into the design of the site, in line with Policy LP-W2.

The level of detail in an FRA should be proportionate to the potential risk and impact of flooding that the development would result in or to which it would be subject.

Justification

14.5 Flooding is a natural process and does not respect political or administrative boundaries. It is principally influenced by natural elements of rainfall, tides, geology, topography, rivers and streams and man-made interventions such as flood defences, roads, buildings, sewers and other infrastructure. As has been seen by recent events, flooding can cause massive disruption to communities, damage to property and possessions and even loss of life.

14.6 National planning policy on development and flood risk seeks to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, the aim should be to make it safe without increasing flood risk elsewhere and where possible, reduce flood risk overall.

14.7 The general flood risk strategy for Bury reflects the national approach and the flood risk management hierarchy as described in Figure 4. The principles identified in Figure 4 should be applied to all development proposals within the Borough.

Figure 4 - Flood Risk Management Hierarchy

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

14.8 Where a proposed development involves a site that has been identified as being at risk of flooding, or where it is considered that it could affect flood risk elsewhere, the Council will need to be satisfied that issues of flood risk have been considered in advance of any development taking place. In such instances, the Council will require applications to be accompanied by a detailed Flood Risk Assessment. National policy and guidance on flood risk provide detailed information on the scope and content of Flood Risk Assessments.

14.9 Applicants will be required to consult with the water and sewerage undertaker to confirm the nature and extent of any flood risk from sewers and reservoirs which may affect a site.

14.10 For sewers, the consultation should confirm:

a) if there are any sewer surcharge levels at the point of connection that could influence site design;

b) whether there is an incident of sewer flooding at, or in the vicinity of, the proposed development site; and

c) if sewer modelling data indicates that existing sewers that pass through or near to the site present a modelled risk of sewer flooding.

14.11 This information will inform whether to apply the sequential approach. Applicants should not assume that changes in levels or that changes to the public sewer (including diversion), will be acceptable as such proposals could increase / displace flood risk. Where a risk of sewer flooding is identified, this will need careful assessment and consideration in the detailed design, masterplanning and drainage details for the site. The risk of sewer flooding could affect the developable area of the site and the detail of the design.'

Policy LP-W2: Sustainable Drainage

The Flood and Water Management Act 2010 introduced new responsibilities for the Council relating to the approval of proposed drainage systems in new development redevelopments, subject to certain thresholds and exemptions, having regard to minimum national standards. The following policy should be read in conjunction with these statutory requirements.

All applications must be supported by a strategy for surface and foul water management. Surface water must be discharged in the following order of priority, recognising that a combination of measures within the hierarchy may be required to satisfactorily deal with all surface water:

a. An adequate soakaway or some other form of infiltration system;

b. An attenuated discharge to a surface water body;

c. An attenuated discharge to public surface water sewer, highway drain or another drainage system; and

d. An attenuated discharge to public combined sewer.

Proposals must be designed to maximise the retention of surface water on-site and minimise the volume, and rate of, surface water discharge off-site. On greenfield sites, any rate of discharge shall be restricted to a greenfield run-off rate. On previously developed land, applicants must also follow the hierarchy for surface water management and target a reduction to a greenfield rate of run-off. Proposals on previously developed land must achieve a minimum reduction in the rate of surface water discharge of 40% rising to a minimum of 55% in any critical drainage area identified by the SFRA. This rate may increase to 70% in areas of higher flood risk. Relaxation of this standard will be at the discretion of the Lead Local Flood Authority.

To demonstrate any reduction, applicants must submit clear evidence of existing operational connections from the site with associated calculations on rates of discharge. Where clear evidence of existing connections is not provided, applicants will be required to discharge at a greenfield rate of run-off. All drainage design submissions must include a full set of design calculations and, where appropriate, a plan indicating exceedance flow paths to demonstrate the potential impacts of more extreme storm events on the development.

The design of proposals must assess and respond to the existing hydrological characteristics of a site to ensure a flood resilient design is achieved and water / flooding is not deflected or constricted. Design proposals should comply with “Greater Manchester’s Sustainable Drainage Design Guide for Streets. Streets for All Supplementary Technical Guidance”.

Applications for major development will be required to incorporate sustainable drainage, which is multi-functional, in accordance with the four pillars of sustainable drainage, in preference to underground piped and tanked storage systems, unless there is clear evidence why such techniques are not possible. The sustainable drainage should be integrated with the landscaped environment and the strategy for biodiversity net gain.

For any development proposal which is part of a wider development / allocation, foul and surface water strategies must be part of a holistic site-wide strategy. Pumped drainage systems must be minimised and a proliferation of pumping stations on a phased development will not be acceptable.

Applications must be accompanied by a drainage management and maintenance plan including a plan for any watercourse within the application site or an adjacent watercourse where the application site is afforded riparian rights. Proposals shall be submitted for approval by the Lead Local Flood Authority. It is not acceptable to burden individual property owners with riparian responsibilities. This should be reflected in the management plan for watercourses.

Justification

14.12 Application of the hierarchy for managing surface water is a key requirement for all development sites to reduce flood risk and the impact on the environment. Clear evidence must be submitted to demonstrate why

alternative preferable options in the surface water hierarchy are not available.

14.13 Foul and surface water drainage must be considered early in the design process. Sustainable drainage should be integrated with the landscaped environment and designed in accordance with the four pillars of sustainable drainage (water quantity, water quality, amenity and biodiversity). It should identify SuDS opportunities, such as green roofs; permeable surfacing; soakaways; filter drainage; swales; bioretention tree pits; rain gardens; basins; ponds; reedbeds and wetlands. Any drainage should be designed in accordance with 'Ciria C753 The SuDS Manual', sewerage sector guidance, or any subsequent replacement guidance.

14.14 The hydrological assessment of the site must consider site topography, naturally occurring flow paths, ephemeral watercourses and any low-lying areas where water naturally accumulates. Resultant layouts must take account of such circumstances. Applications will be required to consider exceedance / overland flow paths from existing and proposed drainage features and confirm ground levels, finished floor levels and drainage details. Drainage details, ground levels and finished floor levels are critical to ensure the proposal is resilient to flood risk and climate change. It is good practice to ensure the external levels fall away from the ground floor level of the proposed buildings (following any regrade), to allow for safe overland flow routes within the development and minimise any associated flood risk from overland flows. In addition, where the ground level of the site is below the ground level at the point where the drainage connects to the public sewer, care must be taken to ensure that the proposed development is not at an increased risk of sewer surcharge. It is good practice for the finished floor levels and manhole cover levels (including those that serve private drainage runs) to be higher than the manhole cover level at the point of connection to the receiving sewer.

14.15 Holistic site-wide drainage strategies will be required to ensure a coordinated approach to drainage between phases, between developers, and over a number of years of construction. Applicants must demonstrate how the approach to drainage on any phase of development has regard to interconnecting phases within a larger site with infrastructure sized to accommodate interconnecting phases. When necessary, the holistic drainage strategy must be updated to reflect any changing circumstances between each phase(s). The strategy shall demonstrate that it has been prepared in agreement with infrastructure providers and outline how each phase interacts with other phases.

Policy LP-W3: Water resources

When assessing the potential impact of a development on water resources, the Council will consider the following:

a) Whether the proposal takes advantage of opportunities to enhance and restore water courses to a more natural state through the removal of artificial features such as weirs, channelling, berms etc. whilst avoiding increase flood risk to property;

b) Whether the proposal takes advantage of opportunities to install fish by-passes to structures preventing natural fish migration where retention is required for the protection of property and/or still provide an industrial function;

c) Whether the proposal takes advantage of opportunities to provide habitat for species such as otter (artificial holts), sand martin (sand martin walls), kingfisher and dipper.

d) Whether the proposal takes advantage of opportunities to remove artificial land drainage features and to replace urban drainage systems with SUDs systems;

e) Whether the proposal takes advantage of opportunities to improve ground or fluvial water quality; and

f) Whether the proposal includes measures to control invasive species such as Japanese Knotweed and Giant Hogweed.

Justification

14.16 The River Irwell, River Roch and tributaries are key elements of the Borough's Green Infrastructure, wildlife network and landscape character and have contributed significantly to the geodiversity of the Borough.

14.17 The Environment Agency (EA) produced River Basin Management Plans for England and Wales to ensure that these countries can meet the duties set out under the European Water Framework Directive. The plans identify a number of actions to improve water quality and fisheries and reduce flood risk but also note the need to restore, where feasible, natural bank form and flood plain through the removal of culverts, canalisation and weirs. At a local level, the EA commissioned a study identifies specific recommendations for the physical restoration of the Irwell and Kirklees Brook. Recommendations included removal of weirs, reconnection of the Irwell to its natural flood plain

and the need to install fish ladders on weirs that need to be retained for flood defence.

14.18 A similar study has been produced for the River Roch[34] which identified opportunities for river restoration in order to comply with the Water Framework Directive (WFD) mitigation measures. To this effect, weirs, revetment works and potential flood storage areas have been identified and possible options for improving channel morphology, habitat creation and diversity and increasing fish passage.

Policy LP-W4: Water efficiency

The Council will require all new residential developments to achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates.

All major non-residential development shall incorporate water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard.

Justification

14.19 Climate change and population and economic growth are putting increasing pressure on water availability for homes and businesses. As such, it is important that water is conserved and used efficiently as much as possible to help to secure future water supplies and adapt to climate change; to enable future growth; reduce carbon emissions from water treatment and disposal; and to protect river and wetland habitats from degradation.

14.20 Criterion 7 of Places for Everyone Policy JP-S4 states that as a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.

Policy LP-W5: Public water supply catchment areas

Development proposals on land used for public water supply catchment purposes will be required to consult with the relevant water undertaker. The first preference will be for proposals to be located away from land used for public water supply purposes.

[34] River Roch and Tributaries: Assessment of Options for River Restoration, February 2011

Proposals on land identified as a catchment area used for public water supply should give careful consideration to the location of the proposed development and a risk assessment of the impact on public water supply may be required with the identification and implementation of any required mitigation measures.

Justification

14.21 Small parts of Bury are identified as public water supply catchment areas. Development proposals on land identified as a public water catchment area can have an impact on water supply resources and applicants for development on such land will need to engage with the statutory undertaker for water to determine whether any proposal is on land used for public water supply catchment purposes.

14.22 In cases of wind energy proposals on water catchment land, the applicant should seek to locate development so that the impact on public water supply is minimised through the location of the development and through the undertaking of appropriate risk assessments and the inclusion of mitigation measures in the design and construction process. It is particularly important to avoid the location of new wind turbines on deep peat land.

Policy LP-W6: Development near wastewater infrastructure

New development must ensure that the occupiers of new developments will enjoy an appropriate standard of amenity and will not be adversely affected by neighbouring users and vice versa. The Council will require applications for new development near to existing or future wastewater treatment works, pumping stations or other wastewater infrastructure to be accompanied by an assessment of potential adverse impacts on the amenity of the prospective occupiers of the new development (e.g. arising from odours) and detailing any required mitigation.

Justification

14.23 There are currently two wastewater treatment works operating within the administrative area of Bury (Bury and Bolton Wastewater Treatment Works).

14.24 New development must ensure that the occupiers of new developments will enjoy an appropriate standard of amenity and will not be adversely affected by neighbouring uses and vice versa. When applicable, applicants will be required to submit the relevant impact assessments, outlining any adverse effects from the neighbouring site, and any required mitigation.

14.25 Development proposed in the vicinity of wastewater treatment works or pumping stations may need to put suitable mitigation measures in place to avoid those activities having a significant adverse effect on residents or users of the proposed scheme.

14.26 In these circumstances the applicant will need to clearly identify the effects of the wastewater treatment works or pumping stations that may cause a nuisance (including odours) and the likelihood that they could have a significant adverse effect on new residents/users. In doing so, the applicant will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out, even if they are not occurring at the time of the application being made.

14.27 The applicant will also need to define clearly the mitigation being proposed to address any potential significant adverse effects that are identified.

15 Addressing air quality, pollution and hazards



15.1 Pollution involves the introduction of harmful contaminants into the environment, which can include air, noise, light and vibration, as well as substances such as chemicals, particulate matter and certain gases. If it is not properly controlled, it can have a major impact on health, amenity, natural resources, wildlife, heritage assets and quality of life.

15.2 Development can lead to the emission of pollutants to the atmosphere, land or watercourses, both during construction and through the operation of the completed scheme. As such, it is important that the planning system is used to complement other regulatory mechanisms for controlling pollution.

15.3 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment and that this should include preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. It also states that this should involve remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land.

15.4 Alongside other controls, the Local Plan has a role to play in ensuring that development does not lead to or be at risk from unacceptable levels of pollution and hazard.

Policy LP-AP1: Air quality and pollution control

The Council will prevent both new and existing development from contributing to, or being adversely affected by, unacceptable levels of pollution and poor air quality.

In assessing the potential impact of pollution, the Council will have regard to:

a) Potential impacts on human health and amenity;

b) The proximity and sensitivity of uses that could be affected by the pollution;

c) Existing levels of pollution, including Air Quality Management Areas within the Borough;

d) The sensitivity of natural resources and heritage assets that may be affected; and

e) Any relevant strategies and targets for pollution control and reduction.

Where new development gives rise to the potential for unacceptable adverse impacts from pollution, the Council will require applicants to submit an assessment of the pollution impacts which includes proposed measures to avoid, minimise or mitigate pollution impacts.

Where necessary, the Council will impose planning conditions and/or obligations to ensure that the impacts of pollution are being effectively monitored and that the proposed measures to avoid, minimise or mitigate pollution impacts are being effectively implemented.

The Council will not permit development where an applicant is unable to satisfactorily demonstrate that measures are capable of being put in place to avoid, minimise or mitigate pollution impacts.

Justification

15.5 Pollution can come in many forms, including air, noise, light, odours, dust and vibration. If pollution is not adequately controlled, it can have negative consequences socially, environmentally and economically. Consequently, controlling potential sources of pollution is an important aspect of sustainable development. Pollution can have significant consequences for human health and amenity as well as natural resources and uses that are sensitive to the effects of pollution.

15.6 As a result, it is important that pollution is given thorough consideration through the planning process both in terms of the potential impacts that may arise from the development as well as assessing whether new development would be subject to unacceptable levels of pollution from other sources.

15.7 Whilst some forms of pollution are subject to other forms of regulatory mechanisms from bodies such as the Environment Agency, Policy LP-AP1 is intended to support these and ensure that wider implications and impacts are duly considered as an integral part of the planning process. On this

basis, it should be noted that planning consent will not be simply granted if a development is considered acceptable under the other regulatory mechanisms.

15.8 Where potentially unacceptable adverse impacts are identified, an applicant will be required to give due consideration to the effects of pollution either from the development itself and/or the effect of existing pollution on the proposed development. This should be contained within an assessment of the pollution impacts arising from the development and this should include any proposed measures designed to prevent, reduce or mitigate the effects of pollution.

15.9 Poor air quality affects everyone's health and is linked to many health conditions. The Local Plan will support the measures set out in the Greater Manchester Clean Air Plan that are designed to make Greater Manchester a cleaner and healthier place to live in, work in and visit through investment in cleaner buses and taxis, active travel and targeted traffic measures.

15.10 The Borough includes a number of locations where air quality does not meet the national air quality objectives that aim to protect people's health and the environment. These are largely focused on the Borough's motorways and on key routes in and around Bury town centre and these have been declared an Air Quality Management Area (AQMA).

15.11 Development which is located in or close to AQMAs will be carefully considered in terms of their individual and cumulative impacts within the designated area, and it will be expected that mitigation is put forward to reduce the air quality impact arising from each proposal.

15.12 Whilst nitrogen dioxide (NO_2) is the pollutant that has led to the designation of the Borough's AQMA's, of increasing concern is the impact of particulate matter on air quality levels, in particular $PM_{2.5}$. The national Clean Air Strategy (2019) clearly sets out aims to reduce existing exceedances of $PM_{2.5}$ concentrations across the UK and The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 set two new targets for fine particulate matter ($PM_{2.5}$):

15.13 On this basis, the Council will expect applicants to provide evidence that they have identified key sources of air pollution within their schemes and taken appropriate action to minimise emissions of both particulate (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2) and any potential for future exceedances.

Policy LP-AP2: Contaminated and unstable land

Development which may affect or be affected by contamination or land instability due to its previous history, geology, or proposed use, will require the submission of an appropriate contamination and/or land instability risk assessment. Such a report will assess the extent of the contamination or instability, and the potential affect it may have on the development and/or its future users, the natural and built environment.

Development will only be permitted where it can be demonstrated that any risks associated with contamination or land stability can be appropriately mitigated and safe development can be achieved.

Justification

15.14 Land which is to be developed may have been contaminated by past land uses or waste disposal activity at or in the vicinity of the site. For sites where land contamination is known or likely to be present, or where the proposed development would be particularly vulnerable or sensitive to contamination, the local planning authority will require a desk study assessment and site reconnaissance, and possibly investigation, to be carried out prior to the application being determined. Any unacceptable risks should be identified, and proposals made to deal with them to an appropriate standard taking into account the intended use, as part of the development process. Consideration should be given to both industrial and naturally occurring contaminants.

15.15 Developers of potentially contaminated sites should arrange pre-application discussions with the local planning authority to identify the scope of any necessary investigations. The responsibility lies with the developer to ensure that a development is safe and suitable for its intended use.

15.16 The effects of ground instability vary in their nature, scale and extent. At their most extreme, they may threaten life and health or cause damage to buildings and structures. Difficulties have been experienced in developing land in areas of past and present mining and in other areas where land is unstable or potentially unstable. However, given proper safeguards, land which has been damaged by mining or other industrial activities, or which is naturally unstable can often be put to appropriate use.

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

Policy LP-AP3: Control of hazardous uses

Applications for hazardous substances consent, and developments involving the use of hazardous substances, will only be permitted where:

a) There would be no unacceptable risk to the public, having regard to the number and vulnerability of people who would potentially use developments that would fall within any associated safety zones identified by the Health and Safety Executive;

b) They would not unacceptably hamper or reduce the development options for adjacent sites or the wider area; and

c) The hazardous substances would be stored in a way that avoids any potential harm to the environment.

Justification

15.18 The production and use of hazardous substances is a crucial part of the local and national economy. However, by definition, hazardous substances have the potential to cause significant harm to the public and the built environment if these are not properly controlled.

15.19 It is therefore essential that the location of associated facilities is carefully controlled. In doing so, it will be important to consider the constraints that a hazardous use could apply to the positive future use of surrounding sites, rather than just the impact on existing uses.

Policy LP-AP4: Development near hazardous installations

Development will not be permitted near hazardous installations where it would result in an unacceptable increase in the risk or consequences of a major accident.

In determining whether there would be an unacceptable risk, regard will be had to:

a) The proximity of the development to the hazardous installation, particularly whether it would be within any of the associated safety zones around the installation as identified by the Health and Safety Executive;

b) The type of hazardous substance and the nature of the hazard resulting from it; and

c) The number of people likely to occupy, use or visit the development, their vulnerability, and the potential duration of their exposure to the risk.

Justification

15.20 Where hazardous installations already exist, it is necessary to carefully control development that takes place nearby them to ensure that the public is not put at an unnecessary level of risk.

15.21 This does not automatically preclude development within the safety zones around hazardous installations, even if this would significantly increase the number of people that would be at risk in the event of a major accident. However, the resultant risk must be acceptable and manageable. This may affect the type and scale of development that is appropriate in some locations.

16 Delivering other infrastructure



16.1 The NPPF specifies that advanced, high-quality and reliable communications infrastructure is essential for economic growth and social well-being.

16.2 Planning policies and decisions should support the expansion of and competition within digital infrastructure/ electronic communications networks including:

- Mobile connectivity (4G and 5G) which requires mast, poles and small cell infrastructure.
- High speed broadband connectivity: which is usually provided by full fibre through cable underground ducting or via poles fed from street cabinets.
- Wireless connectivity: which is usually delivered via street poles providing over the air connectivity.

16.3 The Local Plan policies will set out how we will support investment in high quality, resilient and competitive digital infrastructure that can be delivered and upgraded over time to existing and new developments.

16.4 Through negotiation/discussion with the provider, the local authority will seek to optimise, the location and positioning of sites to strike a balance between delivering the necessary mobile / wireless coverage and capacity and visual amenity.

16.5 Wireless technology continues to evolve rapidly, and mobile devices are now capable of much more. 5G, the latest generation of wireless technology, is much faster than previous generations of wireless technology and can offer greater capacity and lower latency, allowing thousands of devices in a small area to be connected at the same time. The standards for next generation 6G mobile are currently being agreed internationally ready for likely roll out by 2030.

16.6 By 2028 it is expected that 2G and 3G mobile networks will be switched off by providers leaving the high frequency 4G and 5G networks as the standard for mobile connection.

16.7 The most significant challenge mobile providers will face over the next five years is upgrading the capacity of their networks (even where coverage is good) to ensure that users can make calls and access the internet throughout the day when demand varies, particular during events and in areas of high footfall e.g. town centres and transport hubs. This will require investment in mobile small cells on street furniture and buildings.

Policy LP-OI1: Digital and communications infrastructure

The Council will support the provision of enhanced, competitive full fibre, mobile and wireless electronic communications infrastructure.

Full Fibre Broadband Connectivity

Developers should engage with fibre providers delivering services in the area to make provision for affordable, high speed, high-capacity digital infrastructure in conjunction with proposals involving new housing, employment, education, community facilities and town centre uses.

New development will incorporate full fibre connections, including ducting capable of accommodating multiple digital infrastructure providers.

Mobile Connectivity

Applications for new mobile telecommunications infrastructure will be supported if the following criteria are met:

a) There is strong evidence that the quality of the mobile service for users will be compromised without this infrastructure;

b) Opportunities to accommodate apparatus on existing masts and structures have been considered;

c) The design of the scheme is sympathetic to the surrounding area and balances the need to provide good connectivity with the impact on visual amenity;

d) The equipment does not have unacceptable adverse impacts on residential amenity, landscape character or wildlife;

e) The equipment does not have unacceptable adverse impacts on heritage assets, including Conservation Areas and/or Listed Buildings;

f) The equipment is resilient to the effects of climate change;

g) The equipment does not have a detrimental impact on the movement of pedestrians and cyclists or on the safe and effective functioning of highways;

h) The equipment does not interfere with other electrical equipment, such as air traffic services; and

i) The development meets appropriate guidelines on non-ionising radiation.

j) The proposal has been subject to appropriate pre-application consultation in accordance with national policy.

Justification

16.8 High-quality full fibre broadband and mobile electronic communications infrastructure, , is essential for the growth of a sustainable local economy and is important for education and enhances the provision of local community facilities and services. It is also vital for home working and helps to reduce the need to travel and to create more resilient rural communities as it enables more efficient working practices and provision of online facilities and services.

16.9 The development of a healthy competitive full fibre and mobile market is also essential to the business and residential communities seeking choice of provider and minimising cost. .

16.10 Mobile connectivity is evolving utilising increasingly higher frequencies. 5G utilising much higher frequencies that 4G which reduces wall penetration therefore impacting on “in building” connectivity. This will increase the need for connectivity infrastructure to address it. Mast positioning and siting of small cells infrastructure on poles with therefore become increasingly important to increase capacity.

16.11 Bury has one of the highest levels of fibre connectivity coverage in Greater Manchester but is one of lowest competitive markets which is dominated by Openreach and VM02. It is essential that Bury addressed this challenge by encouraging other providers to invest in the Borough over the next three years.

16.12 In terms of telecommunications infrastructure, the Policy seeks to strike the balance between the need to deliver of high speed, competitive connectivity with the impact on visual amenity. This can be achieved through careful

positioning of equipment working closely with providers using available coverage and capacity evidence.

16.13 The Local Authority would seek to agree digital infrastructure investment plans with providers that future proof areas as far as possible and minimise the need for retrofitting poles and other digital infrastructure because connectivity coverage or capacity remains inadequate.

16.14 The Local Authority would want to see evidence from providers to confirm the need for any additional infrastructure for mobile networks to improve capacity and coverage which will also inform optimal placement.

16.15 The Local Authority will work with the provider to minimise the number of masts, and explore the potential for utilising existing structures before considering the erection of a new mast. Where this is not possible and new equipment is required, the Council will work with the provider to minimise its visual impact.

Policy LP-OI2: Protecting digital infrastructure

New development should avoid adverse impacts on the successful functioning of existing digital infrastructure. Where this is unavoidable, appropriate mitigation shall be provided.

Justification

16.16 Existing digital infrastructure needs to be protected from adverse impacts, including from new development. Such infrastructure includes existing telecommunications apparatus, microwave links and switching stations. It will also be important to ensure that new buildings do not prevent residents from accessing strong and unbroken connectivity.

Policy LP-OI3: Public utilities infrastructure

The development of operational facilities for public utility provision will be permitted where this is necessary to implement the development objectives of the development plan or to meet relevant statutory obligations and environmental standards and is consistent with other policies and proposals of the Plan.

Where necessary, applicants should ensure that the delivery of new development is coordinated with timing for the delivery of utility infrastructure improvements.

Justification

16.17 The implementation of Bury's development plan is dependent upon effective public utilities infrastructure. It is recognised that this can only be achieved by a continuing programme of investment involving the rationalisation and improvement of existing operational sites and/or the development of new facilities. For the purposes of this policy, public utilities are taken to include gas, water and electricity.

16.18 The infrastructure strategies shall be prepared in liaison with infrastructure providers and demonstrate how each phase interacts with other phases and ensure coordination between phases of the development over lengthy time periods and by numerous developers. The strategy must be updated to reflect any changing circumstances between phases during the delivery of the development.

17 Development management



17.1 Development management refers to the process of overseeing and guiding development projects to ensure that they align with the relevant policies of the development plan and other regulations.

17.2 As part of the development management process, local planning authorities consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. It states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

17.3 Planning enforcement is key to ensuring local and national policies are upheld and adhered to. It ensures that the entire planning process, from plan making to development management, is effective and delivers what it says it will, when it says it will. Councils can take enforcement action where someone needs but does not have planning permission for a development or where the developer has not complied with conditions attached to a planning consent. Where a breach of planning control has taken place, the Council will take proportionate enforcement action where necessary.

Policy LP-DM1: Planning conditions and obligations

In instances where a development would have an adverse impact on interests of acknowledged importance or would result in an increase in needs and demands for new or improved infrastructure, services or facilities, the Council will only grant planning permission subject to conditions and/or obligations that would ensure that any adverse impacts are mitigated against and that the increased needs and demands are addressed through the development.

Planning conditions will be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

The following infrastructure, services and facilities will typically be priorities for the use of planning obligations:

a) Affordable housing provision (see Policy LP-H4);

b) Employment provision (see Policies LP-E4 and LP-E5);

c) Health provision (see Policy CM2);

d) Education provision (see Policy LP-CM3);

e) Open space and recreation provision (see Policy LP-GI3); and

f) Other site-specific contributions that may be appropriate to a specific scheme.

In all cases, planning obligations will only be required where they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

In considering the extent of planning obligations, the Council will have due regard to the viability of the development. If an applicant considers that a scheme cannot fully support the required planning obligations, they should submit comprehensive and robust evidence on scheme viability and, where possible, this should be done through an open book approach to improve the review of evidence submitted and for transparency.

Where this is the case, the Council will not approve the proposal unless:

g) the applicant has clearly demonstrated that the viability assessment has been produced in accordance with national guidance;

h) the applicant has clearly demonstrated that the viability assessment is based on reasonable assumptions in terms of matters such as land value and associated development costs;

i) the applicant has clearly demonstrated that the viability assessment includes an assessment of the scheme taking into account the full value of required planning obligations; and

j) the benefits arising from the development clearly outweigh the under-provision of measures to mitigate against the impact of the development and/or to meet additional demands, having regard to other material considerations.

Where appropriate, the Council will incorporate a clawback mechanism into a legal agreement to ensure that additional mitigation or provisions are made if the development is more viable than originally assumed through the viability assessment.

Justification

17.4 When used properly, planning conditions and obligations can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of the development.

17.5 Policy LP-CO1 sets out the Council's approach to the use of planning conditions and obligations. Further detail on specific requirements is contained within other specific Local Plan policies which may subsequently be supported by Supplementary Planning Documents to set out additional detail.

17.6 Where necessary, planning conditions will be used to ensure that the development that might otherwise be refused, is acceptable in planning terms. This may, for example, involve the imposition of conditions to restrict what activities can take place within a building, restrict hours of operation or require that an applicant obtain specific consent for certain aspects of the development, such as a landscaping scheme.

17.7 Planning obligations (or Section 106 agreements as they are also known) are formal legal agreements between the local planning authority and developers and, in a similar way to planning conditions, these can be used to ensure that a development is acceptable in planning terms. Planning obligations are attached to the site itself rather than the developer so that it remains applicable if the ownership of the land should change. Planning Obligations are generally used for three key purposes:

- To prescribe the nature of development (for example, requiring a specified portion of housing to be affordable or to require the delivery part of a mixed-use scheme at a specific stage in the wider development);
- To compensate for loss or damage created by a development (e.g. requiring replacement provision for the loss of open space); or
- To mitigate against the impact of a development (e.g. to make provision for recreation space or educational facilities to meet increased demands arising from the prospective residents of new housing development).

17.8 The Bury Local Plan includes specific policy requirements for the provision of affordable housing; employment opportunities; open space and recreation; and education provision. However, the Council may require developers to agree to planning obligations on other matters arising from a specific development, such as the provision of transport infrastructure or improvements to areas of public realm.

17.9 In either case, the use of conditions and obligations will be consistent with the tests set out in national guidance.

Policy LP-DM2: Planning enforcement

Where a breach of planning control has taken place, the Council will, where necessary, take enforcement action that is proportionate to the breach.

Where a breach causes harm in planning terms and it is expedient to take enforcement action, the Council will select the appropriate level of action to be taken to remedy the breach. In cases where the breach is severe and planning permission would not be retrospectively granted, action will seek to remove the breach.

In other cases where a remedy can be achieved by corrective action, regulation through a retrospective planning application or under enforcement will be pursued.

Enforcement action will not be taken against trivial or technical breaches of planning control that cause no harm to the amenity or prejudice the aims and objectives of the Council.

Justification

17.10 Planning Enforcement is where the Council investigates reports about building, works or change of use taking place without the necessary planning permission or in breach of an existing permission. Where there is a breach, Planning Enforcement will investigate this and, where necessary, will take proportionate action to remedy the breach.

17.11 The main breaches of Planning Control include:

- Building or engineering works without planning permission.
- Change of use of a building or land without planning permission.
- Building or works not being carried out in accordance with approved plans attached to a planning permission.

- Breach of conditions attached to a planning permission.
- A business being operated from home.
- Untidy land or buildings affecting the amenity of the area.
- Breach of a Section 106 Agreement.
- Unauthorised advertisements or signs.
- Unauthorised works to a listed building.
- Unauthorised demolition work in a conservation area.
- Unauthorised deposit of waste or mineral extraction.
- Unauthorised work to protected trees.

Further guidance on planning enforcement matters can be found in the Council's Customer Charter for Planning Enforcement[35] which sets out how Planning Enforcement can help members of the public enquiring or complaining about Planning matters controlled by the Council. The charter also advises on how enquiries will be processed and the levels of service that can be expected.

[35] Bury Council's Customer Charter for Planning Enforcement can be found at https://www.bury.gov.uk/planning-building-control/planning-permission/planning-enforcement

18 Implementation, monitoring and review

Implementation

18.1 The development management process will be the primary way in which the Local Plan will be implemented. The individual policies of the Plan will provide the starting point for the determination of planning applications, along with the other parts of Bury's wider development plan i.e. the Places for Everyone Joint Plan and the Greater Manchester Joint Minerals and Waste Development Plan Documents. Other material considerations will be taken into account where relevant, including the National Planning Policy Framework, Planning Practice Guidance, Development Frameworks and other supplementary planning documents.

18.2 The Local Plan will also have a role in influencing and providing a positive framework for investment decisions. Ultimately, it will be investments by individual developers, businesses, residents and other organisations, as well as the Council, which will help to deliver the strategic objectives and implement many of the policies of the Local Plan.

Monitoring

18.3 Effective monitoring will ensure that there is a continuous process to review how effective the Local Plan is in delivering its Vision and Strategic Objectives for the Borough and in meeting sustainable development objectives outlined in national planning policy and the Integrated Assessment of the Local Plan.

18.4 The Local Plan's Strategic Objectives will provide the basis for a monitoring framework that will include a series of local indicators that will be monitored to ensure effective implementation of the plan and to highlight when a future review may be required.

Review

18.5 Although this Local Plan will cover the period up to 2042 and has been designed to be sufficiently flexible to respond to changing circumstances, it is likely that it will need to be updated well before its end date.

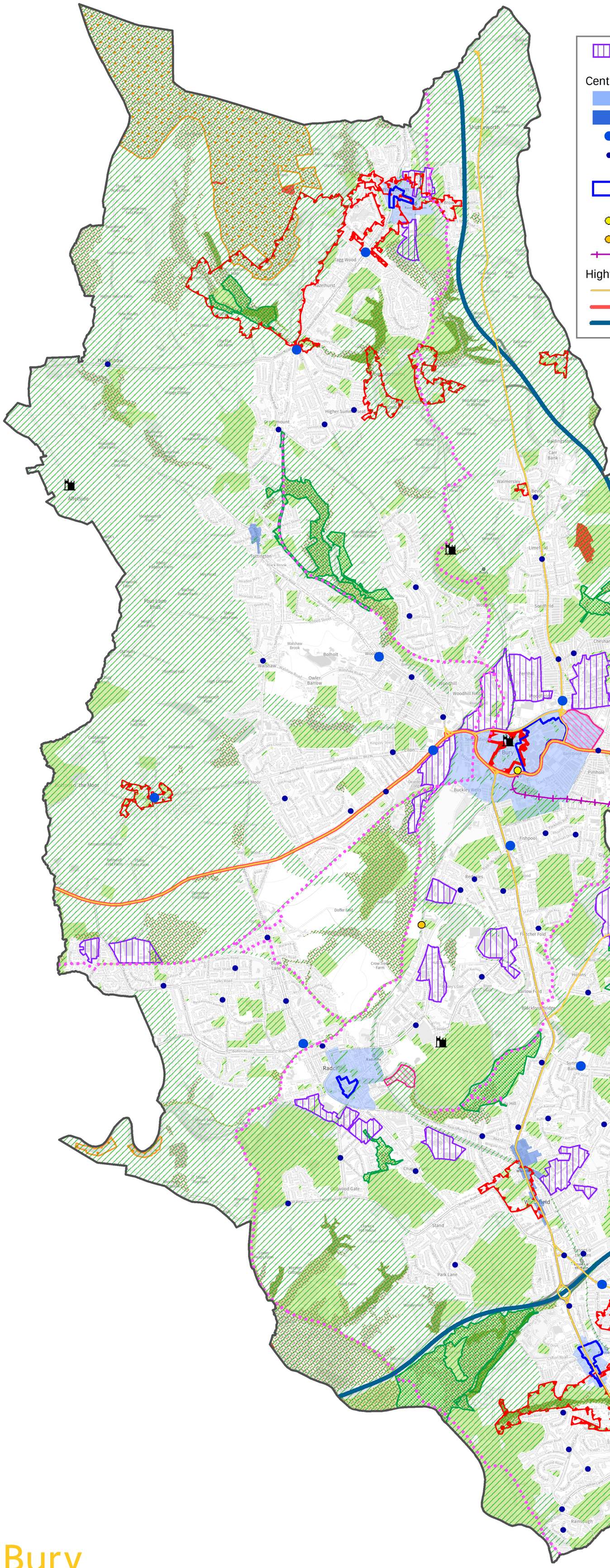
18.6 There is a legal requirement to review a Local Plan at least every five years, from the date of adoption. The purpose of a review is to determine whether

the plan or any of its policies need to be updated and this will be informed by the results of the monitoring of the plan as described above but may also be triggered by a change in circumstances that would necessitate a significantly different approach for Local Plan policies, such as significant changes to national or regional planning policies or economic conditions.

Bury
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Bury Draft Local Plan Policy Map



- Employment Generating Areas [E4]

Centre Hierarchy [TC1]

- Town Centres
- District Centres
- Local Centres
- Neighbourhood Centres

- Primary Shopping Areas [TC3]

- Interchange Improvements [TR3/1, TR4]
- Proposed Metrolink Stop [TR3/2, TR4]
- Proposed Tram-Train Route [TR3/3]

Highways [TR5]

- Key Route Network
- Major Road Network
- Strategic Road Network

- Conservation Areas [BE1]
- Scheduled Monuments [BE3]
- Regeneration Opportunity Areas [BE7]

- Strategic Green Infrastructure [GI1]
- Recreation Sites* [GI2]
- Strategic Recreational Routes [GI4]
- Local Nature Reserves [GI5]
- Sites of Biological Importance [GI5]
- Ancient Woodland [GI5, GI8]
- Sites of Special Scientific Interest
  - West Pennine Moors [GI5]
  - Ash Clough [GI9]
- Regionally Important Geological Sites [GI9]

*2012 recreation survey data used as Draft Local Plan placeholder whilst latest review is finalised.

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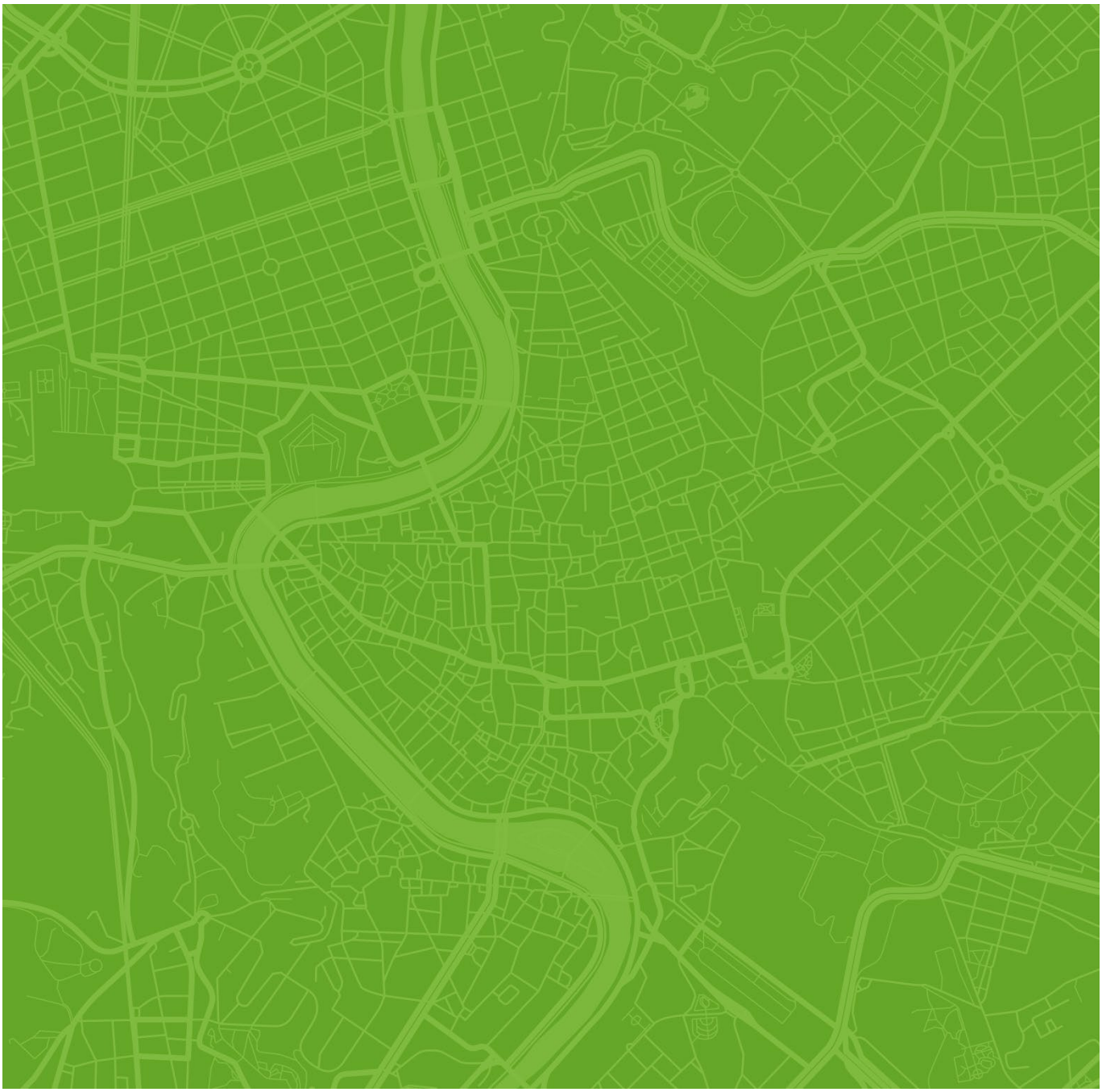
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Bury Council

Integrated Assessment of the Bury Local Plan
Non-Technical Summary

Final report
Prepared by LUC
February 2025



Bury Council

Integrated Assessment of the Bury Local Plan
Non-Technical Summary

Project Number
13087

Version	Status	Prepared	Checked	Approved	Date
1.	Non-Technical Summary	O. Price	K. Nicholls	K. Nicholls	14.02.2025

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Arboriculture

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Introduction

1. This Integrated Assessment Report: Non-Technical Summary relates to the Integrated Assessment (IA) of the emerging new Bury Local Plan.

2. The Local Plan is being prepared to guide and manage future growth and development and will sit alongside the adopted Places for Everyone (PfE) Joint Development Plan, providing a more detailed set of locally-specific planning policies to set the planning framework for Bury up to 2042. Once adopted, the Bury Local Plan will replace the existing Unitary Development Plan (UDP) 1997 policies which will either be discontinued or replaced, and these will no longer form part of the Borough's Statutory Development Plan.

3. Plans and strategies such as the Bury Local Plan are required to be subject to a process called Sustainability Appraisal (SA), which assesses the likely effects of a plan on social, economic and environmental issues. The broader Integrated Assessment that is being undertaken for the Bury Local Plan includes SA but also considers the topics of equalities (via an integrated Equalities Impact Assessment) and health (via an integrated Health Impact Assessment).

Integrated Assessment

4. The Bury Authorities are required by law to carry out both SA and another process called Strategic Environmental Assessment (SEA) of the Local Plan and have appointed LUC to undertake this work on its behalf. The Government recommends that these two legal requirements are met through the production of a single report. As described above, these requirements are met for the Bury Local Plan through preparation of the IA Report.

5. The purpose of the IA is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans. The IA is therefore being undertaken in stages in order to provide sustainability guidance as the plan developed. The approach that has been taken to the IA of the Bury Local Plan to date is summarised below and is described in detail in the full IA Report.

Stage A: Scoping

6. The IA process began in Spring 2024 with the production of a Scoping Report which was prepared by Bury Council and subject to consultation. The Scoping stage of the IA determined what the IA should cover by reviewing a wide range of relevant policy documents and examining data to help identify what the key sustainability issues are in Bury, as well as likely future trends. This work helped to inform the development of a set of sustainability objectives (referred to as the 'IA framework') against which the effects of the plan would be assessed. The IA framework is presented further ahead in this Non-Technical Summary.

Stage B: Developing and Refining Options and Assessing Effects

7. Developing options for a plan is an iterative process, usually involving a number of consultations with stakeholders and the public. The IA process can help to identify where there may be other 'reasonable alternatives' to the options being considered for the policies to be included in a plan. The reasonable alternative options that have been considered for the Bury Local Plan to date have comprised alternative policy approaches (as site allocations are not being made in the Local Plan). These options are explained and their effects summarised in Chapter 4 of the full IA report.

Stage C: Preparing the IA Report

8. The full IA Report describes the process that has been undertaken to date in carrying out the IA of the Bury Local Plan. It sets out the IA findings for the policies in the Draft Local Plan consultation document, as well as the reasonable alternative options considered. Likely significant effects, both positive and negative, have been presented, taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects where relevant.

Stage D: Consultation on the Bury Local Plan and the IA Report

9. Bury Council is inviting comments on the Draft Local Plan and the IA Report. The IA Report and this Non-Technical Summary are being published on the Council's website at the same time as the consultation on the Draft Local Plan, so that the documents can be read in parallel. Consultation comments received on the IA Report will be taken into account at the next stage of the IA.

Stage E: Monitoring Implementation of the Local Plan

10. Draft indicators for monitoring the likely significant social, environmental and economic effects of implementing the Bury Local Plan are included in the full IA report and these will be updated as appropriate during later stages of the IA.

Policy Context

11. There are a large number of plans and programmes that could be relevant to the preparation of the Bury Local Plan. In

particular, the Plan must adhere to national planning policy as set out in the National Planning Policy Framework (NPPF). It should be noted that the Bury Local Plan is being prepared under the July 2021 NPPF. References to the NPPF in the full IA report and this Non-Technical Summary are therefore to that version, rather than the latest (December 2024) update.

12. The Local Plan should provide a spatial expression of other plans and programmes where relevant, to assist in their implementation. It must also conform to environmental protection legislation and the sustainability objectives established at an international, national and regional level. In line with the requirements of the SEA Regulations, relevant international, national, regional, sub-regional and local plans have been reviewed in detail in relation to their objectives, targets and indicators and their implications for the Local Plan and the IA. This review can be seen in Chapter 3 and Appendix B of the full IA Report.

13. The Local Plan must be consistent with the requirements of the NPPF, which states that:

> *"Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings."*

14. The NPPF sets out information about the purposes of local plan-making, stating that plans should:

- "Be prepared with the objective of contributing to the achievement of sustainable development;
- Be prepared positively, in a way that is aspirational but deliverable;
- Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- Be accessible through the use of digital tools to assist public involvement and policy presentation; and
- Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area."

15. The NPPF also requires Local Plans to be 'aspirational but deliverable'. This means that opportunities for appropriate development should be identified in order to achieve net gains in terms of sustainable social, environmental and economic development; however, significant adverse impacts in any of those areas should be avoided.

16. The NPPF requires local planning authorities to set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:

- *"Housing (including affordable housing), employment, retail, leisure and other commercial development;*
- *Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *Community facilities (such as health, education and cultural infrastructure); and*
- *Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."*

17. The NPPF also promotes well-designed places and development, and plans should "at the most appropriate level, set out a clear design vision and expectations".

18. Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including qualitative aspects such as design of places, landscapes, and development.

19. Below the national level there are further plans and programmes which are of relevance to the Bury Local Plan and the IA process. These plans and programmes sit mostly at the sub-regional, county and district levels.

Places for Everyone

20. Places for Everyone is a long-term plan document of nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) which was adopted in March 2024.

21. Specifically in relation to Bury, PfE (policy JP-H1: Scale, Distribution and Phasing of New Housing Development) states that 7,678 new homes will be delivered in the Borough between 2022-2039, representing 452 new homes per year. Three residential allocations are made entirely within the Borough (JPA7, 8 and 9) at Elton Reservoir, Seedfield and Walshaw. In addition, a cross-boundary strategic allocation comprising housing and employment is made at the Northern Gateway (JPA1) which spans Bury and Rochdale Boroughs.

Baseline information and key sustainability issues

22. Baseline information provides the context for assessing the sustainability of proposals in the Bury Local Plan and it provides the basis for identifying trends, predicting the likely effects of the plan and monitoring its outcomes. Baseline data must be relevant to environmental, social and economic issues, be sensitive to change and should ideally relate to records that are sufficient to identify trends.

23. Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the IA and monitored during the plan's implementation. Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the Bury Local Plan to understand the likely future sustainability conditions in the absence of the Local Plan.

24. The baseline information for Bury is presented in Appendix C of the full IA Report.

25. Key sustainability issues for Bury were originally identified in the SA Scoping Report (March 2024). These issues have been reviewed and are presented in **Table 1** overleaf.

Table 1: Key sustainability issues for Bury and their likely evolution in the absence of the new Local Plan

Key Sustainability Issue	Likely Evolution of the Issue without the new Local Plan
Climate change is and will continue to present challenges for the Borough including increased risk of extreme weather events and flooding.	Without the new Local Plan, this issue is likely to continue to evolve as at present, with measures in international policy, the NPPF and other national policy, and PfE seeking to address climate change mitigation and adaptation. The new Local Plan offers opportunities to adopt locally-specific and up-to-date policies which will seek to mitigate the impacts of climate change in Bury, for example ensuring that new development (allocated through PfE) is built to high standards of sustainable design and construction.
The population of Bury is aging, mirroring national trends. This creates increasing demand for specific types of housing, services and facilities.	Without the policies new Local Plan, development coming forward in Bury may take less account of the specific needs of certain groups of people, including older people. While relevant policies in the NPPF and PfE will apply, the new Local Plan offers the opportunity to adopt up-to-date and locally specific policies to ensure that the particular needs of older people are met within new developments.
The number of people in good health is lower than the national average, with more people than the national average in bad or very bad health. This is combined with a higher than average proportion of disabled people.	Policies in the NPPF seek to create healthy, inclusive communities. In addition, national health programmes which seek to address specific health conditions e.g. obesity, will continue to be implemented. However, the Local Plan will identify the measures and infrastructure required to support growth and promote well-designed and healthy neighbourhoods. The Local Plan will also seek to address inequalities and poor health through policies such as restricting hot food takeaways, provision of green infrastructure and the provision of quality home which meet local needs. Without the new Local Plan, this issue would therefore be less well addressed.
Bury has relatively high levels of deprivation compared to the UK as a whole, with pockets of deprivation in certain areas such as East Bury and Moorside.	Economic growth in Bury will be stimulated by the measures already set out in the adopted PfE plan. However, the new Local Plan offers opportunities to adopt locally-specific and up-to-date policies relating to the local economy and will enable the Council to direct investment into identified target areas. Without the new Local Plan, this issue would therefore be less well addressed.
Bury has a relatively high percentage of economically inactive people.	Local level interventions have been having an impact on the number of young people in education, employment or training and economic growth in Bury will be stimulated by the measures already set out in the adopted PfE plan.

Key Sustainability Issue	Likely Evolution of the Issue without the new Local Plan
	However, the new Local Plan offers opportunities to adopt locally-specific and up-to-date policies relating to the local economy and employment access in particular. Without the new Local Plan, this issue would therefore be less well addressed.
Wage levels are low in Bury compared to the regional and national averages.	Economic growth should be stimulated by the adopted PfE plan which will help to drive wage increased. However, the new Local Plan offers opportunities to adopt locally-specific and up-to-date policies relating to the local economy and employment access in particular. Without the new Local Plan, this issue would therefore be less well addressed.
There are road safety challenges across the highway network, particularly in East ward, Unsworth and Holyrood where casualty rates are relatively high.	The new Local Plan offers the opportunity to adopt up-to-date and locally specific policies relating to highway safety. Without the new Local Plan, this issue would therefore be less well addressed.
The proportion of adults who regularly walk or cycle is lower than the national average and has decreased in recent years.	Policies in the NPPF and TfGM Vision 2040 already support a pattern of development that facilitates the use of sustainable modes of transport. However, without action from the Local Plan to direct development to sustainable locations and increase provision of sustainable transport infrastructure including safe and well-designed walking and cycle routes, car dependency is likely to remain high.
There are areas of poor air quality including one Air Quality Management Area which incorporates most of the Borough's strategic roads.	Policies in the NPPF will provide some protection and existing legislation will seek to manage existing air quality to within accepted thresholds. However, the Local Plan can include policies seeking to ensure that new developments are well located in relation to services, reducing reliance on the private car and associated car-based emissions. Without the new Local Plan, this issue would therefore be less well addressed.
Some of the Borough's heritage assets are considered to be 'at risk' by Historic England.	Policies in the NPPF will ensure that nationally protected heritage assets are given significant weight in the planning process. However, the Local Plan will allow for specific mitigation and enhancement opportunities relating to local heritage assets to be considered through the development of up-to-date and locally specific policies. Without the new Local Plan, this issue would therefore be less well addressed.

Methodology and the IA Framework

26. The key sustainability issues for Bury fed into the identification of a set of IA objectives which are the main tool used at each stage of the IA for assessing the likely effects of policies in the Bury Local Plan. The IA framework is presented below.

Table 2: IA Framework for the Bury Local Plan

IA Objective	Appraisal Questions – will the option or policy…..?
1: Provide a sustainable supply of housing including an appropriate mix of type and tenures to reflect needs	■ Ensure an appropriate quantity of housing land? ■ Supply an appropriate mix of types and tenures of properties in relation to the respective level of demand? ■ Supply sufficient affordable homes? ■ Support improvements in the energy efficiency of housing stock? ■ Meet the identified needs of Gypsies, Travellers and Travelling Showpeople?
2: Promote sustainable economic growth and job creation	■ Provide or contribute to a balanced portfolio of employment sites? ■ Maintain and enhance the viability of the Borough's six towns? ■ Improve business development, nurture business growth and enhance competitiveness? ■ Encourage inward investment? ■ Encourage tourism development? ■ Reduce unemployment levels, particularly in areas of high employment deprivation? ■ Help to improve earnings?
3: Reduce levels of deprivation, crime and the fear of crime	■ Reduce the proportion of people living in deprivation? ■ Reduce the potential for crime? ■ Promote design that discourages crime?
4: Promote equality of opportunity and the elimination of discrimination	■ Foster good relations between different people? ■ Ensure equality of opportunity and equal access to facilities/infrastructure for all? ■ Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?
5: Support improved health and wellbeing of the population and reduce health inequalities	■ Improve access to high quality health facilities? ■ Support healthier lifestyles e.g. provide more opportunities for physical activity, reduce car dependency and encourage walking and cycling? ■ Reduce health inequalities within the Borough?
6: Support improved educational attainment and skill level for all	■ Improve education levels of children in the area, regardless of their background? ■ Improve educational and skill levels of the population of working age? ■ Provide access to work experience, apprenticeships and training, especially for young people? ■ Ensure sufficient access to educational facilities for all children? ■ Improve access to high quality green spaces?
7: Promote the use of sustainable modes of transport	■ Reduce the need to travel and promote efficient patterns of movement? ■ Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles? ■ Support the provision and use of sustainable and active modes of transport?
8: Improve air quality	■ Improve air quality within the Borough, particularly in the Air Quality Management Area (AQMA)? ■ Reduce the number of journeys made by private car in order to reduce the high levels of nitrogen dioxide in areas of traffic congestion in the Borough?
9: Protect and enhance biodiversity and geodiversity.	■ Protect designated wildlife sites, wildlife corridors, protected species and their habitats, aiming for no net loss in biodiversity? ■ Provide opportunities to develop or enhance new and existing wildlife sites, networks and corridors? ■ Avoid destruction of important or unique geological features? ■ Maintain and improve provision of green infrastructure?

IA Objective	Appraisal Questions – will the option or policy…..?
10: Ensure communities, developments and infrastructure are resilient to the effects of climate change, including flooding	■ Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change, including through the creation of green infrastructure? ■ Restrict the development of property in areas of flood risk? ■ Ensure adequate measures are in place to manage existing flood risk? ■ Ensure that development does not increase flood risk due to increased run off rates? ■ Encourage sustainable urban drainage systems are incorporated into the design of new development? ■ Ensure development is appropriately future proofed to accommodate future levels of flood risk? ■ Encourage the inclusion of new green spaces and habitat creation to help mitigate flood risk? ■ Will it deliver biodiversity net gain?
11: Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	■ Support the take up of renewable/ low carbon technologies? ■ Encourage reduction in energy use and increased energy efficiency? ■ Minimise greenhouse gas emissions?
12: Protect and improve the quality and availability of water resources	■ Encourage compliance with the WFD? ■ Promote management practices that will protect water features from pollution?
13: Protect and make accessible for enjoyment the Borough's landscapes and townscapes including by improving access to open spaces	■ Improve the landscape quality and the character of open spaces and the public realm? ■ Respect, maintain and strengthen local character and distinctiveness in both urban and rural areas? ■ Ensure that all people have access to public open space within reasonable walking distance from where they live? ■ Promote access to green and blue infrastructure such as natural greenspace? ■ Create new areas of open space and natural greenspace?
14: Protect and enhance the Borough's historic environment and cultural heritage	■ Conserve and enhance heritage and cultural assets in both urban and rural areas? ■ Provide opportunities for the restoration of heritage assets?
15: Improve efficiency in land use through the re-use of previously developed land and buildings whilst reducing land contamination	■ Focus development on previously developed land? ■ Protect the best and most versatile agricultural land/soil resources from inappropriate development? ■ Encourage the redevelopment of derelict land and properties, returning them to appropriate uses? ■ Support reductions in land contamination through the use of previously developed land? ■ Protect peat soils and prevent damage to peat soils?
16: Promote the sustainable management of resources and support the implementation of the waste hierarchy.	■ Support the sustainable use of physical resources? ■ Promote movement up the waste hierarchy? ■ Promote reduced waste generation rates?

Use of the IA Framework

27. Within the assessment matrices showing the likely sustainability effects of the Local Plan policies, symbols and colour-coding have been used against each IA objective to show whether an effect is likely to be positive or negative, minor or significant, or uncertain, as shown in **Table 1.3.** Where a potential positive or negative effect is uncertain, a question mark is added to the relevant symbol (e.g. +? or -?).

Table 3: Key to symbols and colour coding used in the IA

Symbol and Colour Coding	Description
++	Significant positive effect likely.
++/-	Mixed significant positive and minor negative effects likely.
+	Minor positive effect likely.
+/- or ++/--	Mixed minor or significant effects likely.
-	Minor negative effect likely.
--/+	Mixed significant negative and minor positive effects likely.
--	Significant negative effect likely.
0	Negligible effect likely.
?	Likely effect uncertain.

Sustainability Appraisal Findings for the Draft Local Plan

28. The Draft Local Plan contains a Vision supported by 18 Strategic Objectives and 75 policies. The likely effects of the policies on the IA objectives are presented in **Table 4** overleaf. These are described in detail in Chapter 4 of the full IA Report. **Table 5** which follows, presents the likely cumulative effects of the Draft Local Plan as a whole on each of the IA objectives.

Table 4: Cumulative Effects of the Draft Local Plan policies

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
Adapting to Climate Change																
Policy LP-CC1: Climate Change	+	+	0	0	+	0	++	+	+	++	++	+	+	0	0	+
Meeting Our Housing Needs																
LP-H1: Housing Land Provision	++	+	0	+	+	0	0	0	?	0	0	0	?	?	+	0
LP-H2: Windfall Housing Development	+	0	0	0	+?	+?	+?	0	+	+	0	+	+	0	+	0
LP-H3: Housing Mix	++	0	0	+	+	0	0	0	0	0	0	0	+	+	0	0
LP-H4: Affordable Housing Provision	++	0	0	+	+	0	0	0	0	0	0	0	0	0	0	0
LP-H5: Housing for Older People and People with Disabilities	++	0	0	++	++	0	+	+/-	0	0	0	0	0	0	0	0
LP-H6: Homes for Looked After Children and Care Leavers	++	0	+	+	+	0	0	0	0	0	0	0	0	0	0	0

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-H7: Custom, Self-Build and Community-led Housing	+	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0
LP-H8: Gypsies, Travellers and Travelling Showpeople	++	0	0	+	+	+	+	+	+	+	0	+	+	+	0	+
LP-H9: Alterations and Extensions to Residential Properties	+	0	0	0	+	0	0	0	0	0	0	0	++	0	0	+
LP-H10: Residential Conversions	+	0	0	0	+	0	+	0	0	0	0	0	+	+?	+	0
LP-H11: Houses in Multiple Occupation	+	0	0	0	+	0	+	0	0	0	0	0	+	+?	0	+
Delivering Economic Growth																
LP-EM1: Employment Floorspace Requirements	0	++	+	0	0	+?	0	0	?	0	0	0	?	?	0	0
LP-EM2: Business, Industrial and Warehousing Development	0	++	+	0	+	+	+	+	0	0	0	+	0	0	0	0
LP-EM3: Office Development	0	++	+	+	+	+	+	+	0	0	0	0	0	0	0	0
LP-EM4: Employment Generating Areas	0	++	+	0	0	0	0	0	0	0	0	0	0	0	0	0

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-EM5: Employment sites outside Employment Generating Areas	0	++	+	0	0	0	0	0	0	0	0	0	0	0	0	0
Supporting Our Centres																
LP-TC1: Hierarchy and Role of Centres	0	++	0	+	+	0	+	+	0	0	0	0	0	0	0	0
LP-TC2: Managing the Location and Scale of Main Town Centre Uses	0	++?	+	+	+	0	+	+	0	0	0	0	0	0	0	0
LP-TC3: Primary Shopping Areas	0	++	+	0	0	0	0	0	0	0	0	0	+	+	0	0
LP-TC4: Local and Neighbourhood Centres	0	++	0	+	0	0	0	0	0	0	0	0	+	0	0	0
LP-TC5: Local Shops and Services	0	+	0	+	+	0	+	0	0	0	0	0	0	0	0	0
LP-TC6: Upper Floors in Centres	+	+	0	0	0	0	0	0	0	0	0	0	0	0	+	0
Promoting Tourism and Culture																
LP-TO1: Tourism and Cultural Assets	0	++	0	0	0	0	+	0	+	0	0	+	+	++	0	0
Creating Healthy and Successful Communities																

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-CM1: New Development and Health	+	0	+	+	++	0	+	+	0	0	0	0	0	0	0	0
LP-CM2: Education Provision in New Housing	0	0	0	+	0	++	+	0	0	0	0	0	0	0	0	0
LP-CM3: Community Facilities	0	0	0	+	+	0	+	+	0	0	0	0	0	0	0	0
Promoting Sustainable Transport																
LP-TR1: Sustainable Transport	0	+	+	+	+	0	++	++	+	0	+	0	0	0	+	0
LP-TR2: Walking, Wheeling and Cycling	0	+	+	+	++	0	++	+	+	0	+	0	+	0	0	0
LP-TR3: Public Transport	0	+	+	+	+	0	++	+	+	0	+	0	0	0	0	0
LP-TR4: Transport Hubs	0	+	+	+	+	0	++	+	+	0	+	0	0	0	0	0
LP-TR5: Highways	0	+	+	0	+	0	+/-	+/-	0	0	0	0	0	0	0	0
LP-TR6: Parking Provision and Drop-off Facilities	0	+	0	+	0	0	-	-	0	0	-	0	0	0	0	0
LP-TR7: Electric Vehicle Charging Infrastructure	0	0	0	0	+	0	0	+	+	0	++	0	0	0	0	0
Conserving the Built Environment and Achieving High Quality Design																

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-BE1: Conservation Areas	0	+	0	0	+	0	0	0	+	0	0	0	+	++	+	0
LP-BE2: Listed Buildings	0	0	0	0	0	0	0	0	0	0	0	0	+	++	0	0
LP-BE3: Scheduled Monuments	0	0	0	0	0	0	0	0	0	0	0	0	+	++	0	0
LP-BE4: Archaeological Features	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
LP-BE5: Local Non-Designated Heritage Assets	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0
LP-BE6: Design and Layout of New Development	+	0	+	+	+	0	+	+	+	+	+	+	+	+	+	0
LP-BE7: Amenity	+	0	0	0	+	0	0	+	+	0	0	0	+	0	0	0
LP-BE8: Food and Drink Uses	0	+	0	0	+	0	0	+	0	0	0	0	0	0	0	+
LP-BE9: Advertisements	0	0	0	0	+	0	0	0	0	0	0	0	+	+	0	0
Protecting Green Infrastructure and Recreation																
LP-GI1: Green and Blue Infrastructure	0	0	0	0	+	0	+	+	++	+	0	0	++	0	0	0
LP-GI2: Open Space, Sport and Recreation	0	0	0	+	++	+	0	+	+	0	0	0	+	0	0	0

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-GI3: Open Space, Sport and Recreation Provision in New Housing	0	0	0	+	++	0	+	+	+	0	0	0	+	0	0	0
LP-GI4: Strategic Recreation Routes	0	0	0	0	++	0	++	+	+	0	0	0	+	0	0	0
LP-GI5: Biodiversity Assets	0	0	0	0	0	0	0	+	++	0	0	0	+	0	0	0
LP-GI6: Biodiversity Net Gains from New Development	0	0	0	0	0	0	0	+	++	0	0	0	0	0	0	0
LP-GI7: Local Nature Recovery Network	0	0	0	0	+	0	0	+	++	0	0	0	+	0	0	0
LP-GI8: Trees, Woodland and Hedgerows	0	0	0	0	+	0	0	+	++	+	0	+	+	0	0	0
LP-GI9: Geology and Geodiversity	0	0	0	0	0	0	0	0	++	0	0	0	0	0	0	+
LP-GI10: Soils	0	0	0	0	0	0	0	0	+	+	0	0	0	0	++	0
Protecting the Green Belt																
LP-GB1: Limited Infilling in Village Settlements	+	0	0	+	0	0	0	0	0	0	0	0	+	0	+	0

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-GB2: Conversion and Re-use of Buildings in the Green Belt	0	+	0	0	0	0	-	-	+	-	0	0	+	0	+	+
LP-GB3: Agriculture, Forestry and Other Occupational Dwellings in the Green Belt	+	+	0	0	0	0	-	-	-/+	-	0	0	+	0	0	0
LP-GB4: Agricultural Diversification in the Green Belt	0	++	0	0	0	0	-	-	+?	-	0	0	+?	0	0	0
LP-GB5: Equestrian Development in the Green Belt	0	+	0	0	+	0	0	0	0	0	0	0	+	0	0	0
Managing Water and Flood Risk																
LP-W1: New Development and Flood Risk	0	+	0	0	+	0	0	0	0	++	0	+	0	0	0	0
LP-W2: Sustainable Drainage	0	+	0	0	+	0	0	0	0	++	0	++	0	0	0	0
LP-W3: Water Resources	0	0	0	0	0	0	0	0	+	+	0	++	0	0	0	0
LP-W4: Water Efficiency	+	0	0	0	0	0	0	0	0	0	0	++	0	0	0	0
LP-W5: Public Water Supply Catchment Areas	0	0	0	0	0	0	0	0	+	0	0	++	0	0	0	0

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-W6: Development Near Wastewater Treatment Works and Pumping Stations	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0
Addressing Air Quality, Pollution and Hazards																
LP-AP1: Air Quality and Pollution Control	0	0	0	0	+	0	0	++?	+	0	0	0	0	0	0	0
LP-AP2: Contaminated and Unstable Land	0	0	0	0	+	0	0	0	0	0	0	0	0	0	++	0
LP-AP3: Control of Hazardous Uses	0	0	0	0	+?	0	0	0	+?	0	0	0	0	0	+?	0
LP-AP4: Development Near Hazardous Installations	0	0	0	0	+	0	0	0	+	0	0	0	0	0	0	0
Delivering Other Infrastructure																
LP-OI1: Digital and Communications Infrastructure	0	++	0	0	+?	+	+	+	+?	0	0	0	+?	+?	0	0
LP-OI2: Protecting Digital Infrastructure	0	+	0	0	0	+	0	0	0	0	0	0	0	0	0	0
LP-OI3: Public Utilities Infrastructure	0	0	0	0	+	0	0	0	0	0	0	+	0	0	0	+
Planning Conditions and Obligations																

Draft Local Plan Policies	1: Housing	2: Economy	3: Crime and deprivation	4: Equality	5: Health	6: Education	7: Sustainable Transport	8: Air Quality	9: Biodiversity and Geodiversity	10: Climate Change Resilience	11: Energy efficiency	12: Water	13: Landscape	14: Historic Environment	15: Efficient Land Use	16: Sustainable Management of Resources
LP-CO1: Planning Conditions and Obligations	+	+	+	+	+	+	0	0	0	0	0	0	0	0	0	0

Table 5: Cumulative Effects of the Draft Local Plan

IA objective	Cumulative effect
1: Housing	++
2: Economy	++
3: Crime and deprivation	+
4: Equality	+
5: Health	++
6: Education	+
7: Sustainable transport	++/-
8: Air quality	+/-
9: Biodiversity and geodiversity	+?
10: Climate change resilience	+
11: Energy efficiency	+
12: Water	+
13: Landscape	+?
14: Historic environment	++?
15: Efficient land use	+?
16: Sustainable resource management	+

Recommendations

1.29 A number of recommendations for changes to the emerging Draft Local Plan policies were presented to the Council in an early draft version of this IA report. These recommendations were taken into account as the Draft Local Plan was finalised and the IA report and this Non-Technical Summary have been updated to reflect the changes made. The recommendations and the Council's response to each are detailed in Chapter 4 of the full IA Report.

Monitoring

30. The SEA Regulations require that monitoring is undertaken in relation to the significant effects of implementing a Local Plan. Suggested indicators for monitoring the potential significant sustainability effects of implementing the Bury Local Plan are set out in Chapter 5 of the full IA report.

Next Steps

31. This SA Report will be available for consultation alongside the Draft Local Plan document between March and May 2025. The consultation responses on the Draft Local Plan and this IA Report will be taken into account in the next stages of the plan preparation process.

LUC
February 2025

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Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Draft Bury Local Plan
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Business, Growth and Infrastructure
Proposed Implementation Date	5 March 2025
Author of the EqIA	David Wiggins
Date of the EqIA	15 January 2025

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
The purpose of the Local Plan will be to guide the future use and development of land in the Borough up to 2042. The policies in the Local Plan will be used in the determination of future development proposals and planning applications. Once adopted, Bury's Local Plan will replace the saved policies in the Unitary Development Plan and will sit alongside the Places for Everyone Joint Plan (PfE) and the Greater Manchester Joint Minerals and Waste Plans in forming Bury's wider statutory development plan. PfE sets out the overall spatial strategy for the nine Greater Manchester districts. Some of the major strategic decisions relating to Bury's future growth and development have already been made through the PfE Joint Plan. For example, it identifies future needs for housing and employment floorspace, allocates strategic sites to help meet these needs and identifies a revised Green Belt boundary.

The part two Local Plan provides a more detailed set of locally specific planning policies to complement PfE.

It will also complement other key strategies and plans for Bury including our 'Let's Do It!' Strategy, Local Transport Strategy, Economic Strategy and Climate Action Strategy.

It is proposed that the draft Local Plan is subject to an eight-week period of consultation in order to establish stakeholder views on its content.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?

Employees: **No**
Community/Residents: **Yes**
Third parties such as suppliers, providers and voluntary organisations: **Yes** – The main stakeholders involved in the Local Plan are local residents, developers, landowners, businesses, planning and development consultants, infrastructure providers, interest groups and representative bodies.

If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation

Documentary Evidence:

PfE has been subject to an Integrated Assessment (which included an Equality Impact Assessment) and this can be viewed at mdc8-appendix-a-eqia-2023.pdf

The Integrated Assessment of the draft Bury Local Plan (Non-Technical Summary) includes an Equality Impact Assessment of the Plan.

Bury IA- NTS.pdf

Data:

Bury has a population of 193,849 people across 5 different neighbourhoods (2021 census) with a gender split of 49.1% male and 50.9% female. One of the key issues for housing is for the plan to meet the needs of a growing and ageing population with 19.4% of the Borough's population falling into the 60+ years age group. In terms of ethnicity, 15.2% of the Borough's population is categorised as not white although there are spatial variations across the Borough with East Bury having the highest concentration at 34.1%. The most prominent religions in the Borough are Christian (48.8%), Muslim (9.9%) and Jewish (5.5%) with 29.4% non-religious. 18.5% of the Borough's residents have a limiting illness or disability. Despite being regarded as a generally affluent area, the Borough does have pockets of multiple deprivation, most notably in inner Radcliffe, East Bury and the Besses area of Whitefield.

The draft Local Plan has been subject to an Integrated Assessment (IA) and part of this has involved an Equality Impact Assessment. Specifically, the policies in the Local Plan have been considered against objective 4 of the IA Framework which seeks to promote equality of opportunity and the elimination of discrimination. In doing so, the policies have been considered in terms of whether they:

- Foster good relations between different people;
- Ensure equality of opportunity and equal access to facilities/infrastructure for all; and
- Ensure no discrimination based on 'protected characteristics', as defined in the Equalities Act 2010.

The Integrated Assessment of the draft Local Plan concludes that the cumulative effects of the draft Local Plan will have a positive effect on the IA objective for equality (see Table 5 of the Integrated Assessment Non-Technical Summary which is appended to the Cabinet Report).

Stakeholder information/consultation:

The main stakeholders involved in the Local Plan are local residents, developers, landowners, businesses, planning and development consultants, infrastructure providers, interest groups and representative bodies.

At the beginning of the Local Plan process, the Council notified all contacts (2,500) on the consultation database of its intention to prepare a new Local Plan for Bury. The draft Local Plan will be subject to an eight-week period of public consultation which will include direct notification to the 2,500 contacts (which includes traditionally hard to reach groups); information being made available on the Council's web site, press releases and advertisement via the Council's social media platforms.

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations Positive, Neutral, Negative
Age	The local plan alongside the Places for Everyone plan provides a framework for future developments which will support people of all ages, particularly older and younger people	The Local Plan includes policies that will bring positive housing benefits to the young and old. As of 31 March 2024, there were 2,211 households on the housing register seeking affordable housing in the Borough and the Plan includes a policy requiring affordable housing provision within new residential development which will help younger, first-time buyers get onto the property ladder.	Where appropriate, significant development projects may require an individual equality impact assessment. To ensure the development	Positive

		In addition, recent population projections indicate that there is likely to be a significant increase in the number of people aged over-65. The Housing Need and Demand Assessment (2020) estimates that there will be a need for an additional 578 units of specialist older person (planning use class C3) and 518 units of residential care (use class C2) from 2020-2037. There is expected to be an increase of around 403 dwellings needing major adaptation by 2030 to meet the needs of people illness or disability. This population changes are likely to present some challenges in terms of ensuring specific housing and care requirements of these groups can be met, and sufficient accommodation will have to be delivered to meet these needs. In response, the Local Plan includes a policy are specifically designed to make provision for special needs housing, including housing for older people and people with disabilities which states that the Council will seek to secure a broad range of housing choices for older people and people with disabilities	considers any age-related impacts.	

		(including physical disabilities, learning disabilities and mental health needs), maximising their ability to live independent lives and retain control over their accommodation and services.		
Disability	The local plan alongside the Places for Everyone plan provides a framework for future developments that considers the accommodation and lifestyle needs of disabled residents	recent population projections indicate that there is likely to be a significant increase in the number of people aged over-65. The Housing Need and Demand Assessment (2020) estimates that there will be a need for an additional 578 units of specialist older person (planning use class C3) and 518 units of residential care (use class C2) from 2020-2037. There is expected to be an increase of around 403 dwellings needing major adaptation by 2030 to meet the needs of people illness or disability. This population changes are likely to present some challenges in terms of ensuring specific housing and care requirements of these groups can be met, and sufficient accommodation will have to be delivered to meet these needs. In response, the Local Plan includes a policy are specifically designed to make provision for special needs	Where appropriate, significant development projects may require an individual equality impact assessment. To ensure the development considers any disability impacts.	Positive

		housing, including housing for older people and people with disabilities which states that the Council will seek to secure a broad range of housing choices for older people and people with disabilities (including physical disabilities, learning disabilities and mental health needs), maximising their ability to live independent lives and retain control over their accommodation and services.		
Gender Reassignment	Neutral			
Marriage and Civil Partnership	Neutral			
Pregnancy and Maternity	Neutral			
Race	Neutral			
Religion and Belief	Neutral			
Sex	Neutral			
Sexual Orientation	Neutral			
Carers	Neutral			
Care Experienced Children and Care Leavers	The local plan alongside the Places for Everyone plan provides a framework for future developments that considers the accommodation and lifestyle needs of care		Each development project delivered in line with the local plan will require an individual equality impact assessment. To ensure the	Positive

	experienced children and care leavers		development considers any impacts on care experienced children and care leavers	
Socio-economically vulnerable	The Local Plan includes policies that seek to deliver economic growth and maintain existing employment opportunities. This will help to maintain local and accessible job opportunities for the Borough's residents. It also includes policies aimed at reducing health inequalities e.g. by controlling fast food takeaways and maintaining and improving access to high quality open space, sport and recreational facilities			Positive
Veterans	Neutral			

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date

All	EIA to be updated to include outcomes of the 8-week consultation	DW	

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16
	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16

3.2 Level of risk identified	0

3.3 Reasons for risk level calculation	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed	X	
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	David Wiggins	11/02/25	
Responsible Asst. Director/Director	Cris Logue	11/02/25	
EDI	Lee Cawley	20/02/25	QA Complete. Only positive impacts identified at this stage these have been identified through an integrated assessment which ensures the plan meets Equality Act 2010 requirements. The EQIA will need to be updated and reviewed following the consultation period.

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details

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Agenda Item 11

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date: 5 March 2025**
Subject:	Adoption of Holcroft Moss Planning Obligations Joint Supplementary Planning Document	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. The Holcroft Moss Planning Obligations Supplementary Planning Document (SPD) applies across the whole Places for Everyone Joint Development Plan Document (PfE Plan) area and has, therefore, been prepared jointly by the nine PfE Plan authorities. Following adoption, the SPD will be a material consideration in determining planning applications in Bury.

2. The SPD will facilitate and provide guidance on the timely provision of required mitigation at Holcroft Moss, due to increased air pollution caused by the cumulative impact of traffic resulting from development.

3. The draft SPD was approved for consultation by each of the nine districts and was approved by Bury's Cabinet on 25 September 2024.The draft SPD was then subject to a six-week period of consultation between 1 November and 12 December 2024.

4. This report seeks Cabinet approval to adopt the SPD as a material consideration in the decision-making process.

Recommendation(s)

5. It is recommended that Cabinet:

   i. Agrees to adopt the Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD), attached at Appendix 1, and the Cabinet Member for Strategic Growth in consultation with the Executive Director (Place) be given delegated authority to agree the date on which the SPD takes effect.

ii. Agrees to provide Warrington Metropolitan Borough Council (as the responsible authority for implementing a mitigation strategy for Holcroft Moss) as necessary and through an appropriate mechanism, with S106 funds collected in accordance with the Holcroft Moss SPD.

iii. Delegates approval to the Executive Director (Place) to make minor, non-material modifications to the Holcroft Moss Joint Supplementary Planning Document before final publication, subject to consultation and agreement with the eight other Places for Everyone authorities.

Reasons for recommendation(s)

6. To ensure that the Holcroft Moss Supplementary Planning Document can become a material consideration in the determination of planning applications and that developer contributions required to mitigate adverse impact(s) on the protected habitats and species of Holcroft Moss can be collected and appropriately handled.

Alternative options considered and rejected

7. To not approve the SPD for adoption. This would prevent the SPD from becoming a material consideration in the determination of planning applications and hinder the collection of developer contributions required to mitigate adverse impact(s) on the protected habitats and species of Holcroft Moss.

Report Author and Contact Details:

Name: David Wiggins

Position: Service Manager: Strategic Planning and Infrastructure

Department: Business, Growth and Infrastructure

E-mail: d.i.wiggins@bury.gov.uk

Background

8. The Places for Everyone Plan (PfE) is a joint development plan document of nine Greater Manchester authorities which was adopted on 21st March 2024.

9. PfE sets out a clear spatial strategy for delivering new homes and businesses and the infrastructure needed to support the development and to protect and enhance our towns, cities and landscapes. It covers a timeframe up to 2039.

10. PfE Policy JP-C8 seeks to ensure new development does not have an adverse impact on the protected habitats and species of Holcroft Moss, which is within the Manchester Mosses Special Area of Conservation (SAC). Where appropriate, housing and/or employment developments make a financial contribution to the provision of mitigation.

Scope of the SPD

11. The need for and amount of the financial contributions will be identified at the planning application stage. As set out in Policy JP-C8 of the PfE Plan, where planning applications are required to be accompanied by a Transport Assessment, they will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.

12. Working with Natural England and Warrington Borough Council, the nine PfE authorities have established the scope and estimated cost of the mitigation works. As at December 2023, the cost of the mitigation works - including design and feasibility, land, capital costs, professional fees, monitoring, contingency and ongoing maintenance were estimated at approximately £880,000.

13. The exact scale of contributions for an individual site will depend upon the particular development proposed, and its impact upon Holcroft Moss. The proposed level of contributions is set out in the statement of estimated project costs and required contributions, which is available alongside the SPD. In consultation with Warrington Borough Council, the PfE authorities will keep the mitigation scheme costs, the housing and employment land supply and the level of contributions received under review in calculating the proportionate contribution required from a qualifying development. A schedule setting these out will be available alongside the SPD.

14. The nine PfE authorities and Warrington Borough Council have agreed that the cost of the mitigation works will be apportioned between the two plans. The apportionment will be based on the potential impact on Holcroft Moss identified in the respective Plan's Habitats Regulations Assessments. On this basis the PfE authorities will be responsible for 53% of the total costs and Warrington Borough Council will be responsible for 47% of the total costs.

15. Contributions will be sought on commencement of development to ensure the mitigation measures can be provided in a timely manner to offset the impacts. Individual legal agreements will specify timeframes for financial contribution(s) to be spent.

16. The SPD has been prepared in the context and parameters of the PfE Viability Assessments which were undertaken as part of the preparation of the PfE Plan. It is therefore assumed that the requirements set out in the SPD are viable. If viability issues are encountered on a site-by-site basis, PfE Plan Policy JP-D2 states that the Local Planning Authority will determine the weight to be given to a viability assessment alongside other material considerations, this will include, where necessary, the need to mitigate air quality impacts on Holcroft Moss from relevant development.

17. The financial contribution(s) secured via this mechanism will enable the nine PfE Plan authorities, in conjunction with Warrington Borough Council, to fund mitigation works to address air quality impacts on Holcroft Moss from relevant development.

18. Each of the nine individual local planning authorities will monitor progress of individual developments to which this SPD applies. The Council will be charging the usual monitoring fees so there should be no financial implications arising from officer time spent on monitoring. Warrington Borough Council will monitor the implementation of the mitigation scheme, which will be funded by money secured by planning obligations in accordance with this SPD and transferred to Warrington Borough Council as necessary. Regular reporting will be provided by Warrington Borough Council to the nine PfE authorities. The outcome of this monitoring will be included in authority monitoring report(s) as necessary.

Public consultation

19. The Holcroft Moss SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

20. A formal six-week public consultation was undertaken on the Draft SPD from 01 November to 12 December 2024. The GMCA managed the consultation on behalf the nine joint SPD local authorities.

21. As part of the formal consultation the nine joint SPD local authorities consulted widely in accordance with their Statements of Community Involvement.

22. In terms of Bury, relevant material was made available for inspection on the GMCA's website and there was information and links to the relevant material on the Council's web site.

23. The documentation was also available for inspection at the Town Hall reception; Bury, Prestwich, Radcliffe or Ramsbottom Libraries and at the Tottington Centre.

24. Letters/emails were sent to all contacts on the Council's development plan database and the consultation was also be advertised via the Council's social media channels.

Summary of consultation and responses

25. A total of 24 responses were received to the consultation draft SPD.

26. Natural England, Highways England and Warrington Borough Council all submitted statements of support.

27. Several responses considered the scope of the SPD should not be limited to providing protection and/or mitigation to the Holcroft Moss part of the Manchester Mosses SAC. The scope of the SPD is correctly determined by Policy JP-C8 of the Places for Everyone and, in turn, the conclusions of the PfE Habitat Regulations Assessment. To widen the scope beyond this would not be supported by the evidence base.

28. Similarly, a number of responses considered that the proposed mitigation should include investment in alternatives to private vehicles and improvements to air quality more generally. Measures exist elsewhere in the Places for Everyone Plan to improve air quality and to increase public transport patronage.

29. It is not considered necessary to make any changes to the Holcroft Moss SPD, as a result of the consultation responses, a fuller summary of which can be found in Appendix 2.

30. Change has been made, however, to the accompanying cost schedule to make reference employment "development", rather than employment "floorspace". This change ensures consistency between the cost schedule and the SPD.

Conclusion

31. Members are asked to adopt the document presented at Appendix 1. Following its adoption, the SPD will be a material consideration in planning decisions. If development proposals do not comply, the SPD and the PfE policy it supplements (JP-C8) may be used as a reason for the refusal of planning permission.

32. It should be noted that any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision. Any such application must be made promptly and, in any event, not later than 3 months after the date on which the SPD was

adopted. However, the SPD will continue to be a material consideration unless the High Court concludes differently.

Links with the Corporate Priorities:

33. Places for Everyone forms part of Bury's statutory development plan. It sets out statutory policies and strategic site allocations that will guide future growth and development in the Borough. A key part of the Plan is to rebalance the Greater Manchester economy by significantly boosting the economic output from the north through the delivery of new housing and employment that will benefit both Bury and its residents. The 'Let's Do It' strategy specifically refers to Places for Everyone as having a key role to play in the delivery of its objectives and priorities.

Equality Impact and Considerations:

34. The attached Equality Impact Assessment concludes that there are no negative impacts on equality and a positive impact recorded.

Environmental Impact and Considerations:

35. PfE Policy JP-C8 seeks to ensure new development does not have an adverse impact on the protected habitats and species of Holcroft Moss, which is within the Manchester Mosses Special Area of Conservation (SAC). Holcroft Moss is a Site of Special Scientific Interest (SSSI) designated lowland raised peat bog which is capable of absorbing and storing large amounts of carbon dioxide.

Assessment and Mitigation of Risk:

Risk / opportunity	**Mitigation**
Potential Judicial Review of the SPD following adoption.	The SPD has been prepared in accordance with all statutory requirements and is considered to be

	sound, justified and in accordance with the development plan.

Legal Implications:

36. The statutory requirements for the preparation of SPDs are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 and the report set out how these requirements have been followed. Before adoption of the SPD, Cabinet must consider the issues raised during the consultation and how those issues have been addressed. If adopted, the SPD will be a material consideration to which regard may be had in determining planning applications.

37. If the SPD is adopted, the Council must publish an "Adoption Statement" specifying the date of adoption, any modifications made and the timelimits for anyone aggrieved by the decision to apply for permission for judicial review of the decision.

Financial Implications:

To be completed by the Council's Section 151 Officer.

38. The estimated cost to be picked up by the PfE authorities is 53% of £880k which is £466,400. There should be no direct financial impact on the council as Bury's share of these costs will be covered by s106 contributions from developers.

Appendices:

Appendix 1 - Holcroft Moss Planning Obligations Joint Supplementary Planning Document

Appendix 2 – Holcroft Moss SPD Consultation Statement

Background papers:

Places for Everyone Joint Development Plan (adopted March 2024).

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

Term	Meaning
SPD	Supplementary Planning Document
PfE	Places for Everyone Joint Development Plan
HRA	Habitats Regulations Assessment

Holcroft Moss Planning Obligations Joint Supplementary Planning Document



Version for Adoption 2025

1. Introduction

Purpose of document

1.1. The aim of this jointly produced Supplementary Planning Document (SPD) is to provide guidance on, and to facilitate, the timely provision of required mitigation on a site in Warrington Borough Council's administrative area, Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC), see Appendix 1 for the location and extent of Holcroft Moss.

1.2. This document has been adopted by the nine Places for Everyone (PfE) authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan), following a six week period of public consultation, held in November and December 2024.

1.3. Now adopted, by the individual local planning authorities, the SPD is one of a number of documents constituting important material considerations in the determination of planning applications in the authorities.

1.4. This SPD supplements PfE Policy JP-C8, in particular clause 17, which requires planning applications accompanied by a Transport Assessment to consider air quality impacts on Holcroft Moss. This requirement emerged through the preparation of PfE (in particular the Habitats Regulation Assessment) and this SPD has been prepared to ensure that contributions reflect this. The SPD has been prepared in the context of the PfE Viability Assessments[1].

1.5. The purpose of this SPD is to:

- Ensure that advice is consistent with the latest Government regulations and associated Planning Practice Guidance;
- Ensure that new development is consistent with the provisions of the recently adopted PfE Plan;

[1] PfE document references 03.01.01 to 03.01.05 (https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/pfe-previous-stages/places-for-everyone-2021-regulation-19/supporting-documents-2021?folder=03%20Plan%20wide#fList)

- Provide a robust basis upon which the nine PfE authorities can secure contributions from developers to ensure that the impacts of schemes on Holcroft Moss are appropriately mitigated; and
- Provide clear advice to developers as to what is expected in applications to ensure an efficient process for consultation and determination.

What is a planning obligation?

1.6. Section 106 (S106) of the Town and Country Planning Act 1990 (as amended) allows the drafting of legal agreements (Section 106 Agreements) with local planning authorities. These agreements control the impacts of development, which cannot otherwise be achieved via planning conditions. They also ensure that development proposals are compliant with local plan policies. In general, obligations fall into one of three categories:

- Prescribe the nature of the development;
- Secure a contribution from a developer to compensate for loss or damage created by a development; or
- Mitigate a development's impact (as is the case with contributions sought through this SPD).

1.7. A planning obligation runs with the land, so may be enforced against the original person who entered into the agreement and anyone acquiring an interest in the land from them.

1.8. Where planning obligations are required, planning permission will not usually be granted until the S106 legal agreement has been entered into by all relevant parties and has been completed.

When will a planning obligation be required?

1.9. As set out in Policy JP-C8 of the PfE Plan, where planning applications are required to be accompanied by a Transport Assessment, they will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in

increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.

1.10. Development sites should not be subdivided or developed in phases to create separate development schemes which fall below thresholds, where obligations may be sought. Where this is the case, the relevant local planning authority will consider the cumulative impacts of development /delivery of allocations in their totality. This principle will apply even where applications are not submitted at the same time.

1.11. In some cases where outline planning permission is applied for, it may not be clear whether the threshold(s) in relation to traffic flows will be exceeded, when detailed proposals are forthcoming. In these cases, obligations will be negotiated on the presumption that the site exceeds the relevant threshold(s). However, conditions and legal agreements will be worded to allow an alternative approach if it later turns out that threshold(s) have not been exceeded.

1.12. The exact scale of contributions for an individual site will depend upon the particular development proposed, and its impact upon Holcroft Moss, the proposed level of contributions is set out in the statement of estimated project costs and required contributions, which is available alongside this SPD. Developers will not be required to rectify or resolve existing problems, obligations will be sought relative to the scale of impact of the proposed development.

Viability

1.13. This Planning Obligations SPD has been prepared in the context and parameters of the PfE Viability Assessments which were undertaken as part of the preparation of the PfE Plan. It is therefore assumed that the requirements set out in the SPD are viable.

1.14. If viability issues are encountered on a site-by-site basis, developers / landowners will need to provide evidence to fully demonstrate this in accordance with Policy JP-D2 of PfE and any locally specific requirements in this respect. Where it is accepted that viability should be considered as part of the determination of a planning application, Policy JP-D2 states that the Local Planning Authority will determine the weight to be given to a viability assessment alongside other material considerations, this will include the outcomes of the PfE HRA and in particular the requirement therein to mitigate/reduce air quality impacts on Holcroft Moss from relevant development.

Sustainability appraisal and strategic environmental assessment

1.15. Prior to public consultation on the draft SPD, the SPD was screened for the need to undertake a sustainability appraisal and strategic environmental assessment (including a Habitat Regulation Assessment). It was determined that assessments were not required.

2. Holcroft Moss

2.1. Through the Habitats Regulation Assessment (HRA) process in support of the PfE Plan (and also Warrington's Local Plan), the Manchester Mosses Special Area of Conservation (SAC), and in particular Holcroft Moss, has been identified as being at risk of harm from increased air pollution caused by traffic. To mitigate against this harm, there is a need for the delivery of long-term ecological resilience works, involving hydrological restoration measures to benefit Holcroft Moss.

2.2. As set out in Policy JP-C8 of the PfE Plan, qualifying developments, resulting in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day, will be required to make a proportionate contribution towards restoration measures at Holcroft Moss. Contributions will be sought on commencement of development to ensure the mitigation measures can be provided in a timely manner to offset the impacts. Individual legal agreements will specify timeframes for financial contributions to be spent.

2.3. Working with Natural England and Warrington Borough Council (WBC), the nine PfE authorities have established the scope and estimated cost of the mitigation works. The cost of the mitigation works - including design and feasibility, land, capital costs, professional fees, monitoring, contingency and ongoing maintenance – has been estimated at approximately £880,000 as at December 2023 (see statement of estimated project costs and required contributions, which is available alongside this SPD).

2.4. The nine PfE authorities and WBC have agreed that the cost of the mitigation works will be apportioned between the two plans. The apportionment will be based on the potential impact on Holcroft Moss identified in the respective Plan's HRA. On this basis the PfE authorities will be responsible for 53% of the total costs and WBC will be responsible for 47% of the total costs.

2.5. Applicants, as part of the Transport Assessment, will be required to identify the number of trips passing Holcroft Moss on the M62 (residential and / or employment). Where it is determined, in accordance with Policy JP-C8, that the proposed development will impact on Holcroft Moss, this information will be used to calculate a per dwelling contribution for residential development and/or a per sq.m. contribution for employment development. In calculating the required contribution, account will be taken of land supply flexibility, with the application of a contingency of 20%.

2.6. The baseline calculation, as at December 2023, is detailed in the statement of estimated project costs and required contributions, which is available alongside this SPD. In consultation with WBC, the PfE authorities will keep the mitigation scheme costs, the housing and employment land supply and the level of contributions received under review in calculating the proportionate contribution required from a qualifying development.

2.7. The necessary contribution will be sought on commencement of development to ensure the works can be carried out in sufficient time to enable Holcroft Moss to build resilience to mitigate the air pollution impacts of additional traffic.

2.8. The PfE authorities will be responsible for securing 53% of the total cost of the scheme and will provide contributions to WBC who will be responsible for

delivering the mitigation works. Contributions will also be secured by WBC, in accordance with its adopted Local Plan and relevant SPD.

3. Management and Monitoring

3.1. Each individual local planning authority is responsible for the management and monitoring of planning obligations to ensure that they are implemented and enforced in an efficient and transparent way and that contributions are spent on their intended purpose. Such monitoring will normally be reported in the relevant Council's Infrastructure Funding Statement (IFS) and/or its Authority Monitoring Report (AMR).

Management of Planning Obligations

3.2. Each individual local planning authority will monitor progress of individual developments to which this SPD applies. WBC will monitor the implementation of the mitigation scheme, which will be funded by money secured by planning obligations in accordance with this SPD. Regular reporting will be provided by WBC to the nine PfE authorities. A monitoring fee will be payable to the relevant local planning authority and secured by Section 106 Agreement. Details of how the monitoring fee is calculated is included at Appendix 2.

3.3. The progress of development will be monitored to ensure that financial contribution(s) are made in line with the trigger point, i.e. at the point of commencement. Once commencement has occurred, the relevant local planning authority will approach the relevant body for payment of any relevant contribution.

3.4. Progress of the mitigation works to Holcroft Moss will be monitored by WBC, but reported by the individual local planning authorities, normally within the relevant AMR. Should it be deemed necessary, for example as a result of this monitoring, arrangements will be made for contributions (or part of) to be returned to the developer or person who entered into the agreement along with any agreed rate of interest as specified in the S106 Agreement.

Index Linking Payments

3.5. Financial contributions will be index linked in order to allow for the fluctuation of prices between the date the agreement is signed and the date the payment is made. This is calculated based on the indexation adjustment of the relevant index, from the date the S106 agreement is signed to the expected date of payment.

3.6. The method of indexation should be specified within the legal agreement and will usually be the Retail Price Index (RPI) published by the Office of National Statistics (ONS). In the event that the index shall decrease, the contribution shall not fall below the figure set out in the S106 agreement.

3.7. In consultation with WBC, the PfE authorities will review costs that are used in the formula for establishing the contribution(s), normally on an annual basis, to ensure they are uplifted in line with indexation.

Complying with in-kind contributions

3.8. In the unlikely event that an in-kind obligation is agreed with a developer in respect of providing contributions towards the delivery of mitigation at Holcroft Moss (given the site is within WBC's administrative area), the developer is to provide evidence of compliance with the obligation to the relevant local planning authority, as outlined in the terms of the specific clauses.

Enforcement

3.9. The relevant local planning authority will provide a status update regarding individual agreements. Where the authority becomes aware of non-compliance with any planning obligations, consideration will be given to the possibility of immediate formal enforcement action.

3.10. The necessary contribution will be sought on commencement of development, this will be set out within the S106 agreement. The developer is bound within each S106 agreement to notify the relevant local planning authority upon commencement of the development. Where that authority is not notified and obligations become overdue the authority will seek to enforce the obligation and will activate the penalty clause.

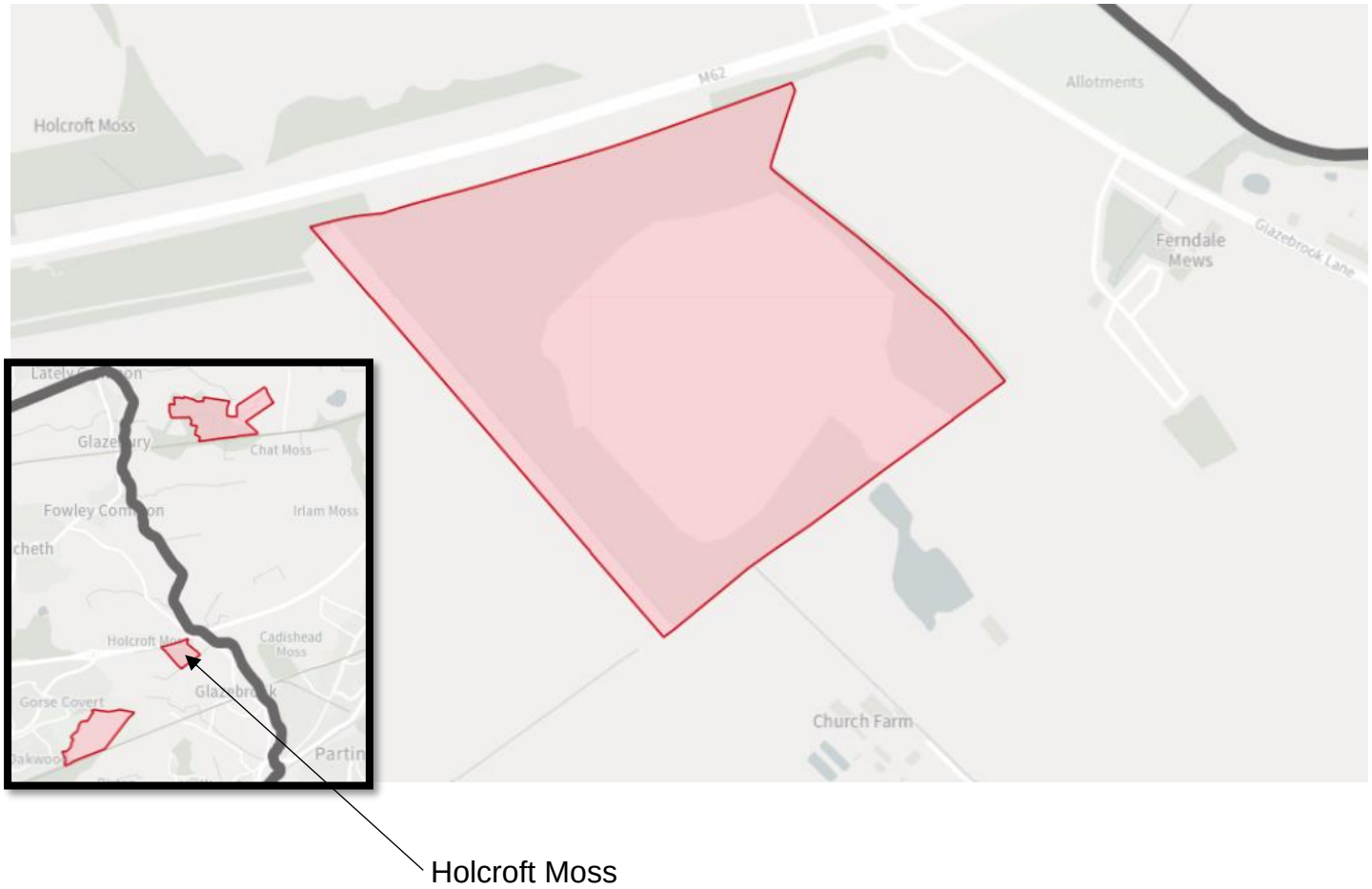
3.11. A clause included in the S106 agreement will ensure prompt payment by inserting a financial penalty requiring interest to be paid where payments are overdue. As a final recourse, where obligations are not subsequently complied with, the relevant Council will take legal action against those in breach of a S106 agreement. Non-financial obligations are also legally binding and where not provided according to the terms of the S106 agreement may be legally enforced by the Council.

Reporting

3.12. Each Council is required, in accordance with Regulation 121A of the Community Infrastructure Levy Regulations 2010 (as amended), to produce an Infrastructure Funding Statement annually that sets out details about planning obligation receipts and anticipated expenditure. The purpose of this document is to provide clarity and transparency to local communities and developers on infrastructure expenditure. The latest Infrastructure Funding Statement, for each of the individual authorities, can be viewed on their website.

Appendix 1

Map 1: Holcroft Moss within the Manchester Mosses Special Area of Conservation (SAC)



Appendix 2

Monitoring fees payable to the relevant local planning authority

Local Planning Authority	Details of monitoring fee applicable
Bolton	A monitoring charge is not currently charged. However: -The standard fee for s106 agreements is £520. This fee is increased for more complex S106 agreements. -A top slice cut is taken (currently 1% plus £500) -The above is currently under review so subject to change
Bury	As set out in Bury Council Section 106 proforma available at: www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/supplementary-planning-advice
Manchester	Monitoring fee is 15% of Planning Application fee
Oldham	A monitoring fee is not currently charged, though this is under review and therefore subject to change. Further details to this, and any updates, can be provided by emailing planning@oldham.gov.uk
Rochdale	Details on monitoring fees and any updates to these can be provided by emailing development.management@rochdale.gov.uk
Salford	For the period 1 April 2024 to 31 March 2025 the monitoring fee is 1.5% of the total value of all planning obligations (financial and non-financial) capped at a maximum of £6,624. Further details relating to this, and any updates to it, can be provided by emailing section106@salford.gov.uk
Tameside	A monitoring fee is not currently charged, though this could be reviewed in the future and is therefore potentially subject to change. Further details to this,

	and any updates, can be provided by emailing planningmail@tameside.gov.uk
Trafford	The standard fee is 5% of the s106 contribution.
Wigan	A monitoring fee is not currently charged, though this is under review and therefore subject to change. Further details to this, and any updates, can be provided by emailing planning@wigan.gov.uk.

Holcroft Moss Planning Obligations Joint Supplementary Planning Document

Consultation Statement

January 2025

1.Introduction

1.1. This is the Consultation Statement for the Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD), which has been prepared by the nine Places for Everyone Plan local authorities[1]. It has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.2. The previous Consultation Statement that accompanied the Consultation Draft SPD is available to view on the Greater Manchester Combined Authority's (GMCA) website.

2. Town and Country Planning Regulations (2012)

2.1. Before adoption of an SPD, Regulation 12 (a) requires a Local Planning Authority to prepare a Statement setting out: who has been consulted while preparing the SPD; a summary of the main issues raised; and how these issues have been addressed in the SPD.

2.2. Regulation 12(b) requires a Consultation Statement to be published as part of the formal consultation on the SPD, where formal representations are then invited under Regulation 13. Regulation 12(b) also requires SPDs to be published for a minimum 4-week consultation, specify the date when responses should be received, and identify the address to which responses should be sent.

2.3. Regulation 35 requires the consultation documents to be made available during the consultation period online and at the principal office in the local authority area and other place(s) within the area that are considered appropriate.

[1] Bolton Council, Bury Council, Manchester City Council, Oldham Council, Rochdale Council, Salford City Council, Tameside Council, Trafford Council and Wigan Council.

3. Statement of Community Involvement

3.1. The nine local authorities of the joint SPD have produced individual Statements of Community Involvement (SCI). These documents outline how each authority will consult and involve people in the preparation of Local Plans and other planning documents, including SPDs, such as this one. Consultation on the SPD was carried out in line with the principles of these documents in each of the local authority areas.

4. Data Protection

4.1. In undertaking public consultation, we must act in accordance with the requirements of the general data protection regulations (UKGDPR). Consultation on the SPD was undertaken in accordance with our Privacy Policy available on GMCA website which advises on how we use, manage and store your data in line with the UKGDPR.

5. Consultation Undertaken in Preparing the SPD

5.1. During the preparation stages of the Draft SPD, engagement took place with key stakeholders and partners to inform the content of the SPD for formal consultation. This engagement included with the Warrington Borough Council and Natural England.

5.2. In response to the engagement undertaken during preparation stages of the SPD, the scope and nature of the SPD was refined to ensure that effective and appropriate mitigation measures could be secured for the Holcroft Moss.

5.3. It should be noted that account was also taken of relevant evidence underpinning the Places for Everyone Plan, when developing the Draft SPD for consultation.

Consultation undertaken on the Draft SPD

5.4. A formal six-week public consultation was undertaken on the Draft SPD from 01 November to 12 December 2024. The GMCA managed the consultation on behalf the nine joint SPD local authorities.

5.5. As part of the formal consultation the nine joint SPD local authorities consulted widely with the following groups:

- Residents, organisations and other stakeholders registered on the local planning database in each local authority
- Parish and Town Councils
- Elected Members
- Statutory Consultees
- Neighbouring Local Planning Authorities

Availability of Consultation Documents

5.6. During the consultation period the Draft SPD and supporting documentation were available to view on the GMCA website.

5.7. They were also available to view electronically and/or in hard paper format at deposit points in nine local authority areas as identified in the Consultation Statement and Representation Guidance Note for the Draft SPD available in the GMCA website.

5.8. Representations to the SPD consultation were invited through the online consultation portal GM Consult, by email or by post. A Consultation and Representation Guidance Note was produced to help people respond to the consultation and a template response form could be used for email and postal responses if required.

5.9. Queries about the consultation could be made by email and by telephone to the GMCA's Planning and Housing Team.

SPD Consultation Publicity and Promotion

5.10. The GMCA and the nine joint SPD local authorities publicised the consultation through a variety of methods including press releases, newsletter bulletins, social media posts and mailouts to people and organisations on the local planning databases in each authority. A full list of the publicity and promotional activities is at Appendix 1 of this Statement.

6. Summary of main issues raised during the consultation

6.1. The GMCA received representations from 24 respondents to the SPD consultation. A summary of the issues raised during the consultation and how the nine local authorities have responded to those issues in the preparation of the final SPD is shown in the table in Appendix 2. The table also indicates which organisation or individual made the comments.

6.2. From the main issues raised by organisations and individuals the issues outlined below were the most relevant:

- Support for the SPD to protect important mossland habitats.
- Concerns that it will be difficult for Transport Assessments to accurately estimate the number of vehicles generated from development that would travel past Holcroft Moss on the M62 Motorway, especially from developments that are further afield.
- The cost of the per development contribution towards Holcroft Moss should be adjusted take account of electric vehicles that will not emit polluting emissions.
- The costs of the mitigation measure as presented in the SPD are too vague.
- The SPD is overly complicated.

6.3. It is considered that none of these comments warrant any amendments to the final SPD. The reasons being are that PfE Policy JP-C8 states that Transport Assessments should be subject to consultation at the pre-application stage with the relevant highway authority, allowing the scope of the assessment to be agreed to ensure that impact on Holcroft Moss is sufficiently assessed. On electric vehicles, there is insufficient evidence to guarantee that sufficient levels of cleaner vehicles would exist to reduce the need for mitigation, including an adjustment to the contributions to account for this. On the costs, the estimated project costs have been produced in consultation with Warrington Borough Council and Natural England and the level of detail is considered appropriate for an SPD, such as this one. Lastly, it is considered that the guidance provided

in the SPD is appropriate for the main users of the document, i.e. planning and highways professionals responsible for preparing and considering planning applications within the PfE Plan area.

6.4. Further details about the comments and the responses to them are shown in the table Appendix 2. No other comments received on the SPD during the consultation warrant any amendments to the final SPD.

Appendix 1: SPD Consultation Publication and Promotion Activities

The table below lists the methods employed by the GMCA and the nine joint SPD local authorities to publicise and promote the consultation on the Holcroft Moss Planning Obligations Joint SPD.

Organisation	SPD consultation publication and promotion activities
GMCA	• Social Media posts shared on GMCA X, Facebook, Instagram and LinkedIn. • Social Media pack and newsletter text shared to GM Heads of Comms and added to GMCA website for partners • Press release shared with media outlets and added to news page of the GMCA site. Story featured in BBC News and Place North West. • Press release shared in fortnightly Equality Panel bulletin which goes to the 7 facilitating organisations of the GM Equality Panels. Also shared amongst GM engagement contacts. • Shared in GMCA stakeholder newsletter. This has a circulation of around 3,600 and an open rate of 60%.
Bolton Council	• Letters and emails to our LDF consultation list, which included councillors. • Information supplied to libraries and One-Stop-Shop. • Pushed out through the council's main consultation page. • Pushed out through Planning's Supplementary Planning page. • Social media through the council's Facebook page. • Sent out to e-View (resident consultation database) via the consultation bulletin.

Organisation	SPD consultation publication and promotion activities
Bury Council	• Sent letters/emails to all contacts on our consultation database; • Published the consultation on our website; • Made documents available to view electronically at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday-Friday) and at local libraries and the Tottington Centre during their normal opening hours (see www.bury.gov.uk/libraries and www.tottingtoncentre.co.uk for details); • Publicised the consultation via social media (X).
Manchester City Council	• Manchester publicised the Holcroft Moss consultation via the local plan database, mailing out to all consultees . All ward members of the Council received a notification as part of the general mail out. The document was also available in hard copy format from the Central Library in Manchester. The consultation featured in the Council's website with summary information that linked across to the main consultation webpage operated by the GMCA.
Oldham Council	• Published a public notice for the SPD in the Oldham Times on 31 October 2024. • Sent emails / letters out to everyone on the Oldham local plan mailing list and to local councillors, district coordinators, planning officers and other internal officers, Oldham leadership board and Oldham housing management board. • Placed a copy of the consultation documents in all public libraries and in Oldham Council's principal office (spindles reception). • Placed information on the Oldham Council website directing to GMCA website. • Social media messages.

Organisation	SPD consultation publication and promotion activities
Rochdale Council	• A link from our website Supplementary Planning Documents (SPDs) and guidance | Planning briefs and Supplementary Planning Documents | Rochdale Borough Council. • emails and letters to those on our consultation database. • emails to elected members. • hard copies of the SPD and consultation statement placed in our four main libraries (Heywood, Littleborough, Middleton and Rochdale).
Salford City Council	• Emails sent to 1,478 consultees registered on SCC spatial planning database. • Postal letters sent to 2 consultees registered on SCC spatial planning database, who have not provided an email address. • Hard copies of Draft SPD, estimated project costs, and consultation statement and representation guidance note made available at Civic Centre reception and Libraries at Gateway Centres (Eccles, Pendleton, Swinton and Walkden) and Broughton Hub. • SCC social media account posts (X, and Facebook). • Dedicated webpage on SCC website: Holcroft Moss Supplementary Planning Document•Salford City Council.
Tameside Council	• Posted consultation letters to notify contacts from the Tameside Local Plan consultation database. • Sent consultation emails to notify contacts from the Tameside Local Plan consultation database. • Updated the Council's SPD webpage with details and links for the SPD.

Organisation	SPD consultation publication and promotion activities
	• Placed printed copies of the consultation material in all of the Council's libraries for the duration of the consultation period. • Inclusion in Place Newsletter for Cllr and staff – 3 times throughout the period (8 Nov, 15 Nov, and 6 Dec); • Featured in the staff newsletter and weekly Communications network email to partners; • Featured in weekly business email once too; • Social Media Channels – and shared across partner channels – Be Well Tameside • Facebook – twice a week throughout the period https://www.facebook.com/share/p/qZvqYmites54WWUY/ • LinkedIn – twice throughout the period and shared • Once a week on X https://x.com/TamesideCouncil/status/1867175086110753148
Trafford Council	• Email notifications sent to all Council Members at Trafford Council about the consultation. • Email notifications to approximately 470 organisations and individuals on Trafford Council's database for consultations on planning policy. • Hard copies of the consultation documents were made available at deposit locations across the Borough. • Details of the consultation were included on the Strategic Planning consultations and Places for Everyone sections of Trafford Council's website for the duration of the consultation period. • Publicity material for the consultation was shared on the Council's social media channels.

Organisation	SPD consultation publication and promotion activities
	• A press release was posted to the News section of the Trafford Council website.
Wigan Council	• sent email notifications to all individuals and organisations on Wigan's consultation database at the beginning of the consultation period on 1 November.

Appendix 2: Summary of main issues raised to the SPD consultation and summary of response to the issue raised

The table below summarises the main issues raised to the Supplementary Planning Document (SPD) consultation, how the issues have been addressed in preparing the final SPD and which organisation or individual made the comments.

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
Natural England are satisfied that the requirements of paragraph 17 of Places for Everyone (PfE) policy JP-C8: Transport Requirements of New Development that relate to Holcroft Moss are adequately reflected in the SPD and have no further comments to make.	Supported for SPD noted.	Natural England.
Support for measures to minimise air pollution impacts on Holcroft Moss and measures to shift to more sustainable travel options. National Highways does scrutinise Transport Assessments submitted with planning applications where there may be	Support for the SPD and information on how National Highways review Transport Assessment data is noted.	National Highways.

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
an impact to the Strategic Road Network, the M62 included. Their reviews generally include a check of a planning applicant's transport data to determine whether it is a reasonable reflection of a site's likely trip generation. They usually share these reports as part of their planning responses and recommend that Local Planning Authorities use this data as a guide to the whether an applicant's figures are accurate.		
Support for the draft Holcroft Moss Planning Obligations SPD. The draft SPD is consistent with the approach that Warrington Borough Council has taken in its Planning Obligations SPD (July 2024) and follows on from the Statement of Common Ground between Warrington Borough Council, the Greater Manchester	Support for SPD noted.	Warrington Borough Council

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
Combined Authority, the Places for Everyone authorities and Natural England that was signed in November 2022. The SPD will provide a robust basis to ensure the timely provision of required mitigation at Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC), which is within the Warrington Borough Council's administrative area.		
Although Holcroft Moss is technically in Warrington, the moss lands is one place and space, and at that, one of the most important spaces in Greater Manchester and its delicate ecology is impacted by happenings across the interconnected lowlands, so I am keen to see Holcroft Moss protected appropriately.	Support for protection of Holcroft Moss noted.	Councillor Robinson-Smith, Salford City Council

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
Support for the principle of restoration works on Holcroft to mitigate the impact of vehicles traffic along the M62.	Support for the SPD and restoration measures noted.	Marj Powner Mossley Town Council Lancashire Wildlife Trust CPRE Lancashire, Liverpool City Region and Greater Manchester
Cheshire Wildlife Trust who owns and manage Holcroft Moss should be engaged on the mitigation restoration works so that the measures fit/complement with existing restoration and management of Holcroft Moss. It is unclear if the mitigation restoration works on Holcroft Moss or on land adjacent to it.	Noted that Cheshire Wildlife Trust own Holcroft Moss. Mitigation works are proposed on land immediately adjacent to Holcroft Moss, outside the ownership of Chesire Wildlife Trust. The mitigation measures have been agreed with Warrington Borough Council and with Natural England, who are the responsible statutory authority. Cheshire Wildlife Trust will be engaged as part of the mitigation works. **No change is considered necessary.**	Lancashire Wildlife Trust
The whole of the Manchester Mosses SAC is vulnerable to the adverse impact of air pollution.	The SPD seeks to expand on provision within the PfE Plan to address a specific outcome of the Plan's Habitat Regulations Assessment (HRA), relating to	Lancashire Wildlife Trust

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
The remnant mossland habitats that help to connect the three sites of the Manchester Mosses SAC contribute to the site improvement plan of the SAC. The approach should be applied to sensitive and vulnerable habitats of all mossland habitats in Greater Manchester.	Holcroft Moss within the Manchester Mosses SAC. The HRA for the PfE Plan and HRA for the Warrington Local Plan found that it was only the Holcroft Moss compartment of the Manchester Mosses that would be at risk of air pollution above critical threshold levels. **No change is considered necessary.**	
Concerns that Transport Assessments for new development that are not close to the site could underestimate the number of vehicles that would travel along the M62 from the development.	Policy JP-C8 of the PfE Plan includes sufficient safeguards to ensure that Transport Assessments for new development will accurately estimate the level of traffic associated with the mitigation, which is the subject of this SPD. The Policy states that Transport Statements should be subject to consultation, at pre-application stage, with the relevant local highway authority. **No change is considered necessary.**	Marj Powner
Concerns about how outcomes will be monitored, including that it would be difficult to distinguish traffic from new	Section 3 of the SPD outlines an appropriate process for the management and monitoring of planning obligations collected through this SPD. This SPD	Marj Powner

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
development as opposed to traffic from existing development.	relates to the funding of necessary mitigation in relation to applications for new development, it cannot relate to impacts from existing development and/or approvals. **No change is considered necessary.**	
The restoration measures will benefit Holcroft Moss, but it would be better to invest in sustainable passenger and Freight transport to generate genuine reductions in air pollution.	Guidance in relation to sustainable passenger and freight transport is not within the scope of this SPD. The SPD seeks to expand on provision within the PfE Plan to address a specific outcome of the Plan's HRA, relating to Holcroft Moss within the Manchester Mosses SAC. Measures exist elsewhere in the PfE Plan to promote the use of sustainable transport modes. **No change is considered necessary.**	Marj Powner
The restoration costs and professional fees costs are too vague and need more detail.	The estimated project costs have been produced in consultation with Warrington Borough Council and Natural England. The level of detail is considered appropriate for an SPD, such as this. **No change is considered necessary.**	Alan Atherton

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
Not all vehicles will increase air pollution as some will be electric, which should be accounted for in the costs that qualifying development would need to pay to create a fairer charging system. Also, as time goes by, it is likely that more vehicles will be electric, thus further reducing air pollution impacts on Holcroft Moss.	The requirement for development to make a financial contribution towards restoration measures at Holcroft Moss stems from the HRAs for the PfE Plan and the Warrington Local Plan. Within the HRAs there was insufficient robust evidence at the time of their production to guarantee that sufficient levels of cleaner vehicles would exist to reduce the need for mitigation. Therefore, until such time that this evidence exists and the PfE policy is reviewed, the thresholds set out in Policy JP-C8 remain extant and cannot be adjusted for cleaner vehicles. **No change is considered necessary.**	Jeremy Williams The Emerson Group
The thresholds for when developments require Transport Assessments differs slightly between the PfE authorities. Consequently, the requirement to make a planning obligation towards Holcroft Moss could be inconsistently applied to developments across the nine PfE authorities and be contrary to national	It is considered that if there are slight differences in the thresholds for when developments require Transport Assessments across the nine PfE authorities then it will not materially affect the objective of mitigating air pollution impacts on Holcroft Moss, nor is it considered to be contrary to national policy and guidance on the use of planning obligations relating to: necessity; directly relating to	The Emerson Group

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
policy and guidance on the use of planning obligations.	the development; and fairly and reasonability related in scale and kind to the development. **No change is considered necessary.**	
The further sites are away from Holcroft Moss it will be more difficult for the Transport Assessment to accurately assess traffic impacts on Holcroft Moss as traffic tends to dissipate across the highway network. It is not clear how Transport Assessments would be expected to allow for such distance dissipation, therefore additional guidance on this point within the SPD is requested.	Policy JP-C8 of the PfE Plan includes sufficient safeguards to ensure that Transport Assessments for new development will accurately estimate the level of traffic associated with the mitigation, which is the subject of this SPD. The Policy states that Transport Statements should be subject to consultation, at pre-application stage, with the relevant local highway authority. **No change is considered necessary.**	The Emerson Group
On review of the SPD Estimated Project Costs and Required Contributions document, it is evident that the GMCA have considered and estimated a total of qualifying development that could contribute to the bulk of the total	The estimated project costs have been produced in consultation with Warrington Borough Council and Natural England. The costs are based on an extract of the strategic traffic modelling evidence undertaken for the PfE to present a broad overview of the PfE allocations and	The Emerson Group

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
contribution sought. Further explanation should be provided as to where these potential qualifying developments are located, and why they are considered to qualify.	existing land supply sites across the nine PfE authority areas that could potentially trigger the thresholds for a planning obligation towards Holcroft Moss. As the traffic modelling evidence for the PfE is at a strategic level it would be misleading to identify potential qualifying sites as the requirement for a development to financially contribution towards mitigation measures on Holcroft Moss will be tested through Transport Assessments in accordance with the thresholds set with PfE Policy JP-C8, Criterion 17.	
The SPD is too complicated.	The purpose of the SPD is to provide clear advice to developers as to what is expected in applications. It expands on provision within the PfE Plan to address a specific outcome of the Plan's HRA, namely the potential need to mitigate the impact of development elsewhere on Holcroft Moss within the Manchester Mosses SAC. It is considered that the guidance provided in the SPD is appropriate for the main users of the document, i.e. planning and highways	Christine Holt

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
	professionals responsible for preparing and considering planning applications within the PfE Plan area. **No change is considered necessary.**	
Reducing air pollution from vehicles should be a priority for all new developments, not just development that would have an impact on Holcroft Moss.	The SPD seeks to expand on provision within Policy JP-C8 of the PfE Plan to address a specific outcome of the Plan's Habitat Regulations Assessment, relating to Holcroft Moss within the Manchester Mosses SAC. Measures exist elsewhere in the PfE Plan to improve air quality. However, guidance in relation to these policies is not within the scope of this SPD. **No change is considered necessary.**	John Rowbotham
Concerns about expansion of the M62 Motorway near to Holcroft Moss.	The issues do not relate to the content and/or scope of the SPD. The SPD does not propose expansion of the M62 Motorway. The SPD seeks to expand on provision within the PfE Plan to address a specific outcome of the Plan's HRA, namely the potential need to mitigate	Christine Holt

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
	the impact of development elsewhere on Holcroft Moss within the Manchester Mosses SAC. **No change is considered necessary.**	
There should be more investment in the bus network to reduce air pollution. There should be other policies and actions such as the wider promotion of alternatives to car transport alongside the SPD.	The SPD seeks to expand on provision within Policy JP-C8 of the Places for Everyone Plan to address a specific outcome of the Plan's HRA, relating to Holcroft Moss within the Manchester Mosses SAC. Measures exist elsewhere in the PfE Plan to promote the use of sustainable transport modes and to improve air quality. However, guidance in relation to these policies is not within the scope of this SPD. **No change is considered necessary.**	Ms Lawrence CPRE Lancashire, Liverpool City Region and Greater Manchester
Concerns about over development in Salford	The issues do not relate to the content and/or scope of the SPD. The SPD seeks to expand on provision within Policy JP-C8 of the PfE Plan to address a specific outcome of the Plan's HRA, relating to Holcroft Moss within the Manchester Mosses SAC. It does not promote development with Salford. **No change is considered necessary.**	Alan Marland

Summary of main issues raised	Summary of response to issues raised	Respondent(s)
Concerns about building on green spaces, Green Belt and protected wildlife sites, including the Holcroft Moss site.	The issues do not relate to the content and/or scope of the SPD. The SPD seeks to expand on provision within the PfE Plan to address a specific outcome of the Plan's HRA, namely the potential need to mitigate the impact of development elsewhere on Holcroft Moss within the Manchester Mosses SAC. It does not propose building on green spaces such as those referred in the representations. **No change is considered necessary.**	Jane Eberhart Christine Holt John Rowbotham Andrew Readwin Katherine Fieldsend
No comments on the SPD.	Noted.	Kirklees Council Historic England Canal and River Trust Coal Authority Sport England Manchester Airport Group

Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Adoption of Holcroft Moss Planning Obligations Joint Supplementary Planning Document
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Business, Growth and Infrastructure
Proposed Implementation Date	5 March 2025
Author of the EqIA	David Wiggins
Date of the EqIA	15 January 2025

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
The aim of this jointly produced Supplementary Planning Document (SPD) is to provide guidance on, and to facilitate, the timely provision of required mitigation at Holcroft Moss, within the Manchester Mosses Special Area of Conservation. The draft SPD has been subject to a six-week period of consultation in order to establish stakeholder views on its content.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?
Employees: **No** Community/Residents: **Yes**

Third parties such as suppliers, providers and voluntary organisations: **Yes** – site developers

If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation

Documentary Evidence:

Places for Everyone Joint Development Plan and supporting evidence

Data:

Places for Everyone Joint Development Plan and supporting evidence

Stakeholder information/consultation:

Places for Everyone has been subject to consultation at various stages and has been subject to an examination by Government-appointed Inspectors.

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations

				Positive, Neutral, Negative
Age	Positive	PfE has been subject to an Integrated Appraisal and part of this has involved and 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. The Integrated Appraisal is available at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/pfe-adoption/		
Disability	Positive	See above		
Gender Reassignment	Neutral	See above		
Marriage and Civil Partnership	Neutral	See above		
Pregnancy and Maternity	Neutral	See above		
Race	Neutral	See above		
Religion and Belief	Neutral	See above		
Sex	Neutral	See above		
Sexual Orientation	Neutral	See above		

Carers	Neutral	See above		
Looked After Children and Care Leavers	Neutral	See above		
Socio-economically vulnerable	Positive	See above		
Veterans	Neutral	See above		

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16
	3	High	3	6	9	12

	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16

3.2 Level of risk identified	0
3.3 Reasons for risk level calculation	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed	X	
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	David Wiggins	15/01/25	
Responsible Asst. Director/Director	Cris Logue	15/01/25	
EDI			

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details

Agenda Item 12

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Northern Gateway Development Framework Supplementary Planning Document	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. This report sets out the results of the consultation on the draft Northern Gateway Development Framework (NGDF) Supplementary Planning Document (SPD) and seeks approval for the final NGDF to be adopted.

Recommendation(s)

2. It is recommended that Cabinet:
   i. Note the responses to the public consultation and proposed post consultation revisions set out in Appendix 1 and Appendix 2 to this report;
   ii. Approve the revised NGDF as the final version to be adopted and published.
   iii. Delegate authority to the Executive Director (Place), to make any minor non-material editorial amendments to the NGDF ahead of its final publication.

Reasons for recommendation(s)

3. The adoption of the document will establish a framework against which future planning applications on the Northern Gateway site will be considered, sets out high level design principles and an approach to the delivery and phasing of infrastructure on and off site.

Alternative options considered and rejected

4. No other options were considered/were applicable.

Report Author and Contact Details:

Name: David Wiggins

Position: Service Manager: Strategic Planning and Infrastructure

Department: Business, Growth and Infrastructure

E-mail: d.i.wiggins@bury.gov.uk

Background

5. The Places for Everyone Plan (PfE) is a joint development plan document of nine Greater Manchester authorities (excluding Stockport) which was adopted on 21st March 2024.

6. It is a long-term plan for jobs, new homes and sustainable growth which allocates large strategic sites for employment and housing. This includes the employment led allocation at Northern Gateway (Heywood/Pilsworth) (PfE Policy JPA1.1), which straddles the districts of Bury and Rochdale and sits alongside the M62 and M66 motorways. The site is one of the largest strategic employment allocations in the country and represents a transformational opportunity to deliver unprecedented levels of investment, jobs, homes and community benefits.

7. Northern Gateway will be a key driver in delivery growth ambitions, to make Bury stand out as a place that is achieving faster economic growth than the national average, with lower than average levels of deprivation.

8. Following its adoption on 21st March 2024, PfE became a key part of Bury's statutory development plan alongside the saved policies of the Unitary Development Plan (UDP) and the Greater Manchester Joint Minerals and Waste Plans.

9. A key requirement of PfE Policy JPA1.1 is that any proposals within the allocation must be in accordance with a comprehensive masterplan that has been agreed by Bury and Rochdale local planning authorities and that it shall include a design code and a clear phasing strategy in line with PfE Policy JP-D1 'Infrastructure Implementation'.

10. This requirement is a critical stage in providing a bridge between the allocation of the site in PfE and subsequent planning consent.

11. Supplementary Planning Documents (SPDs) build upon and provide more detailed advice or guidance on policies in an adopted development plan. They can be used to provide further guidance for development on specific sites, or on particular issues.

12. As they do not form part of the development plan, SPDs cannot introduce new planning policies into the development plan. However, they are a material consideration in decision-making.

13. The NGDF has been prepared as a SPD in accordance with the requirements of legislation and the National Planning Policy Framework (NPPF). Planning applications within the allocation will be required to align with the NGDF, including delivery of necessary and related infrastructure in a coordinated and timely manner.

14. This NGDF has been prepared jointly by Bury and Rochdale Councils with technical input from the Northern Gateway Development Vehicle LLP (NGDV) as the main site promoter and input from other landowners/stakeholders.

15. Once adopted, this NGDF will establish the key principles for the development of the site and establish a framework against which future planning applications on the site will be considered. It will also help Bury and Rochdale Councils to ensure that the ambitions for the site are realised and the benefits to the communities of Bury and Rochdale are maximised.

Summary of Consultation and Responses

16. On the 6 November 2024 members approved a draft NGDF for consultation purposes. In accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement, consultation was subsequently undertaken over an eight-week period running from 15 November 2024 to 15 January 2024 to establish stakeholder views on its content.

17. In Bury, consultation involved making relevant material available for inspection on the Council's web site; in the reception area of the Town Hall; and at local libraries and the Tottington Centre. Letters/emails were also sent to all contacts on the Strategic Planning consultation database, posters were placed in key locations and the consultation was also advertised via social media platforms. Two drop-in events were also held in December.

18. The consultation generated a total of 42 comments. A detailed summary of all the issues raised during the consultation and how the authorities have responded to those issues is set out in the consultation statement appended to this report (Appendix 1).

19. The consideration of these comments has led to the conclusion that the NGDF would benefit from a number of changes prior to it being formally adopted. In particular:

    - All policy references have been updated (for example reference is now made to the National Planning Policy Framework (NPPF), December 2024);

- Vision and 12 key principles (vii) strengthened in relation to integration with the natural environment and future climate change;
- Constraints Plan updated;
- Amended wording in relation to shared paths (pedestrians, cyclist and horse riders) and active travel opportunities;
- Additional wording to confirm that additional access points may be required at Birch Services and through South Heywood (both accesses shown on the Development Framework plan;
- Amended wording to reflect the fact that the biodiversity net gain requirements will not all be met on site and there will be a need to secure BNG credits off-site;
- Amended wording in relation to working with natural processes;
- Additional text added to confirm that the development framework is based on several assumptions and goals which may change or evolve during delivery of the project;
- Identification of a second mixed use hub at the Pilsworth Road/Moss Hall Lane entrance to the site (Three Arrows junction);
- Additional wording to confirm a new motorway service area would be off-line;
- Stronger references to enhancement of existing natural assets;
- Commitment to engagement with key infrastructure bodies as sites and projects come forward;
- Amendment to labelling of access points;
- The resolution and legibility of all plans and diagrams will be improved;
- All minor wording changes and typos updated.

20. The updated version of the NGDF SPD is attached at Appendix 2.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

21. Places for Everyone forms part of Bury's statutory development plan. It sets out statutory policies and strategic site allocations that will guide future growth and development in the Borough. A key part of the plan is to rebalance the Greater Manchester economy by significantly boosting the economic output from the north through the delivery of new housing and employment that will benefit both Bury and its residents. The 'Let's Do It' strategy specifically refers to Places for Everyone as having a key role to play in the delivery of its objectives and priorities.

Equality Impact and Considerations:

22. A full EIA has been completed with only positive impacts identified. No further actions are required at this stage. Equality impacts will continue to be reviewed as the activity progresses,

Environmental Impact and Considerations:

23. Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The NGDF will seek to meet policy requirements, including physical, social and environmental impacts including biodiversity net gain.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The post-consultation amendments are not accepted.	The amendments are a result of public consultation and having considered the responses received.
Potential Judicial Review of the SPD following adoption.	The SPD has been prepared in accordance with all statutory requirements and is considered to be sound, justified and in accordance with the development plan.

Legal Implications:

24. The statutory requirements for the preparation of SPDs are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 and the report set out how these requirements have been followed. Before adoption of the SPD, Cabinet must consider the issues raised during the consultation and how those issues have been addressed. If adopted, the SPD will be a material consideration to which regard may be had in determining planning applications.

25. If the SPD is adopted, the Council must publish an “Adoption Statement” specifying the date of adoption, any modifications made and the time limits for anyone aggrieved by the decision to apply for permission for judicial review of the decision.

Financial Implications:

To be completed by the Council's Section 151 Officer.

26. There are no financial implications arising directly from the report.

Appendices:

Appendix 1 – NGDF Consultation Statement

Appendix 2 – Revised Northern Gateway Development Framework Supplementary Planning Document

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

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

Term	Meaning
SPD	Supplementary Planning Document
PfE	Places for Everyone

Northern Gateway Development Framework

Consultation Statement

March 2025

Bury Council

ROCHDALE BOROUGH COUNCIL

1. Introduction

1.1 Bury and Rochdale Councils are jointly preparing a Northern Gateway Development Framework (NGDF) Joint Supplementary Planning Document (SPD).

1.2 The SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.3 Regulation 12(a) requires the Councils to produce a consultation statement before adoption of the SPD. This statement must set out who was consulted, a summary of the issues raised, and how these issues were incorporated into the SPD.

1.4 Regulation 12(b) requires the Council to publish the documents (including a 'consultation statement') for a minimum of 4-week consultation, specify the date when responses should be received, and identify the address to which responses should be sent.

1.5 Regulation 13 stipulates that any person may make representations about the draft SPD and that the representations must be made by the end of the consultation date referred to in Regulation 12.

1.6 Regulation 12 states that when seeking representations on an SPD, documents must be made available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps:

- Make the document available at the principal office and other places within the area that the Council considers appropriate; and
- Publish the document on the Council's website.

1.7 This Consultation Statement sets out the extent of the consultation and engagement undertaken on the SPD, highlights the issues raised and how the document was amended to reflect the issues raised.

2. Engagement during the preparation of the draft Northern Gateway Development Framework SPD

2.1 The role of the Northern Gateway Development Framework SPD is to effectively bridge the gap between the allocation of the site in Places for Everyone (PfE) and

the subsequent detail of the development that will emerge through planning applications on the site.

2.2 The preparation of the draft SPD and its supporting evidence has enabled key issues to be identified and addressed to the satisfaction of all parties at an early stage in the planning process. Fundamentally, the draft SPD establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the site.

2.3 The draft SPD was prepared jointly by Bury and Rochdale Councils (hereafter collectively referred to as 'the Councils') with technical input from the Northern Gateway Development Vehicle (NGDV) as the main site promoter and input from other landowners/stakeholders, including National Highways and Transport for Greater Manchester (TfGM). This engagement helped to identify and understand expectations and key issues around the delivery of the site during the early stages of preparing the draft SPD.

2.4 The following table sets out the key issues raised during the internal engagement and how these were addressed in the draft SPD.

Issue	How was this incorporated into the draft SPD
How will the proposed residential scheme at Castle Road be linked to wider employment development?	Reflected in draft SPD which identifies a new active travel route running east-west through the Castle Road residential scheme which will provide the key connection point for new and existing communities to access the employment opportunities in the wider site and also the high-quality parkland.
What are the proposals for Pike Fold Golf Club?	PfE Policy JPA1.1 requires existing recreation facilities (including Pike Fold Golf Course) to be retained and enhanced. In this context the Development Framework Plan presented in the SPD assumes that Pike Fold Golf Course and the adjacent playing fields will be retained. Notwithstanding this, there may be an opportunity in the future for development to come forward on the Golf Course and playing fields, subject to alternative reprovision.
How will development be phased within the allocation?	Reflected in draft SPD which identifies that development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach which is responsive to opportunities. This approach does not restrict the potential for later phases to be

	accelerated where opportunities arise, or where infrastructure allows certain phases to be advanced, early than currently envisaged.
Concerns that some areas would be excluded from the masterplanning process	Reflected in draft SPD which requires a comprehensive approach to development

3. Screening Assessments

Strategic Environmental Assessment (SEA) Screening

3.1 A Screening Statement has been prepared to determine whether a Strategic Environmental Assessment (SEA) would be required for the draft SPD. The Councils consulted Natural England, Historic England and the Environment Agency over a four-week period (30th July 2024 – 28th August 2024) in order to seek their views on the conclusions of the SEA Screening Assessment.

3.2 Responses were received from all three bodies, all of whom agreed with the Councils that the above assessment would not be required to accompany the SPD.

Habitats Regulations Assessment (HRA) Screening

3.3 The Greater Manchester Ecology Unit (GMEU) were consulted on 30th July 2024. GMEU agreed with the Councils conclusion that the draft SPD would not require a full HRA.

4. Consultation

4.1 The draft SPD was approved for consultation by Rochdale Council's Cabinet on 29th October 2024 and Bury Council's Cabinet of the 6th November 2024. Consultation on this draft subsequently took place over an eight-week period running from **Friday 15th November 2024 to Friday 10th January 2025.**

4.2 In Bury, during this consultation, all relevant documentation was available to view on the Council's website, copies of the document were made available for inspection electronically at Bury Town Hall between the hours of 8.45am and 5.00pm (Monday-Friday) and at local libraries and the Tottington Centre during their normal working hours (see www.bury.gov.uk/libraries and www.tottingtoncentre.co.uk for details. Paper copies of the draft SPD and comments forms were also available in these locations.

4.3 In Rochdale, during this consultation, all relevant documentation was available to view on the Council's website, copies of the document were made available for inspection electronically at all local libraries during their normal working hours

(see Local libraries and customer service centres | Rochdale Borough Council) for details. In addition, paper copies of the draft SPD and comments forms were put in the four main borough libraries – Heywood, Littleborough, Middleton and Rochdale.

4.4 Contacts on Bury Council's and Rochdale Council's development plans consultation databases were notified directly of the consultation. The Councils held two drop-in events, where Planning Officers were able to answer any questions on the draft SPD on Wednesday 4th December at Unsworth Academy in Unsworth and on Tuesday 10th December at The Old Police Station in Heywood.

4.5 Comments were invited by email to northerngateway1@bury.gov.uk or by post to the following address:

Strategic Planning
Rochdale Borough Council
Floor 3, Number One Riverside
Smith Street
Rochdale, OL16 1XU

4.6 On-line comments via a consultation portal accessed via Bury Council's website www.bury.gov.uk/spd or Rochdale Council's website The Northern Gateway - Heywood and Pilsworth | Rochdale Borough Council were encouraged.

5. Summary of main issues raised during the consultation

5.1 Bury and Rochdale Councils received 26 responses to the SPD via the on-line consultation portal and 16 responses via email. A detailed summary of all the issues raised during the consultation and how the authorities have responded to those issues in the preparation of the final SPD is shown in the table in Appendix 1. Below is a brief summary of the main issues identified.

Policy Context

- Ensure the policy context is up to date.

Vision and Strategic Objectives

- The vision and objectives could be strengthened by stronger reference to the drive towards environmental gains and future development which is resilient to future climate change.

Understanding of the Site and Surroundings

- Responses from some statutory consultees regarding features not identified on the plans.

Key Development Principles

- Active travel routes, highways and multifunctional green and blue infrastructure should be accessible for all;
- Unclear how Biodiversity Net Gain will be delivered in a phased manner as development comes forward without further strategic assessment across the whole allocation area;
- The opportunity to work with natural processes and adopt a nature-based solutions as part of the wider approach to managing surface water/drainage should be identified;
- There should be a greater clarity in terms of addressing issues relating to biodiversity, natural environment and public realm.

Design Principles and Character Areas

- Consideration of additional mixed-use areas within the site;
- Clarity on the status, location and phasing of access points into the site and consideration of the existing Motorway Service Area;
- Ensuring bus accessibility from the site to local areas;
- There is the potential for the Castle Road area to accommodate more than 200 dwellings;
- There should be greater emphasis of the use of sustainable drainage systems (SUDs) across individual character areas.

Phasing, Infrastructure and Delivery

- Comments in relation to the need for on-going collaboration between stakeholders and landowners as the Infrastructure, Phasing and Delivery Strategy evolves over time.

Development Framework Plan

- Labelling of access points lacks clarity.

General

- Several general comments were raised, these included the loss of greenbelt and greenspace, traffic congestion, under-used existing employment land and air quality;
- Legibility of maps and plans;
- Typos and other minor changes to the text were also suggested by respondents, these have been reflected in the final version of the SPD.

6. Response to Consultation

6.1 Detailed responses to all the comments made are provided in Appendix 1. Below are details of the changes made to the draft SPD.

Policy Context

- All policy references have been updated (for example reference is now made to the National Planning Policy Framework (NPPF), December 2024).

Vision and Objectives

- Vision and 12 key principles strengthened in relation to integration with the natural environment and future climate change.

Understanding of the Site and Surroundings

- Constraints Plan updated.

Key Development Principles

- Amended wording in relation to shared paths (pedestrians, cyclist and horse riders) and active travel opportunities;
- Additional wording to confirm that additional access points may be required at Birch Services and through South Heywood (both accesses shown on the Development Framework plan;
- Amended wording to reflect the fact that the biodiversity net gain requirements will not all be met on site and there will be a need to secure BNG credits off-site;
- Amended wording in relation to working with natural processes;
- Additional text added to confirm that the development framework is based on several assumptions and goals which may change or evolve during delivery of the project.

Design Principles and Character Areas

- Identification of a second mixed use hub at the Pilsworth Road/Moss Hall Lane entrance to the site (Three Arrows junction);
- Additional wording to confirm a new motorway service area would be off-line;
- Stronger references to enhancement of existing natural assets.

Review

- Commitment to engagement with key infrastructure bodies as sites and projects come forward.

Development Framework Plan

- Amendment to labelling of access points

General

- The resolution and legibility of all plans and diagrams will be improved.
- All minor wording changes and typos updated

Appendix 1: Northern Gateway Development Framework – Consultee Responses

Ref	Summary of main issues raised	Summary of response to issues raised
1	The document is confusing, neither precise nor easily understandable.	Noted. Document will be checked to ensure plain language is used where possible
2	Routes through the site (including Egypt Lane at the southern extent and Castlebrook at the Eastern extent) have been used for many years by the horse communities. The site also links through to the horse communities at Birtle. Important that as part of the "improved sustainable transport, active travel and highways infra structure and multifunctional green and blue infrastructure" plans include vulnerable road uses, including equine population. Good examples (Cumbria/Cambridgeshire) where proactive engagement of ramblers, cyclists and equine organisations have resulted in designs which benefit all. Plan only has access points for pedestrian and cyclists, but equestrian access should also be included. Often very little changes need to be made to allow equestrians to also benefit from safe off road routes.	Noted. Additional references to access for horse riders/shared access paths have been added, where appropriate.
3	It is essential that the SPD reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Paras 103, 104 and 200. The site should be consistent with Sport England Playing Fields policy and any present, past or future contribution of the site for sport be considered and identified in any site assessment. The indicative Development Framework Plan as shown in Fig.3 shows the retention of the playing field (this is understood to be the former Castlebrook High School playing fields) and golf course. However, on Fig.18 Landscape Plan, the playing field is identified as 'community space'. This will require further clarification on more detailed drawings.	Noted. Reference to the NPPF is made in Chapter 2. Specific topic-based references are not made as it is not considered appropriate to include that level of detail in the document. Existing sports facilities are identified in Chapter 5 and PfE policy JPA1.1 seeks to retain and enhance existing facilities.

Ref	Summary of main issues raised	Summary of response to issues raised
	It would be useful to include the playing field and golf course within the 5.78 'constraints' section of the SPD. It should be noted that any development adjacent to the playing field will need to be considered under paragraph 200 of the NPPF and the possibility for the 'agent of change' to be required to provide suitable mitigation.	Figure 18 - key for former Castlebrook High School playing fields to be amended from "community open space" to "retained playing field". Site Constraints – sub-title amended from "Landscape Designations" to "Landscape and Recreation designations". Additional paragraph after paragraph 5.28 - *"The site includes existing sports provision, namely Unsworth Academy sports pitches and Pike Fold Golf Club. Any development adjacent to the playing fields will need to be considered under paragraph 200 of the NPPF and may be required to provide suitable mitigation".* Paragraph 5.78 - additional constraint added - "*site includes existing sports provision - Unsworth Academy sports pitches and Pike Fold Golf Club*". Para 6.31 - "*Streets and public spaces should be designed to be accessible to all, facilitating people to become more active in their everyday lives. Building orientation and design should also be considered to maximise levels of activity and natural surveillance over streets and spaces*". Para 7.28 updated to read " *Existing recreation facilities will be retained and enhanced and contributions towards recreation and education provision made*".

Ref	Summary of main issues raised	Summary of response to issues raised
4	Department for Transport Circular 01/2022 should also be reference given the need for enhancement to the SRN to support the development opportunity. The vision and key pillars recognise the need to promote the building of a nationally significant development that is diverse and resilient through the promotion of sustainability and connectivity. Key principles 9 & 10 relating to integrated transport solutions and the promotion of active travel are fundamental to achieving this and are supported. Supports the three pillars to deliver on Economic, Social and Environmental benefits as part of the Development Framework. Keen for the Development Framework to identify, as far as is possible, the specific interventions that might be required to deliver the vision for the site in terms of sustainable and active travel opportunities to reduce reliance on the SRN for non-strategic journeys. Where this cannot be reasonable achieved, the Development Framework should seek to identify where strategic highway mitigations will be required and plan for their implementation, in liaison with National Highways. Where possible, funding streams should also be identified to further the understanding of the deliverability of any proposed measures. Support the general design principles set out in this chapter, however the wider Northern Gateway site (via the mixed-use character area) is predicated on taking access from the location of the existing Birch Motorway Service Area, which would need to be provided elsewhere. Supportive of the approach to sustainability outlined in this chapter. Supportive of the approach to phasing and infrastructure delivery, in particular at paragraph 9.4 which states ‘‘Piecemeal planning applications which fail to deliver or contribute towards the wider strategic infrastructure will be resisted’. A coordinated approach will be key to the realisation of the vision associated with the Development Framework.	Support comments noted. Reference to the NPPF is made in Chapter 2. Topic based references are not made as it is not considered appropriate to include that level of detail in the document. The SPD identifies required interventions to deliver the vision where these are known. The Infrastructure, Phasing and Delivery Strategy will be updated as and when further information is known. Chapter 7 – Design Principles and Character Areas (Mixed Use Character Area) identification of a second mixed use hub at the Pilsworth Road/Moss Hall Lane entrance to the site (Three Arrows junction). Chapter 10 – Review – additional commitment to engagement with key infrastructure bodies as sites and projects come forward. As part of on-going activity and a joined-up approach to bringing forward development on the site there is a commitment to engage with stakeholders on a regular basis. It is not appropriate at this stage to identify specific review periods and consultee groups; all relevant groups will be consulted. The Infrastructure, Phasing and Delivery Strategy is a live document and will updated regularly as new information becomes available.

Ref	Summary of main issues raised	Summary of response to issues raised
	To support the delivery of highway infrastructure it will be important to understand the full mitigation requirements for the whole Northern Gateway site along with what is required for early development and/or phases of development. The Development Framework identifies that further work will be undertaken to explore how later phases, and infrastructure, can be brought forward and that significant levels of investment in the SRN will be required. Having an understanding at this stage of the full build-out requirements will assist in the making of investment decisions and the exploration of the availability of funding. The Review chapter outlines how future amendments to the Development Framework would be achieved through an agreement between the two participating authorities. There is very limited commentary to define what circumstances would initiate a review of the SPD and there is no mention of any monitoring tools or high-level processes. It is noted that there is scope within the wider documents to set out a requirement for the 'monitor and manage' approach to supplement and inform the vision, most notably in terms of the phasing associated with Transport Infrastructure. This detail may be specific to the Infrastructure Phasing and Delivery Strategy (IPDS) but there is an opportunity to underpin this as part of the function served by the Development Framework. The Government published an amended NPPF in December this year and there is a further round of reform to the NPPF expected in Spring 2025. The Development Framework should seek to reflect the latest Policy. Paragraph 5.20 of the document incorrectly refers to 'Highways England'. This should be 'National Highways'. Further reference should made to wider transport governance, including the potential for long-term sustainable travel working groups.	It is not appropriate to include monitoring indicators within an SPD. The SPD includes a commitment to engagement with key infrastructure bodies as sites and projects come forward. Areas of ecological mitigation across the whole site are not identified on the development framework. Typos corrected.

Ref	Summary of main issues raised	Summary of response to issues raised
	Whilst the SPD's indicative plans reflect certain elements of the Simister Island scheme, they do not reflect the full extent of the permanent land take for essential environmental mitigation areas.	
5	Welcome reference to green and blue infrastructure networks and note that the pillar for sustainability seeks to provide an overall enhancement which we support. To strengthen the vision further it would be useful to see stronger reference to the drive towards environmental gains and a future development which is resilient to future climate change. For example, '*supported by sustainable transport connectivity and enhanced green and blue infrastructure networks which help adapt to future climate change'*. Given the ambition to have a pillar for sustainability we would also welcome a clear commitment within the '12 Principles' to deliver a future development which seeks to integrate with the natural environment and ensuring it is a critical component for achieving a sustainable development and future resilience. Currently the only reference to this is within key principle 10 (Active Travel) and we would support an additional/separate principle for this specifically which would further link to the environmental benefits noted on Page 46. Noting Paragraph 4.28, we would also highlight that the SPD will deliver benefits against the following policies in PfE given the environmental characteristics of the allocation area and the overall potential to deliver environmental gains through the proposed development: • Policy JP-G3: River Valleys and Waterways • Policy JP-G2 Green Infrastructure Network • Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity Criterion 8 of JPA1.1 requires the provision and enhancement of Whittle Brook, so we welcome the wording in Para 6.36 which outlines this specific requirement. To align with this, suggest Para 6.35 is worded to reflect the enhancement requirement. For example, '*Green and blue infrastructure networks across the site should be formed through the retention and enhancement of identified environmental features of the existing landscape. Valuable existing natural assets, such as the brooks and their u-shaped valleys, mature trees, hedgerows and woodland blocks should be retained where possible and integrated within a series of structural landscaped corridors to deliver overall gain for the environment*'.	Support comments noted. Changes to vision made using suggested wording. Amend Principle 7 from infrastructure and operations to integrating with natural environment. Paragraph 4.28 has been updated. Para 5.51, 5.54, 5.55, 5.57, 5.74 and 5.75 have been updated to reflect suggested wording. Paragraphs 6.35 and 6.36 have been amended to reflect suggested wording. Para 7.3 (Landscape) has been updated. Urban Valley Design Principles – updated to reflect suggested wording. Para 8.25 updated to reflect suggested wording.

Ref	Summary of main issues raised	Summary of response to issues raised
	Related to the above, and noting para 6.36 which seeks to enable 'delivery of ecological mitigation measures to achieve Biodiversity Net Gain (BNG) and deliver these in a phased manner as development comes forward', it is currently unclear on what these are or how they will be delivered without further strategic assessment across the whole allocation area. This should be further information by baseline ecological and BNG assessments as part of the evolving Infrastructure Phasing and Delivery Strategy (IPDS). The principles to adopt a landscape led approach to the SPD is welcome, however this section could be further strengthened by highlighting the opportunity to work with natural processes and adopting nature-based solutions as part of the wider approach to managing surface water/drainage. Within paragraph 6.20 there is reference to the potential location of 'data centres' as part of the future proposals within Northern Gateway. Earlier this year, central government confirmed that data centres are to be considered as national critical infrastructure given their strategic importance to support the transition to future technologies and for the UK data industry to remain secure and stable. Data centres have the potential to require significant amounts of water for cooling processes and it will be important to consider how such uses will be deliverable in this location in relation to water resources and have the required infrastructure in place to support the proposals. Related to this, the supporting infrastructure and phasing strategy will need to be informed by a comprehensive drainage and water management strategy to identify future infrastructure demand. Chapter 7 - To align with PfE policy requirements we would like a stronger reference to enhancement for the landscape led principles (page 97). For example: 'Green and blue infrastructure networks across the site should be formed through the retention and enhancement of identified environmental features of the existing landscape. Valuable existing natural assets should be retained where possible and integrated within a series of structural landscaped corridors to deliver measurable net gains for biodiversity'. As a general comment, there should be greater emphasis of the use of sustainable drainage systems (SUDs) across each individual character area, noting the current function of the land which	

Ref	Summary of main issues raised	Summary of response to issues raised
	has a high value in managing surface water and overland flow at the top of the Whittle Brook catchment area. The location and optimisation of nature-based solutions and holistic SUDs measures should be informed by a site wide drainage strategy which then identifies strategic interventions for each character area and to ensure design principles, phasing and infrastructure costs are captured. Referencing the 'Urban Valley' character area we would welcome stronger reference to enhancement within design principle 4 to align with the PfE Policy requirement Criterion 8 of JPA1.1. As currently worded it is reliant on the development 'retaining' such features. We would welcome the amendment of paragraph 8.25 (bullet 2) as follows: 'Reduction of flood through Sustainable Drainage Systems (SuDS) and positive interventions within the natural riparian environment working with natural processes, without significantly increasing embodied carbon emissions.' To have greater clarity of the intention for 'enhancement' when considering the watercourses and compliance with PfE policy (JPA1.1 criterion 8, JP-G3), we would welcome a stronger commitment to enhancement of the watercourses to support wider WFD objectives. Currently the SPD scope for enhancement is reliant on the retainment of riparian corridors and SuDs features and should be wider in scope in terms of other riverine outcomes (e.g. improved floodplain connectivity, creation of additional in channel habitat etc). For example: '*Ecological improvements should include the retention and enhancement of the Whittle Brook and tributaries corridors and associated riparian habitats to support Water Framework Directive objectives'*. Amend paragraph 5.54 as follows '*Analysis of the site concludes that flood risk to the development from existing fluvial (rivers and watercourses) sources is low. Development on, or within 8 metres from the bank top, of a designated main river will require a flood risk activity permit or exemption granted from by the Environment Agency. For mitigation, Watercourses should be retained and enhanced including the provision of an ecological corridor. An 8m easement free from development should be applied to either side of these watercourses. either side of these watercourses informed*	

Ref	Summary of main issues raised	Summary of response to issues raised
	through comprehensive ecological assessments having regard to the Water Framework Directive and current flood risk processes up to the modelled 1 in 1000 plus climate change extent(s). The easements provide green/blue corridors along these channels providing an opportunity for SuDS features, biodiversity enhancements and recreational areas as well as flood risk mitigation'. Encourage paragraph 5.57 is amended as follows: '*No public surface water sewers have been identified within the site. Surface water run-off will be, where shown to be appropriate, discharged into the ground through multiple infiltration structures or to the watercourses within the site at the limiting discharge rates'.* We would welcome a strengthening of Paragraph 5.55 to specify that the preferred drainage strategy should seek to utilise natural flood management interventions and work with natural processes where feasible. Paragraph 5.56 should be amended to drive towards an overall reduction of flood risk where possible. Noting criterion 8 of JPA1.1 the specific wording references the need to enhance Whittle Brook, Castle Brook and Brightly Brook. Reading across to the SPD there is inconsistency in reference to the named watercourses for enhancement (e.g. Para 5.51 Whittle Brook and its tributaries). The SPD should be reviewed to ensure that all watercourses are named throughout the document in alignment with JPA1.1. Paragraph 5.74 should be amended as follows: *potential for contamination of shallow groundwater- Consideration of contamination if impacted shallow groundwater present in contaminated parts of the site"*. Paragraph 5.75 should be amended as follows '*Intrusive ground investigation, assessment and detailed remediation to mitigate these risks should be undertaken before future development comes forward. Whereby land contamination is known or suspected, investigation and assessment work should be carried out by a suitably competent person(s) and follow the government's published Land*	

Ref	Summary of main issues raised	Summary of response to issues raised
	Contamination Risk Management (LCRM) guidance. Prior to the undertaking of any intrusive works, it should be ensured that any necessary permissions are obtained or exemptions secured. Whereby uncertainty exists over permission requirements, preliminary engagement with the relevant competent authorities will be necessary".	
6	Disagreement with the vision and with many of the objectives of the Northern Gateway Framework SPD. Biodiversity and the need to leave nature in a better condition post development must be a major objective for the development plan and the delivery of biodiversity uplift should be a major driver in steering the policies and landscape design. Whilst we welcome the aim to protect the river and valley systems within the framework, the approach taken to merge biodiversity and ecology issues with the provision of public open space, together with the obvious drive to deliver an urban park-like approach to green and blue infrastructure means that ecological considerations can be lost and diluted. The ability of the design framework to leave nature in a better state post development is therefore not at all certain. Chapter 1: Introduction; The overview of the site should provide details of the current biodiversity interest contained within the site, especially relating to both existing priority habitats and priority section 41 species. Chapter 2 Strategic Policy Context; This section needs to highlight the need to comply with the Environment Act 2021 and deliver the expected net gains in biodiversity to leave nature in a better condition post-development. Chapter 3: Vision and Strategic Objectives; The pillars of development refer to the provision of enhanced biodiversity and blue and green infrastructure networks, which we agree with and welcome, however, the 12 key principles outlined within the strategy do not make any reference to biodiversity at all. WE would suggest the following be added to the key principles; □ The requirement to deliver good quality enhanced biodiversity habitats that comply with the mandatory 10% net increase in BNG provision. □The requirement to protect and enhance the habitats of S41 species of conservation concern and ensure that local species populations are not adversely impacted but enhanced.	Noted. PfE Policy references have been updated where appropriate. Details of the current ecological assets are provided in Chapter 5. Detailed topic-based policy requirements are not set out in Chapter2. The key principles are high level and strategic and include additional reference to the natural environment. The requirements for BNG and ecological assessment are highlighted throughout the document. Where appropriate, additional PfE references have been added into paragraph 4.18. Additional paragraph to confirm that multi-functional green space will not always be considered suitable for mitigation aimed at achieving BNG and that it is likely that significant off-site mitigation will also be required to achieve BNG.

Ref	Summary of main issues raised	Summary of response to issues raised
	Chapter 4: Local and Strategic Outcomes; whilst I welcome the intent within this chapter that development must ensure that it does not have a detrimental impact on the environment by maximising opportunities to provide net gains for biodiversity, this should be highlighted much earlier in the framework. Promotion of biodiversity should have an equal importance to the strategy as the delivery of the development itself. Green policies within PfE should be discussed in this section and should include; Policy JP-G1: Landscape Character Policy JP-G2: Green Infrastructure Network Policy JP-G3: River Valleys and Waterways Policy JP-G4: Lowland Wetlands and Mosslands Policy JP-G6: Urban Green Space Policy JP-G7: Trees and Woodland Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity Policy JP-G9: The Green Belt Chapter 5 – Habitats might be of low ecological value but have the potential to support section 41 species of principle importance. Appropriate surveys need to be undertaken to determine the ecological importance and value of the grasslands to S41 ground nesting birds. Chapter 6. Key Development Principles - Design Approach - Step 5 - Landscape - there is a danger within the approach of conflating biodiversity delivery and recreation provision. Paragraph 6.10: There is too much of an emphasis on provision of narrow corridors. Whilst corridors can help to maintain ecological connectivity, the provision of just narrow corridors will inevitably lead to the loss of priority species such as Lapwing that require larger more undisturbed open spaces. The corridors should be designed to open out into more wider, more open and undisturbed habitats that can support the priority species identified. If it is not possible to incorporate features that support these species then off-site mitigation must be identified and managed to ensure the populations of these important species are maintained.	Detailed layouts of character areas and plots are not provided in the SPD. Details such as the location of ecological mitigation and public realm will form part of future planning applications. Details of phasing (including phasing of BNG) will be provided in the Infrastructure, Phasing and Delivery Strategy, when the information is available.

Ref	Summary of main issues raised	Summary of response to issues raised
	Paragraph 6.16 and Fig 15: Whilst welcoming the intent to deliver a network of green and blue routes and spaces, as outlined above, some of these spaces need to be delivered as quiet wildlife areas. This needs to be carefully planned to not compromise the ecological benefits provided by the open spaces. Chapter 7: Design Principles and Character Areas Paragraph 7.1 – One of the character areas should be the designed quiet wildlife only areas outlined above. This is a vital design principle if the priority S41 species identified within the site are to be protected and conserved. Character Areas – we recommend that with all the character areas, public open space should be designed to be multi-functional and help to deliver eco-system services where possible. Chapter 9: Phasing, Infrastructure and Delivery There needs to be an acknowledgement of how each phase of the development is to contribute to the overall Biodiversity Gain Plan. This overarching plan must set out how the overall BNG objectives will be achieved. It is acknowledged that this must, by necessity, be a projection of the BNG values at the completion of the entire development. For each development phase, a phased BNG plan must be submitted and approved as contributing sufficiently to the overall plan	
7	The NGDV supports the progression of a Development Framework for the Northern Gateway (JPA1.1) site. The Development Framework will play an important role in helping to shape and inform the development as it is brought forward; ensuring that the site is delivered in a comprehensive manner and alongside necessary infrastructure, and that the full scale of the opportunity is realised. It will provide certainty to developers, landowners and the local communities about the expectations of the Councils and will be an important material consideration in the determination of planning applications within the allocation site. The NGDV supports the Vision and Strategic Objectives set out within the Consultation Draft SPD. In particular, the NGDV wishes to highlight the importance that the planning and regulatory framework reflects the Northern Gateway Strategic Development Vision, including the importance of “flexibility and responsiveness to market demands and opportunities”. The inherent need for a	Support comments noted. No change to SPD required.

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	'Flexible Approach' to development of the site is also recognised by its identification as one of the 12 Key Principles on page 38 of the draft SPD. Given the longevity of the development and the rapid pace at which advancements are being made in the range of industry sectors that the site is likely to support, it is vital that potential opportunities which would contribute to the agreed Vision and Strategic Objectives are not unduly stifled due to inflexibility in the planning system. As such, it is anticipated that the Councils take a pragmatic approach to considering alternative opportunities if or when they arise, and where the proposals are shown to be consistent with the overall Vision and Strategic Objectives established in the draft SPD. Section 9 of the draft SPD provides an overview of the current expectations around initial phasing and infrastructure and is expected to be supplemented by the IPDS in due course. As clearly noted within the draft SPD, development will come forward over a number of phases over a 20-year period and a flexible approach is needed to be responsive to opportunities that may arise. In this context, Section 9 of the draft SPD helpfully confirms that the Development Framework Plan presented in the draft SPD is indicative only and is intended to support the Development Framework as an illustrative interpretation of one way the site could be delivered. The NGDV supports this recognition, as well as the confirmation that the phasing is not necessarily intended to be chronological and that the SPD does not seek to restrict the potential for later phases to be accelerated where opportunities arise, or where infrastructure allows certain phases to be advanced earlier than currently envisaged (e.g. should external funding become available).	
8	We support the Northern Gateway Pillars of Development. We support the measures set out within paragraph 4.25 which sets out the expectations for all development to incorporate measures which demonstrate adaptability and resilience to climate change. The high pressurised sludge asset is not included in Figure 14 'Constraints Plan' and is not listed as a constraint at paragraph 5.78.	Support comments noted. High pressurized sludge asset added to Figure 14. Reference to a site wide drainage strategy added in to paragraph 7.3 Water efficiency measures referenced in paragraph 8.22.

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	Proposals should give early consideration to a drainage strategy for the whole of the SPD area which reflects the hierarchy for managing surface water. Consideration should also be given to how any public realm proposals within the SPD boundary can be linked to opportunities for surface water management. Any emerging SPD clearly identifies the need to carefully consider proposals that are sited in proximity to our pumping stations, wastewater tanks and overflows. The SPD should further consider how water efficiency measures can be incorporated into the future detailed design of the site.	
9	Regarding the design principles for Castle Road key character areas, we note the potential for high-quality residential development to the west of the site, estimating around 200 new homes (subject to infrastructure requirements). We propose that with an appropriate southern access and improvements to Castle Road, this area could accommodate additional residential development beyond the currently proposed 200 dwellings. The location, combined with the evolving needs of the community, makes this area ideal for additional housing and would align with wider housing and planning objectives, supporting sustainable growth of the area.	Noted.
10	Identify Pilsworth Fisheries as a leisure destination.	Noted. The potential leisure offer at Pilsworth fisheries in referenced.
11	Consider the residential offer off Castle Road can deliver a higher number of dwellings from the area shown as residential in the draft SPD. The actual quantum of development will be established through detailed highway work and other technical assessment. Suggest wording is changed from “around 200 homes” to “a minimum of 200 homes”. Additional housing at Castle Road would also enable a greater capacity from the site for housing which would assist in helping the Council meet its higher local housing need of 979 dwellings per	Noted. Wording relating to the quantum of residential development cannot be changed as this wording is included in Places for Everyone policy JPA1.1. Figure 3 has been amended to show the farmhouse the end of Griffe Lane.

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	annum which is significantly greater than the annual average of 452 dwellings per annum in Table 7.2 of PfE. With regard to Figure 3, the farmhouse at the end of Griffe Lane is not shown	
12	Geo - technical references Figure 15, this should be amended to Figure 14	Noted. Change to SPD made.
13	Given the uncertainty around the delivery of Birch Services junction, an alternative indicative location for the mixed use gateway should be considered, perhaps closer to the local road network gateway to the site from the proposed Western Access scheme? Locating the Mixed Use area closer to Moss Hall Road/Pilsworth Road junction ensures greater certainty as a genuine 'gateway; use, promoting development at the site from its early phases and being closer to existing development at Heywood Distribution Park and South Heywood, may provide greater usage of the facility in the early phases of development. Consideration of the interaction between the envisaged Mixed-Use Gateway and any relocated Motorway Service Area also needs consideration to ensure that national policy requirements are met namely that there must be no route through a roadside facility or its access link between the local road network and the SRN and access to other developments through a roadside facility or from its connection to the SRN is not permitted. With specific reference to the Mixed-Use Gateway acting as a transport hub, whilst this may be beneficial for bus services to Middleton, it may be less beneficial for services between Bury and Rochdale, particularly in the early phases of development. It would also be more distant from the early phases of the site (set out in Fig 26) for those cycling to the site, should the gateway also act as a cycle hub, as mentioned in the Mixed-Use Gateway Key Design Principles. With reference to the potential for park and ride (and shuttle bus connections) at the site, further clarity should be provided around this. Achieving high quality public transport to the site from neighbouring residential areas is challenging due to the size and undeveloped nature of the site and so developer funding should primarily be focussed on bus accessibility to local areas to achieve the transport vision for the site. These	Noted. Identification of a second mixed use hub at the Pilsworth Road/Moss Hall lane entrance to the site (Three Arrows junction). Amended wording confirms that a new motorway service area would be off-line.

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	services would connect with secondary nodes as set out in the remainder of the Mixed-Use Gateway Point 8 text. In relation to potential park and ride, we would welcome this remaining as an option for the site, particularly if a new junction at Birch Services can be delivered within the lifetime of the development. Northern Gateway could represent a good location for bus-based park and ride, given its location adjacent to the strategic road network and this could bolster use of a service between Northern Gateway and the Regional Centre.	
14	How will the SPD affect disabled people?	Development on the site will include the provision of new housing and employment development which will reflect the needs of people with disabilities. No change to SPD required.
15	Simister already suffers from nearly 100% above the recommended pollution rate that is stipulated by the government, living in Simister will lower our life expectancy. It will bring congestion to Simister, will lower the quality of life for its existing residents. The noise will again impact negatively on Simister, the motorway noise is already bad enough even when road works are halted. The building will bring additional pressures and again Impact on the points above.	Noted. No change to SPD required.
16	Destinations are key to the overall ambitions of the proposals.	Noted. No change to SPD required.
17	Damage to the area.	Noted. No change to SPD required.
18	Strongly disagree. Object to the loss of open space and countryside and another erosion of the green belt which will ultimately render Greater Manchester one continuous conurbation. The claim that building sheds on fields "creates jobs" is a false one. Usually jobs are displaced from another location. This is a purely speculative designed to increase revenues to local government coffers - an understandable objective after years of austerity but a misguided "solution".	Noted. The site was taken out of the greenbelt through Places for Everyone. Information on job numbers is included within the Atom Valley website. It is not necessary or appropriate to identify a detailed breakdown of this in the SPD.

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	Explain how the 20 000 jobs figure is arrived at with a breakdown of type, pay and other information. Also where is the demand for the products or services provided? How many of the jobs will be companies relocating from other sites? The development is misconceived and does not justify loss of green belt land.	No change to SPD required.
19	This scheme is not a good idea and will not bring all the benefits claimed Don't agree this development should go ahead at all. Sustainability would be far better served by not ripping up green space and disturbing wildlife Query as to whether active travel will be realised, most trips are likely to be used by private car and go via the motorway network. This is already heavily congested and this project will only make it worse and you offer no solution for this.	Noted. Promotion of a modal shift towards more sustainable forms of transport and healthier travel habits is a priority. Key to this, is a network of transport hubs and nodes across the site which connect a range of active travel links and routes. No change to SPD required.
20	This plan is taking away too much of the greenbelt/ green spaces in the area. We have already lost a lot due to large housing building projects. There are already lots of empty warehouse spaces in the Borough on Stakehill, Kingsway way and in Heywood. It will also mean a lot more traffic/ lorries on the road when there is already a high percentage of people/ children living with asthma due to pollution and poor air quality. Local people will not benefit and it will largely be people from outside of the area benefitting from the jobs and new housing. Many of the jobs will be low/ semi skilled. The area is better left how it is with distinct village and semi rural communities. Lots of local people use the area for recreational and wellbeing. This will be destroyed. How can the plan have green credentials when it is destroying wildlife habitats and creating extra traffic on the already clogged road system. Disagree with the whole plan. We should be getting better public transport infrastructure without destroying our green spaces.	Noted. The site was taken out of the greenbelt through Places for Everyone. No change to SPD required.

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	The plan will have a detrimental effect on the local environment and on existing communities.	
21	Concern that delivery and infrastructure delivery is not properly aligned. It is essential that all aspects are delivered for this to be considered a success It is generally well considered and there will always be some people who object and some who will be unhappy but it is time to get on with it. Companies may not be willing to invest in our local area with the delays and go elsewhere	Noted. No change to SPD required.
22	Stop building on green field sites. Public money should not be wasted on projects such as these and net zero targets. If greenbelt sites are to be built on, plant trees on them for carbon capture.	Noted. Site was removed from the greenbelt and allocated for development through PfE. No change to SPD required.
23	Site should come forward without further delay.	Support noted. No change to SPD required.
24	The plan is effectively to build a new town there on a vast area which is a flood plain, the rest of the satellite towns will be forgotten plus there's not a chance schools, doctors surgeries etc will supplement this development. Generally don't have problems with development at a certain scale but all but the text about enhanced "links to Middleton" etc is just a pie in the sky statement as nothing will be done, or it would have been done by now. There is buildings and brownfield land in Middleton for example that could be developed. You mention a 20 year build time, we all know that in those 2 decades Governments will change, ideas will change and this grand plan will be watered down and diluted into loads of developments of poor quality housing with no joined up thinking just plonked down on the land, Adding to strain on already tight local services.	Noted. No change to SPD required.

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	As long as it continues across the lifetime of the developments.	
25	This is green belt or at least open land that will be lost, whilst brownfield sites needing decontamination such as the old Turners site remain unaddressed. If you were addressing contaminated sites to offset the loss of undeveloped agricultural land I would be more supportive, but you are just taking the easy option. The M60 is currently a car park at rush hour - how is this going to take the additional load that this will generate. You need to plan for improved infrastructure first before starting such a development so that existing NE Manchester residents have to put up with yet further traffic issues The development is not attracting any further infrastructure improvements in NE Manchester to car, rail and tram networks How can the development of green belt open space be sustainable when there is no planning gain to other brownfield sites and Greater Manchester infrastructure? It is simply the cheapest way to deliver the development whilst leaving the brownfield sites for future generations to deal with	Noted. The site was taken out of the greenbelt through Places for Everyone. The infrastructure required to deliver the site (as currently know) is identified in the Infrastructure, Phasing and Delivery Strategy. No change to SPD required.
26	Excellent development scheme. Please ensure Stakehill has a similar redevelopment plan to maximise GM as a northern beacon of high-tech development.	Support noted. No change to the SPD required.
27	We understand that the comprehensive masterplan mentioned in the document is expected to be released in stages as part of the ongoing planning and consultation process. There should be a clearer timeline for release. The only date mentioned is 2039. Without more detailed timelines, it is challenging to consider this a true phasing strategy. Landowner concerns that main site promoter is not considering the interests of all landowners within the allocation in terms of information sharing and progressing a fair and equitable approach to development. Concern that phasing of development benefits certain landowners more than others. It is imperative that the council establishes robust oversight mechanisms to ensure transparency and fairness in the development process. The council must address how it will prevent entities with	Noted. The requirements in the SPD are intended to relate to all landowners. The SPD is intended to promote a collaborative approach to the delivery of a comprehensive development. Paragraph 9.31 sets out what statutory powers Bury and Rochdale Councils have in terms of CPO. Although there is reference to CPOs, the focus of the SPD is working collaboratively with all

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	significant monopolistic power from leveraging their position to the detriment of the project as a whole and to landowners not aligned with the partnership. Also concerned about the council's reference to using statutory powers, particularly the Compulsory Purchase Order (CPO) outlined in section 9.31. It is essential that the council strictly adheres to the established process before considering the use of its CPO powers. The principles outlined in section 9.4 must also apply to the main site promoter, given its significant role as a landowner in planning and development. The main site promoter must not undermine the wider scheme or the interests of other landowners by prioritising its commercial interests. The council must ensure that the main site promoter adheres to a fair and balanced approach, avoiding any conflicts of interest that could jeopardise the overall project or disadvantage other stakeholders.	landowners to deliver a high-quality comprehensive scheme. The phasing set out in the SPD is based primarily around points of access and not specific land ownerships. No change to the SPD required.
28	The masterplan's phases release lacks clear timelines, making it difficult to assess as a true phasing strategy. Landowners are concerned that the main site promoter may prioritise its own interests, potentially disadvantaging others through monopolistic control and unfair practices, including low purchase offers and rumoured ransoming. Robust council oversight is essential to ensure transparency, fairness, and prevent monopolistic behaviour. Concerned by the council's reference to Compulsory Purchase Orders (CPOs). Guidance stresses that CPOs should be a last resort after negotiations, yet we have not received any offers, including from the main site promoter. The council must follow proper procedures before considering CPOs. Finally, the main site promoter must be held to the same principles as other landowners, ensuring it does not exploit its position to undermine the broader development or disadvantage stakeholders. Fairness, transparency, and accountability must guide the process.	Noted. The requirements in the SPD are intended to relate to all landowners. The SPD is intended to promote a collaborative approach to the delivery of a comprehensive development. Paragraph 9.31 sets out what statutory powers Bury and Rochdale Councils have in terms of CPO. Although there is reference to CPOs, the focus of the SPD is working collaboratively with all landowners to deliver a high-quality comprehensive scheme. No change to the SPD required.
29	The *Mining Remediation Authority records indicate that within the Northern Gateway area there are coal mining features present at surface and shallow depth including: mine entries, coal workings and reported surface hazards. These features may pose a risk to surface stability and public safety.	Support noted. It is not considered appropriate to identify these areas in the SPD. Issues related to minerals

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	Where mine entries are present we would expect their exact location to be established on site and any development layout designed to avoid being located over, or close to, these features. We are pleased to see that paragraph 5.74 acknowledges that mine workings will need to be investigated and remediated. The findings of these works should inform the layout of the development.	workings will be considered through groundwork investigations as part of the planning application process.
30	Vision and objectives ignore the value of the land as Green Belt and farming land and as a separation of villages and towns. The maps have been presented intentionally difficult to see any close-up detail, makes it difficult to truly understand boundaries and is contradictory. Wildlife is mentioned and lists several protected animals, and yet there is no consideration for these animals with regard to an impact assessment mentioned throughout. Concern regarding language used, it is not easy to understand for local residents, specifically within the Castle Road section e.g. - marker buildings should provide a gateway feature at the junction with Castle Road. In addition – "Links to the existing Unsworth communities and into the wider employment site will be provided through the creation of a new active travel corridor through this Character Area". This route will be restricted to local bus services and will not provide connection for other vehicles between the employment and residential parts of the site. Concern about traffic impacts on Castle Road and around Unsworth Pole, already existing problems in this area. 9.16 & 9.17 suggest that the road infrastructure improvements between Pole Lane and Castle Road and the residential element would be part of the initial stage. If the residential element is part of the initial phase, then assume the houses will be sold and occupied prior to the 20,000 jobs being made available from the next phase of the project, so my question is, where will those people live once the properties are occupied?	Noted. The site has been removed from the greenbelt and allocated for development through PfE. The maps are only able to view at a certain scale given the size of the document. The SPD refers to the need for ecological assessments and assessments for Biodiversity Net Gain. Acknowledge that the SPD is a technical document and some terminology is more relevant to developers in order to ensure a well-designed scheme. Promotion of a modal shift towards more sustainable forms of transport and healthier travel habits is a priority. The active travel route which links the employment development through the Castle Road residential development onward towards existing Unsworth communities is designed to encourage the use of public transport, walking and cycling ahead of the private car.

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	It is not fair that all of this land is released from development when smaller schemes in the past have had to deal with all the requirements associated with being on greenbelt land. Values of surrounding properties will in no doubt be affected, is there a compensation scheme to assist with this?	All planning applications will require a transport assessment which will identify any required mitigation. This links to the need for greater access via public transport and active travel discussed above. The site is a strategic employment site however there are a number of other strategic residential sites designed to accommodate economic growth. The issue of value of surrounding properties is not something which can be addressed through this SPD.
31	PfE does not constrain or limit what can and cannot be developed within the Plan period. Extents and development areas stated are merely indicative. Development at the very earliest opportunity should be encouraged across the whole plan area in order to deliver its objectives and benefits. To this extent early engagement is imperative to deliver infrastructure as soon as possible to facilitate development on an equal basis for all landowners and developers across the wider Plan area, without geographical constraint. Very early engagement with infrastructure service providers should take place to provide a geographically comprehensive and flexible network. Support the Indicative Development Framework Plan as it appears sensible and deliverable, though we have concerns about the deliverability, commercially, legally and technically of an access point close to the Birch MSA. The agreement of a redevelopment plan for J3 M66, the Western Access should be accelerated, as a matter of urgency. Constraints plan identifies peat deposits which have been proved NOT to exist and is thus confusing, particularly given point 5.76.	Support comments noted. Changes to the movement and access section in Chapter 6 identifies several access points which takes into account the ability to deliver a new access close to Birch MSA. Reference to giga-scale has been clarified. The SPD provides guidance on boundary corridors to ensure that these areas are appropriately designed as part of high quality scheme. A number of comments relate to the IDPS, whilst this consultation was not on the IDPS any comments made will be considered in the update of the IDPS.

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	It is difficult to envisage the deliverability of the Mixed Use Gateway shown at Fig 16 and the primary accesses shown adjacent Birch MSA, shown at Fig 3 and Fig 15 given the questions marks over the deliverability of this access point. It potentially places the timing of delivery of SPD in some jeopardy. Core Development Character Area - 'Giga-Scale Plus employer'. This term is coined at 7.2, page 108, and is often repeated throughout the draft SPD, but there is no clear explanation as to exactly what it means, where it would be located or how much space it would consume. Whilst it may be aspirational, and there's nothing wrong with aspiration, how long might the rest of the development be delayed waiting for it to land? Clarity is required around this term and the potential development implications. Boundary Corridors - It is important to properly acknowledge the difference between the boundary treatments required against motorway boundaries for residential use as opposed to commercial employment B2/B8 uses. Clearly, for noise, air quality and visual amenity the corridor required next to a residential properties and their associated gardens, will be significant. Point 5.69 at p70 describes boundary mitigation zones of circa 50 metres. This is clearly not required for an employment zone with very large monolithic buildings, vehicle access and parking yards and car parks. We therefore question the proposal for significant boundary treatment along the southern boundary with the M62 and particularly the introduction of new paths and cycle routes along the motorway edge which attract people into a noisy zone with the potential for poorer air quality. It would be sensible to create the amenity links inbound of the motorway edge, possibly along the golf course boundary. The potential loss of developable land in this, non-sensitive location will also be significant. There is no one best way of phasing a large development site but it is clear that the provision of infrastructure will play a part. So too will site complexity, time and cost of delivery of individual parcels, the abnormal cost and timing of elements of work such as those associated with landforms and topography, the creation of development platforms for large format units, complexities arising from ground conditions and the timing and cost of foundation and engineering solutions. The individual cost base of some plots will be considerably greater than others, potentially resulting in skewed development costs, viability and ability to market at sensible market values. Any delay arising from ability to market a plot at viable levels has the potential to delay all subsequent phases,	

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	unless an equal and flexible approach is taken. Therefore the, preferred by some, concept of starting at one end and working through to the other, as might be argued if one was solely looking through the prism of infrastructure provision does not and should not always apply. Those sites most readily developable, and free from time consuming and costly abnormal development constraints ought to be broad forward at an early stage. If public sector funding is applied, as it already has been in assisting infrastructure development around M62 J19 and the newly constructed Queen Elizabeth II Way, then there should be an equality of opportunity for all landowners and developers to open up their lands for development. It is envisaged that further public sector finance will be delivered in support of further and wider infrastructure provision, if only by initial aid which will subsequently be recovered though planning gain or other developer contributions. Should early provision have a disproportionately large cashflow impact and cost then it should be taken into account in the equalisation provision within a Development Agreement. The Infrastructure Phasing & Delivery Strategy (IPDS) makes clear, perfectly reasonably, at 3.4, p.9, that a Landowner "will be required to contribute towards its infrastructure requirements." This should include any exceptional cost of early delivery and if a landowner is prepared to accept the cost then delivery should not be precluded. It must surely be to the benefit of the Councils, by way of earlier revenues, and this ought to be taken into account in assessing the cost of early delivery. Would it not be sensible to run a collective Cost/Benefit Analysis involving all affected stakeholders at these key decision points? It is useful to note the provisions included in the Bury Council consultation document for Elton and Walshaw SPD which was recently put to Public Consultation. It contains useful sections on Equalisation Agreements and Infrastructure Funding. I refer particularly to point 3.27 and suggest wording of this kind should be introduced to the SPD It is clear that some work has been carried out in regard to the provision of power supplies required for the wider site with an identified point of connection (5.66, page 68) in that a 33KV substation will be necessary with a further network of 11KV substations. Is there a timeline for this provision? Why can't this be planned and funded at an early stage?	

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	How long is it anticipated for highways infrastructural upgrades to take? What is the development capacity in the meantime? The Infrastructure, Phasing and Delivery Strategy is a key document referenced in the SPD which cross-refers to Chapter 9 particularly and ought to be consulted publicly, particularly as it lays out an initial view on phasing at 4.3 and table 4.1. Of particular note is that, at 1.10, it makes clear that it relates only to delivery of the 'remaining site' and not that which has already been granted planning permission at South Heywood. How can the Councils protect other stakeholders and themselves that any delay in developing and selling or letting parcels at South Heywood will not adversely affect the timing and cost of development of the 'remaining site', since the owner of South Heywood has a significant commercial interest in the Northern Gateway Development Vehicle, referenced at IPDS 3.4. National Highways Simister Island M60/M62/M66 upgrade Northern Loop - the proposals are seeking to take an inordinately large amount of land for environmental mitigation which has the potential to reduce the developable area identified in JPA1.1. An area of approximately 12 acres in the SW corner of the is at risk of being sterilised needlessly.	
32	Understand the need for providing employment opportunities but believe these should be done in a sustainable way that protects and enhances the countryside and green space. As such welcome the sustainability pillar "Sustainability - Northern Gateway will contribute to Greater Manchester's commitment to be net zero carbon by 2038. The future of our planet needs climate change resilience at its heart, with enhanced biodiversity, green and blue infrastructure networks, sustainable resource use and therefore support all the benefits. Wish to emphasise that these can be achieved in such a way that protects and enhances the environment including the countryside and green spaces while promoting a net zero approach. The design principles are good. The Street and Movement principles could go a bit further by mentioning how public transport will be integrated and also saying something about ensuring that vehicle speeds are kept low not just through signage but through design. Active Travel should be safe, easy and pleasant. The Landscape Design Principle is also welcome including the mention of	Support and comments noted. Additional references to the enhancement to the natural environment have been made. Rooftop solar is referenced in paragraph 8.11.

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	structural landscaped corridors but there could be some specific mention of wildlife corridors as these can significantly enhance biodiversity and could form part of the structural landscaped corridors. For some species i.e. birds and flying insects, stepping stones are sufficient to enhance their range of movement. It is possible to integrate the landscaped/wildlife corridors with walking and cycling routes. Like to see Rooftop Solar required wherever possible so as to reduce the pressure for ground level solar power and its impact on the countryside. Environmental accreditation of buildings can be useful but it is important to follow up after buildings have been built to see whether their performance actually meets the projected performance of the designs. Support section 9.13 'A package of active travel and public transport improvements will be required to connect with nearby communities and town centres. Early planning applications within the site should deliver these interventions in a way that is proportionate and that establishes the principle of the site being accessed in line with the sustainable transport hierarchy' as it is important that developers don't cherry pick the bits they want to do and promise to do other bits later only to not deliver.	
33	The Development Framework will require extensive infrastructure investment, including a wide range of public transportation enhancements, is required to ensure its implementation. This aims to prove that the site is unsustainable in its current state and is not properly connected to an existing urban area or community. As a result, the site is deemed unsuitable for allocation. The development will have a major influence on both the strategic and local road networks, both in isolation and in combination with other neighbouring allocations. The impact on the Strategic Road Network (SRN) is expected to be focused at M60 Junction 19 and M62 Junction 19, while the impact on the Local Road Network (LRN) is projected to be concentrated at the intersections on the A6045 Heywood Old Road. To facilitate and deliver this site, it is evident that major investment and improvements to the highway network will be required.	Noted. The site has been removed from the greenbelt and allocated for development through PfE. The SPD refers to improvements to the local route network to mitigate increases in traffic as far as possible. The SPD promotes improvement to active travel and public transport to reduce car trips.

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	These works are of such a scale as to potentially render the scheme unviable. Furthermore, the construction will have a major negative impact on current inhabitants, not just due to traffic and roadworks during construction, but also due to traffic, increased idle vehicles, and longer travel times once the development is completed. Investment in public transport is unlikely to be adequate to alleviate these legitimate concerns, especially when considering the cumulative consequences of all the anticipated growth in the surrounding area. To deliver this allocation there are requirements for investment in the transport network, public transport provision, school places, health, historic assets etc. All of which could well have a detrimental impact on the viability and delivery of the site. The purpose of the NPPF greenbelt protection is to prevent urban sprawl. Developing on this green belt site will create an urban sprawl contrary to NPPF para 137 and para 138 a,b,c, and e. This proposed allocation will result in the loss of approximately 74 hectares of Green Belt. This area of Green Belt currently performs strongly in relation to checking the unrestricted sprawl of large built-up areas and in preventing neighbouring towns from merging. The loss of this land from the Green Belt will therefore clearly result in harm which has not been justified. The case for exceptional circumstances to release this site for development has simply not been made given the lack of suitable assessment of reasonable alternatives. To prove that exceptional circumstances to justify alteration to greenbelt boundaries exist, the NPPF requires evidence that all other reasonable options to meet identified need have been considered (NPPF para 141). This must include maximising use of brownfield and underutilised sites and maximising density. The development principles do not take into account the lack of infrastructure in the surrounding area particularly the local road network, which cannot currently cope. Many roads are single file country lanes, and Heywood Old Road is regularly gridlock with no sign of improvements this will only get worse with the size of development and the public transport plan for the area.	The viability of the site, taking into account policy requirements was tested as part of the PfE process. The issue of air quality is considered in the SPD and will need to be considered as part of any planning applications. No change to SPD required.

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	The development area currently have illegal air quality readings due to the motorways (M60, M62 and M66) surrounding the site. The local Council are not responsible for the Strategic Road Networks (motorways) and this is National Highways. However, the local authority as a duty of care for all residents and should consider all intelligence particularly when it could jeopardise the health and wellbeing of local residents. National Highways readings through a freedom of information request and the readings on the Strategic Road Networks on the local area in 2015/2016 were: 75% at illegal limit, 15% at legal limit, 10% not full year readings With the introduction of a 1.2 million square metres of industrial and 1550 homes this will undoubtedly increase already illegal levels of carbon emissions even further. The intention is to 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. National Highways have already tried this through the barrier erecting study and it failed. The before and after results were provided and it was confirmed there was no reduction in pollution.	

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Northern Gateway Development Framework (JPA1.1)

Supplementary Planning Document

March 2025

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Foreword

The recently approved Places for Everyone Joint Development Plan designates the Northern Gateway site for a primarily employment-focused development, with about 1.2 million square metres of space. This project is expected to create around 20,000 new jobs, benefitting residents of Bury, Rochdale, Greater Manchester, and surrounding areas.

The site is a key part of the Atom Valley Mayoral Development Zone, which was created to promote high-tech industries, innovations, and economic growth. Its goal is to position Greater Manchester as a leader in cutting-edge industries.

The Northern Gateway offers a truly transformative opportunity to reshape the local economy and create a lively, accessible, and dynamic business hub for various industries, including specialised areas for advanced manufacturing. It will feature a variety of building sizes and attract everything from new start-ups and growing local businesses to international companies looking to invest.

Northern Gateway is more than just a business hub. It offers the chance to build a new community, with new homes, green spaces, and transport infrastructure that will provide lasting benefits to the people of Bury, Rochdale, and beyond. This development aims to create a lasting legacy for future generations.

We (Bury Council and Rochdale Council) are proud to present the Northern Gateway Development Framework, which outlines a clear plan, vision, and objectives for the site. This framework will set the guidelines for evaluating future planning applications and identify the essential infrastructure needed to support the site's long-term development.

"This is a true game- changer, a once in a lifetime opportunity to bring jobs and investment to our part of the world. It will play a crucial role in building prosperous communities in Bury and the wider area for generations to come".

Cllr Eamonn O'Brien, Leader of Bury Council

"The Northern Gateway, as part of the wider Atom Valley, presents us with a transformative opportunity to rebalance the Greater Manchester economy and bring thousands of high-quality jobs, improved transport links to surrounding areas and increased prosperity to the Rochdale borough and beyond."

Cllr Neil Emmott, Leader of Rochdale Council



Cllr Eamonn O'Brien, Leader of Bury Council



Cllr Neil Emmott, Leader of Rochdale Council

Northern Gateway



Introduction

This Northern Gateway Development Framework (NGDF) relates to the Heywood/ Pilsworth (Northern Gateway) site

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01. Introduction

This Northern Gateway Development Framework (NGDF) relates to the Heywood/ Pilsworth (Northern Gateway) site, that is allocated for employment-led development under Policy JPA1.1 of the recently adopted Places for Everyone Joint Development Plan (PfE) and forms part of the wider 'Northern Gateway' development opportunity.

1.1 Northern Gateway comprises two PfE allocations within the wider North-East Growth corridor which straddle the districts of Bury and Rochdale:

- Heywood/Pilsworth – Policy JPA1.1, and
- Simister/Bowlee – Policy JPA1.2.

1.2 This NGDF relates solely to the JPA1.1 allocated site (hereafter known as 'the site'). A separate development framework is to be prepared for the JPA1.2 allocation.

1.3 The role of the NGDF is to inform the preparation of the Design Code(s) and Infrastructure Phasing and Delivery Strategy (IPDS) for the site and to effectively bridge the gap between the allocation of the site in PfE and the subsequent detail of the development that will emerge through planning applications on the site.

1.4 The preparation of the NGDF and its supporting evidence has enabled key issues to be identified and addressed to the satisfaction of all parties at an early stage in the planning process. Fundamentally, the Development Framework establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the site.

1.5 The NGDF has been prepared as a Supplementary Planning Document (SPD) and once adopted it will be a material consideration in the determination of all planning applications relating to the site.

1.6 The site straddles the administrative boundary of Bury and Rochdale and is positioned at a strategically important intersection around the M60, M62 and M66 motorways. It represents a highly accessible opportunity for growth in Greater Manchester with wider benefits on a regional and national level. It will enable the delivery of a large, nationally significant employment opportunity to attract high quality businesses and investment on the M62 corridor coupled with a significant number of new homes and supporting services and facilities.

1.7 A central theme of PfE's spatial strategy is to deliver inclusive growth across the city region complemented by a key aim to significantly boost the competitiveness of the northern parts of Greater Manchester. The scale and location of the site will help to deliver these fundamental objectives. It will help to rebalance the Greater Manchester economy, ensure PfE plays its part in driving growth within the north of England and significantly improve Greater Manchester's competitiveness both nationally and internationally.

1.8 This NGDF has been prepared jointly by Bury and Rochdale Councils (hereafter collectively referred to as 'the councils'), with technical input from the Northern Gateway Development Vehicle LLP (NGDV) as the main site promoter and input from other landowners / stakeholders, including National Highways and Transport for Greater Manchester (TfGM). This engagement has helped to identify and understand expectations and key issues around the delivery of the site during the early stages of preparing the NGDF and all parties are committed to securing the comprehensive development of the site.

The Purpose of the NGDF

Places for Everyone Context

1.9 The Places for Everyone Plan (PfE) is a joint development plan document of nine Greater Manchester authorities (excluding Stockport) which was adopted in March 2024.

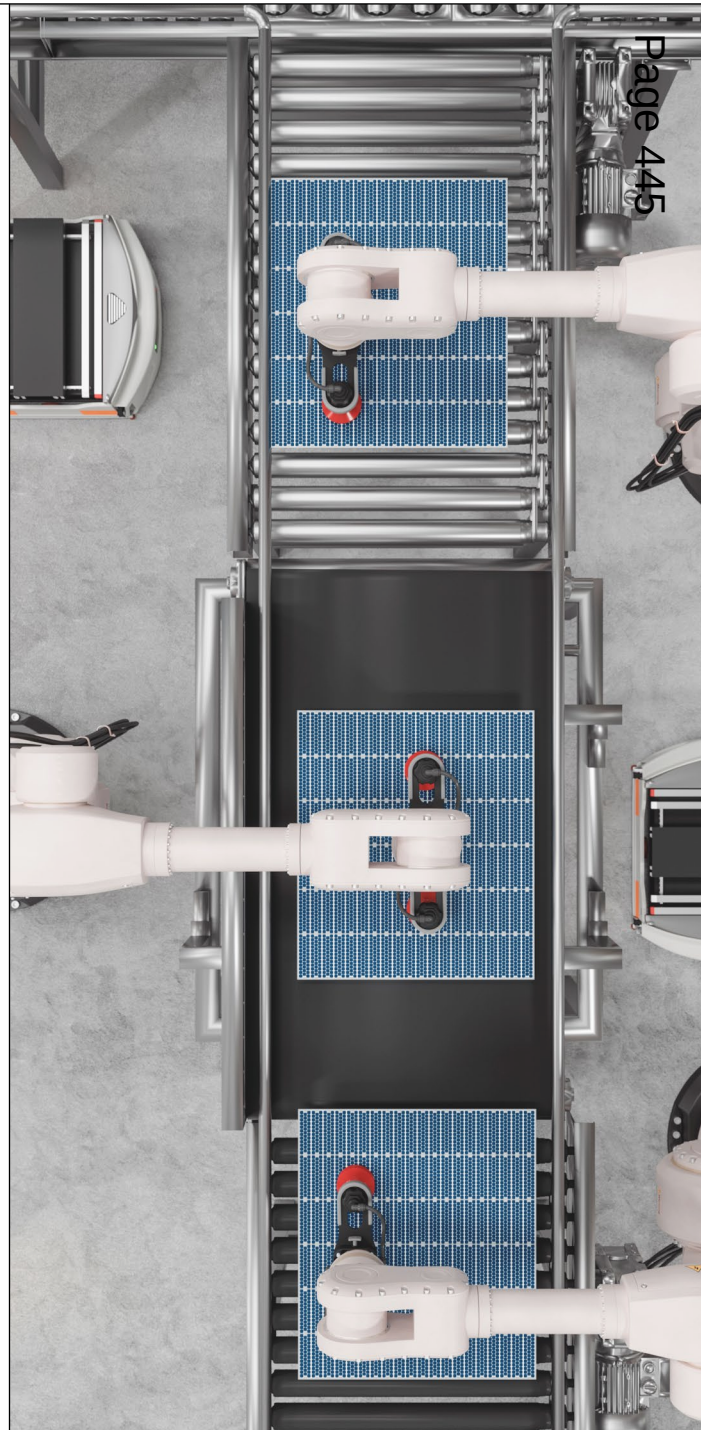
1.10 It is a long term plan for jobs, new homes and sustainable growth which allocates large strategic sites for employment and housing. This includes the employment-led allocation at Northern Gateway (Heywood/Pilsworth) (PfE Policy JPA1.1).

1.11 PfE Policy JPA1.1 includes the following requirement:

"Development at this allocation will be required to be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities."

1.12 The NGDF supplements PfE Policy JPA 1.1 and sets out a comprehensive Development Framework and high level design principles. Design Code(s) are expected to come forward at planning application stage.

1.13 A comprehensive Infrastructure Phasing and Delivery Strategy (IPDS) for the site is being prepared in accordance with the PfE Policy JPA1.1 and JP-D1 and should be read alongside the NGDF SPD. The IPDS will remain a 'living document' and will be subject to regular updates and amendments outside of the NGDF SPD process in order to be responsive to constraints and opportunities, and the availability of funding, as the site is brought forward.





NGDF Role and Objectives

1.14 This NGDF will establish the key principles for the development of the site and establish a framework against which future planning applications on the site will be considered. It will also help Bury and Rochdale Councils to ensure that the ambitions for the site are realised and the benefits to the communities of Bury and Rochdale are maximised.

1.15 This NGDF will:

- Set out the councils' vision and strategic objectives for the site shaped by public consultation and stakeholder collaboration
- Facilitate a coordinated and comprehensive masterplanning approach, to be implemented consistently across multiple planning applications
- Establish key development requirements that all planning applications relating to land within the site are expected to adhere to
- Provide an overarching spatial Development Framework to communicate development and design parameters, including land use, access, movement and green infrastructure
- Provide design principles and guidance, to inform the more detailed design considerations and approaches needed to deliver the Northern Gateway vision, and
- Describe the proposed approach towards delivery of physical infrastructure.

1.16 This NGDF has been produced in accordance with the requirements of legislation and the National Planning Policy Framework (NPPF).

1.17 This NGDF establishes a clear framework for development at the site and will be a material consideration in the determination of all future planning applications within the allocation boundary. In accordance with the adopted PfE, planning applications will be required to align with the Development Framework and supporting guidance set out in this NGDF including delivery of necessary and related infrastructure in a coordinated and timely manner.

NGDF Structure

1.18 This NGDF has been structured to reflect the sequence of key stages in its production, as follows:

- **Chapter 2** – Strategic Policy Context: In preparing the NGDF, consideration has been given to alignment of the site with national, regional and local policy.
- **Chapter 3** – Vision and Strategic Objectives: The overarching vision for the site and the strategic objectives which will help achieve the vision.
- **Chapter 4** – Local and Strategic Outcomes: An outline of the economic, social and environmental benefits the site will deliver.
- **Chapter 5** – Understanding the Site and Surroundings: Identifies the site within its wider strategic setting and sets out the site conditions. An overview of the planning policy context and planning history. Concluding with site constraints and opportunities.
- **Chapter 6** – Key Development Principles: An introduction to the Development Framework for the site and presentation of the key design principles.
- **Chapter 7** – Design Principles and Character Areas: Presentation of strategic design principles for a series of character areas within the site. This chapter presents a high-level framework to which future planning applications for individual phases must accord.
- **Chapter 8** – Sustainability: Sets out the expectations and likely benefits from the site with respect to net zero, carbon, energy, resource efficiency and climate resilience which, collectively, would make a significant contribution to climate change mitigation and address the impacts of climate change.
- **Chapter 9** – Phasing, Infrastructure and Delivery: Analysis of existing infrastructure including means of access, local and strategic highway network, community facilities and utilities / services. This chapter also includes details of how the site will be delivered in the future and roles and responsibilities.
- **Chapter 10** – Monitoring and Review: An outline for the ongoing strategy for engagement with key stakeholders in line with the requirements of PfE Policy JP-D1 and commitments to monitoring and review.

SITE SIZE

634Ha

LOCAL COMPARISON

560Ha MANCHESTER AIRPORT (1.13x BIGGER)

260Ha HEATON PARK (2.44x BIGGER)

UK COMPARISON

10.9Ha 02 ARENA (33.7x BIGGER)

289Ha CITY OF LONDON (2.19x BIGGER)

Overview of the Site

1.19 The site covers an area of around 634 hectares (1,567 acres) and is positioned at a strategically important intersection directly to the east of the M66, directly to the north west of the M62 and north of the M60. The site straddles the administrative boundary of both Bury and Rochdale. 327 hectares of the site are within Bury and 307 hectares are within Rochdale.

1.20 The site is situated to the east of Bury and to the south of Heywood and is in close proximity to neighbouring town centres. From the centre of the site (approx. Birch Business Park), as the crow flies, the distances are as follows; Heywood (2.8km), Middleton (3.7km), Whitefield (4.2km), Bury (4.4km) and Rochdale (7.3km).

1.21 The site consists primarily of agricultural land. There are a number of farms within the site as well as Birch Business Park, Birch Motorway Services and Pike Fold Golf Course. Whittle Brook, running south east to north west through the site creates a clear division between the south western and central portion of the site. Moss Hall Road (changing to Whittle Lane to the south east) creates another clear division between the central and north eastern portion of the site.

1.22 The site is allocated for substantial employment-led development. This will be supported by new communities within the site as well as at Simister/Bowlee (JPA 1.2) 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.

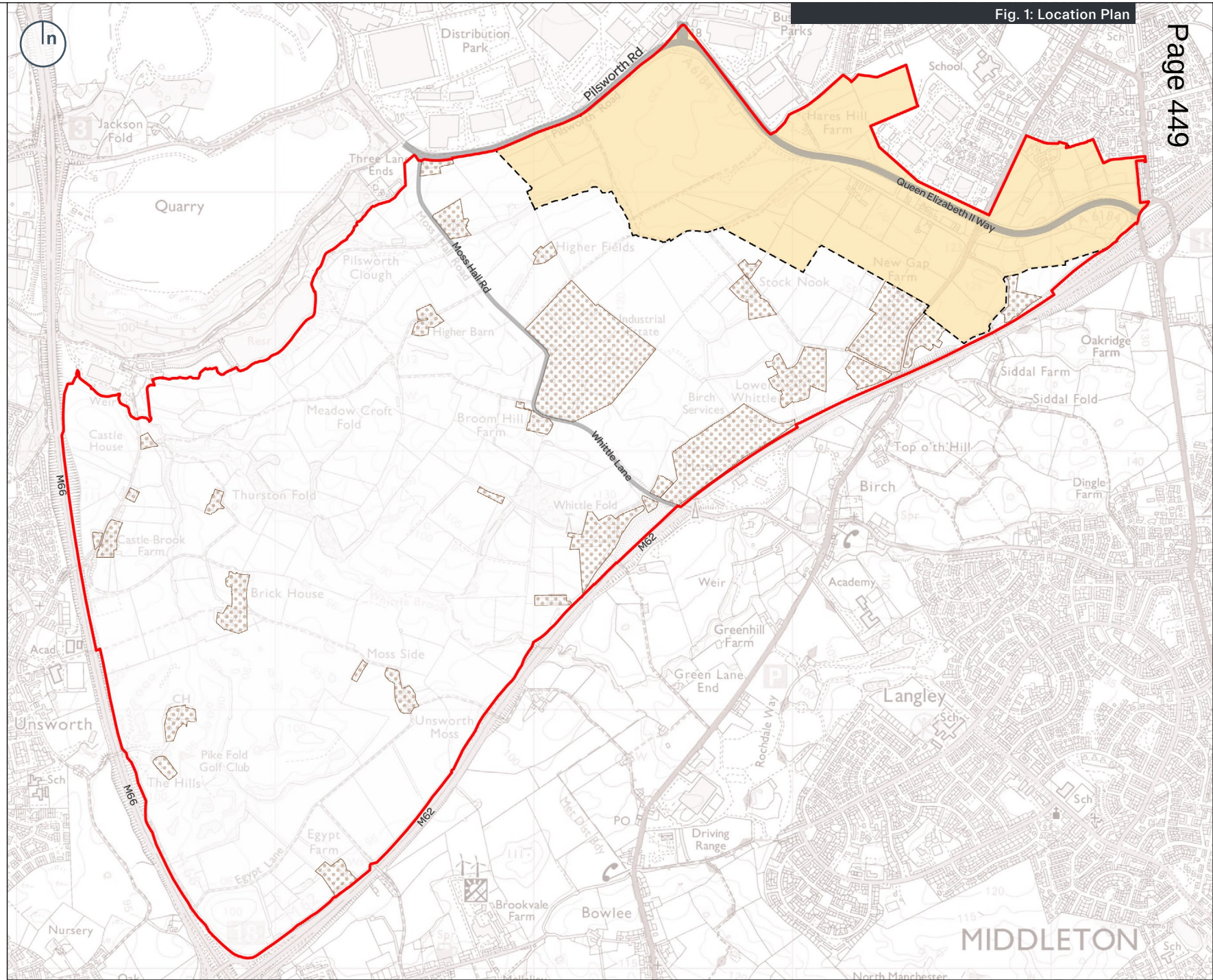
1.23 To be successful and sustainable, the employment and housing opportunities need to be accessible by a range of transport modes and be linked directly to existing and new communities in the surrounding area via new recreational routes and corridors of green infrastructure which in turn provide an 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.

1.24 Full delivery of the site is expected to extend beyond the PfE plan period (i.e. beyond 2039) and will need to incorporate extensive supporting infrastructure.

1.25 Part of the site is already being delivered in the form of the South Heywood development; a large mixed-use development which was approved in March 2020[1] and is currently under construction. This comprises the South Heywood employment area, 1,000 new homes and includes the recently built 2.2km link road, Queen Elizabeth II Way, which joins Junction 19 of the M62 motorway to existing employment areas off Pilsworth Road.

1. Ref. 16/01399/HYBR

Fig. 1: Location Plan



Allocation Boundary

South Heywood Application Area

Existing Development

Existing Road



Boundaries

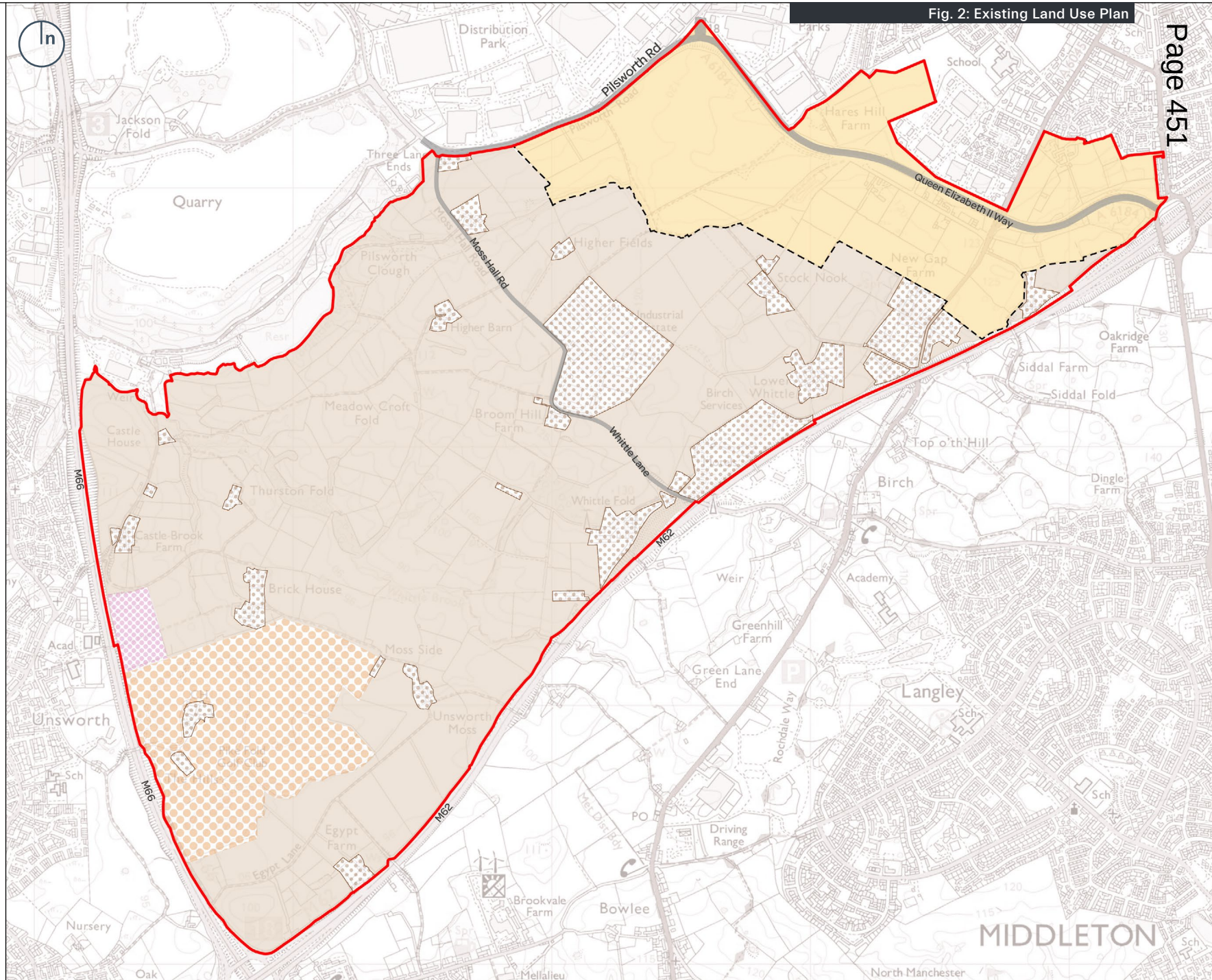
1.26 North west - The north western boundary of the site is defined by wooded vegetation and public footpaths along Hollins Brook, running adjacent to a series of fishing ponds and a reservoir. Beyond is Pilsworth quarry/landfill site and Heywood Distribution Park.

1.27 North east - The north eastern boundary is defined by the extent of the South Heywood Masterplan; beyond which is Heywood Distribution Park and existing residential development in Heywood.

1.28 South east - The M62 corridor, including Birch Services, runs along the entirety of the south eastern boundary. Beyond the M62 there is agricultural land, some of which forms part of the other site within the Northern Gateway allocation – known as Simister/Bowlee (Policy JP Allocation 1.2) – which is allocated for a 1,550 dwelling residential development, and the existing settlement of Simister.

1.29 West - The M66 corridor defines the western boundary, beyond which there is open space and existing residential communities of Unsworth and Whitefield within Bury.

Fig. 2: Existing Land Use Plan



- Allocation Boundary
- South Heywood Application Area
- Existing Development
- Existing Road
- Agricultural Land
- Recreational Land - Golf Course
- Recreational Land - Sports Pitches

NEW EMPLOYMENT FLOORSPACE

1.2m sqm

NEW RESIDENTIAL HOMES

1,200

GROSS DIRECT FTE JOBS CREATED

21,455

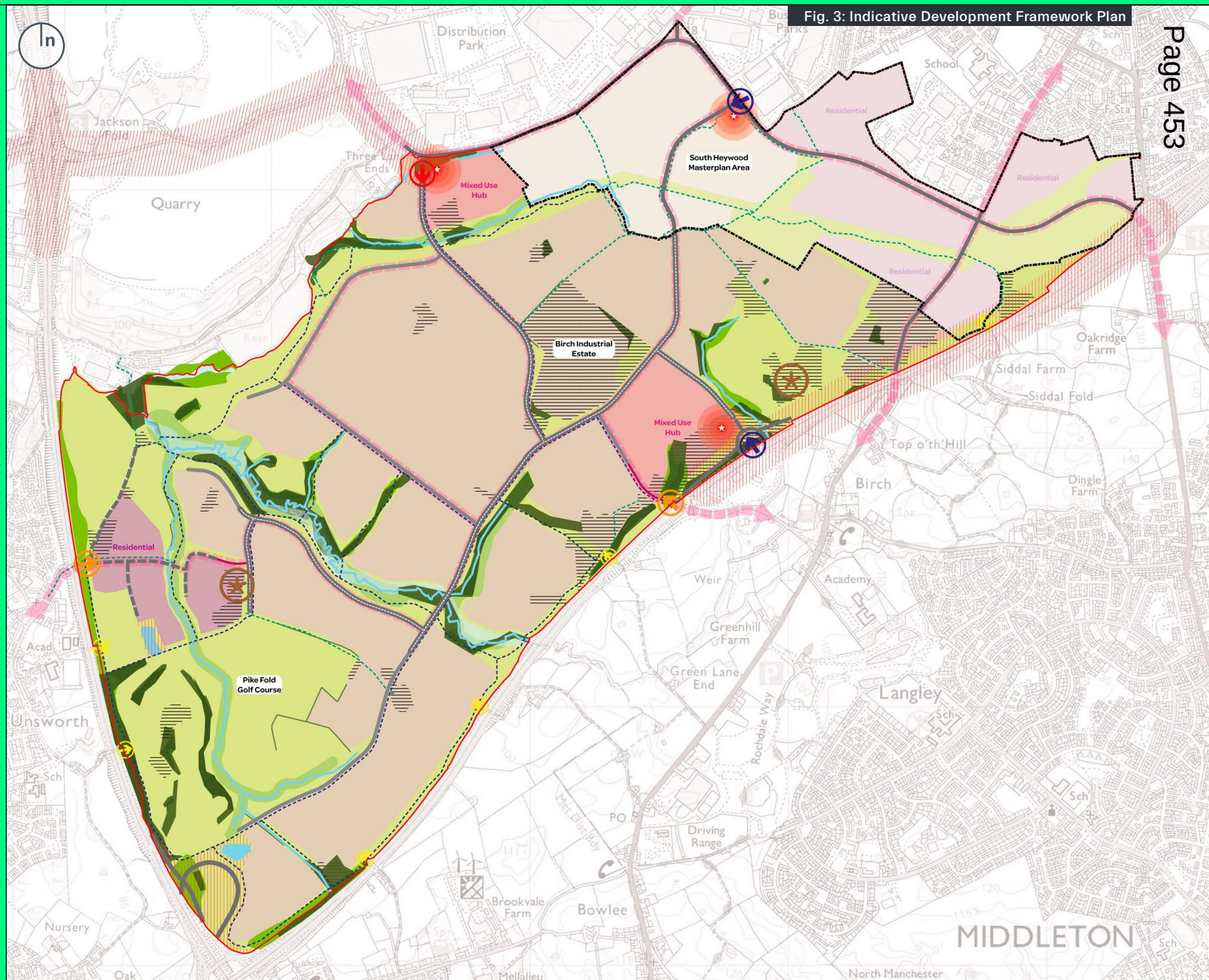
NET ADDITIONAL CONSTRUCTION JOBS

15,600

Northern Gateway Development Framework

1.30 Consistent with the Places for Everyone allocation, development at Northern Gateway, informed by the Northern Gateway Development Framework (NGDF), will deliver an employment-led, mixed-use development, comprising approximately 1,200,000 sqm of B2 / B8 floorspace (with around 935,000 sqm being delivered within the plan period), approximately 1,200 new homes, a new primary school and an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities, as well as new and improved sustainable transport, active travel and highways infrastructure and multifunctional green and blue infrastructure.

Fig. 3: Indicative Development Framework Plan



Strategic Policy Context

Places for Everyone (PfE) is a long-term joint development plan for nine Greater Manchester authorities for jobs, new homes, and sustainable growth.

02

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02. Strategic Policy Context

Planning Policy Context

Places for Everyone Joint Development Plan

2.1 Places for Everyone (PfE) is a long-term joint development plan for nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been produced by the Greater Manchester Combined Authority (GMCA) on behalf of the nine authorities and became part of the statutory Development Plan on 21st March 2024.

2.2 The PfE Joint Development Plan:

- sets out how the nine authorities should develop over the plan period to 2039
- identifies the amount of new development that will come forward across the nine authorities, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused
- supports the delivery of key infrastructure, such as transport and utilities
- protects the important environmental assets across the city region
- allocates sites for employment and housing outside of the existing urban area, and
- defines a new Green Belt boundary for Greater Manchester.

2.3 PfE highlights the opportunity for growth along the 'North-East Growth Corridor' (PfE Policy JP-Strat 7), focused on the M62 corridor from Junction 18 to Junction 21, extending across parts of Bury, Rochdale and Oldham. Three sites have been allocated as part of the North-East Growth Corridor:

- Northern Gateway Heywood / Pilsworth in Rochdale and Bury (JPA1.1);
- Northern Gateway Simister / Bowlee in Rochdale and Bury (JPA1.2); and
- Stakehill, in Rochdale and Oldham (JPA2)

2.4 As set out below, the Atom Valley Mayoral Development Zone (MDZ) has been established to realise the potential of the North-East Growth Corridor.

2.5 PfE identifies the need for investment in new public transport infrastructure and routes to connect Bury and Rochdale Town Centres with the Northern Gateway sites and to Manchester City Centre. A potential Bus Rapid Transit (BRT) corridor linking Manchester city centre and Rochdale via Heywood Old Road/Manchester Road is identified in PfE as a supporting transport intervention that could further improve the sustainability of the Northern Gateway allocation.

Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway)

2.6 JPA1.1 Heywood / Pilsworth has been identified as a large, nationally significant location for new employment-led development within the Northern Gateway opportunity area between Bury and Rochdale.

2.7 PfE Policy JP Allocation 1.1 states:

Development at this allocation will be required to:

1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities;
2. 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;
3. Deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 935,000 sqm 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;
4. 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;
5. Deliver around 200 new homes, which includes an appropriate mix of house types and sizes and the provision of plots for custom and self-build housing (subject to local demand, having regard to Bury's self-build register and other relevant evidence), 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;
6. Deliver an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities. These should be in accessible locations and of a genuinely ancillary scale that is appropriate to the main employment use of the allocation;
7. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;
8. Make provision for affordable housing in accordance with local planning policy requirements;
9. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5;
10. 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 (JPA1.2);
11. Retain and enhance existing recreation facilities (including Unsworth Academy playing fields and Pike Fold Golf Course) or, where necessary, make provision for replacement facilities that are equivalent or better in terms of quantity and quality and in a suitable location;
12. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure including the integration and enhancement of existing features such as Brightley Brook, Whittle Brook and Castle Brook;
13. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;
14. Strengthen the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightley Brook and Pilsworth Fisheries such that they will comprise physical features that are readily recognisable and likely to be permanent;
15. 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;
16. Provide an appropriate buffer between the development and the motorway/local road network where required to serve multiple functions including air quality, noise, visual mitigation and high-quality landscaping;

17. Take appropriate account of relevant heritage assets, and their settings, including Brick Farmhouse and Lower Whittle Farmhouse Grade II Listed Buildings in accordance with Policy JP-P2;

18. 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;

19. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans); and

20. Undertake hydrological and ground investigations to determine the extent and quality of any peat identified in the south-western part of the site to inform the potential for restoration and the comprehensive masterplanning of the site which should ensure that the loss or deterioration of any irreplaceable habitat is avoided.

Other PfE Policies

2.8 PfE also sets out a range of other policies relating to development management and technical / environmental matters which have also been taken into account in preparing this SPD.

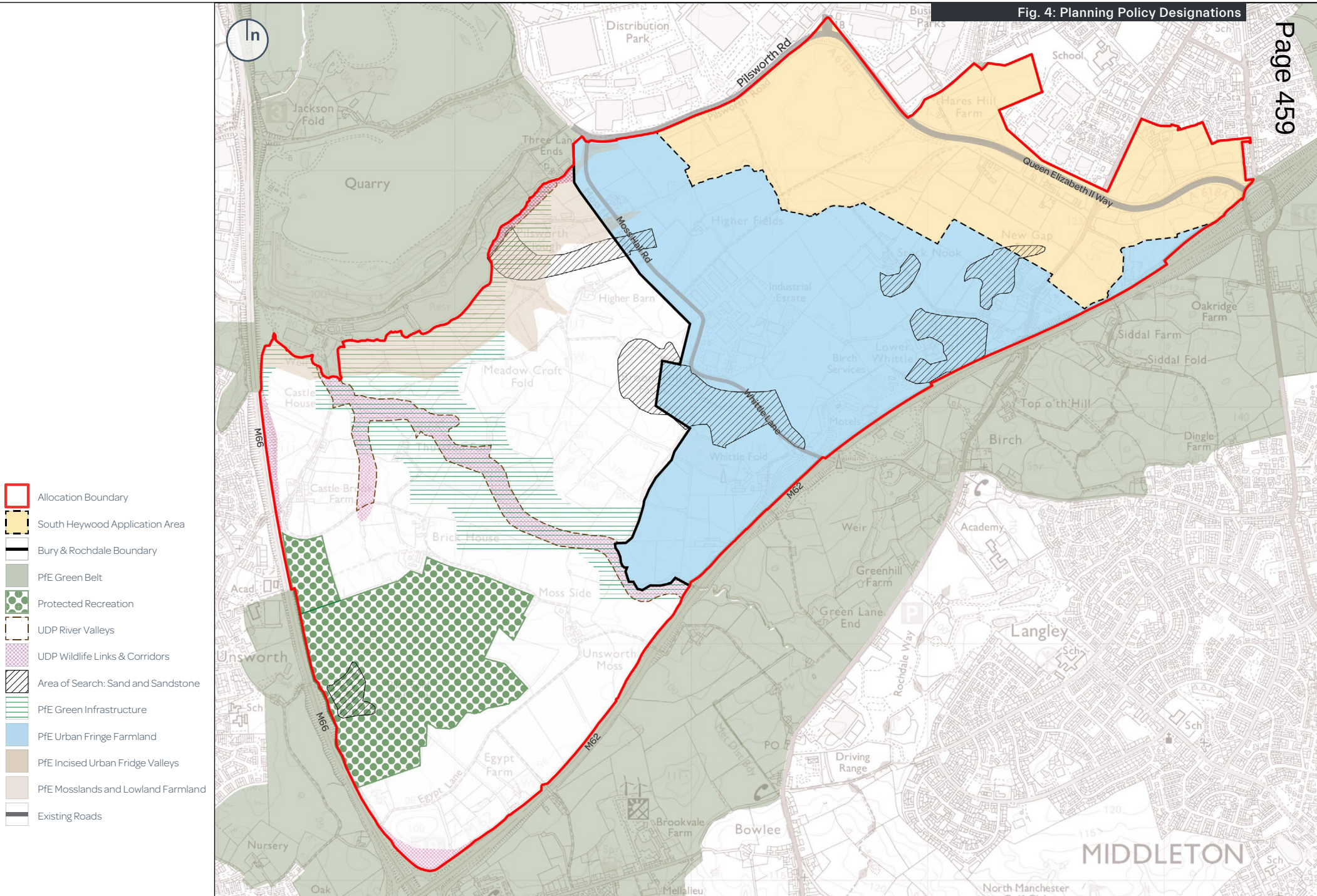
Local Plan Policies

2.9 In addition to PfE, the adopted Local Plans for Bury and Rochdale also set out a range of policies relating to development management and technical / environmental matters which have also been taken into account in preparing this SPD. These include:

- Saved Policies of the Bury Unitary Development Plan (adopted 1997)
- The Rochdale Core Strategy (adopted 2016)
- Saved Policies of the Rochdale Unitary Development Plan (adopted 2006)
- The Greater Manchester Joint Waste Development Plan (adopted 2012)
- The Greater Manchester Joint Minerals Development Plan (adopted 2013)

2.10 Both councils have commenced preparation of new Local Plans that will support PfE and establish more detailed policy relating to development management and technical / environmental considerations.

Fig. 4: Planning Policy Designations



National Planning Policy Framework & Planning Practice Guidance

2.11 The National Planning Policy Framework (December 2024) ('the NPPF') sets out the Government's planning policies for England and how these are expected to be applied, including guidance for plan-making and decision-making.

2.12 The NPPF confirms that in order to achieve sustainable development, the planning system has three overarching interdependent objectives, including:

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.13 This SPD has been prepared with full regard to the policies set out within the NPPF, as well as the Planning Practice Guidance which supports it.

This SPD has been prepared with full regard to the policies set out within the NPPF, as well as the Planning Practice Guidance which supports it.



Atom Valley

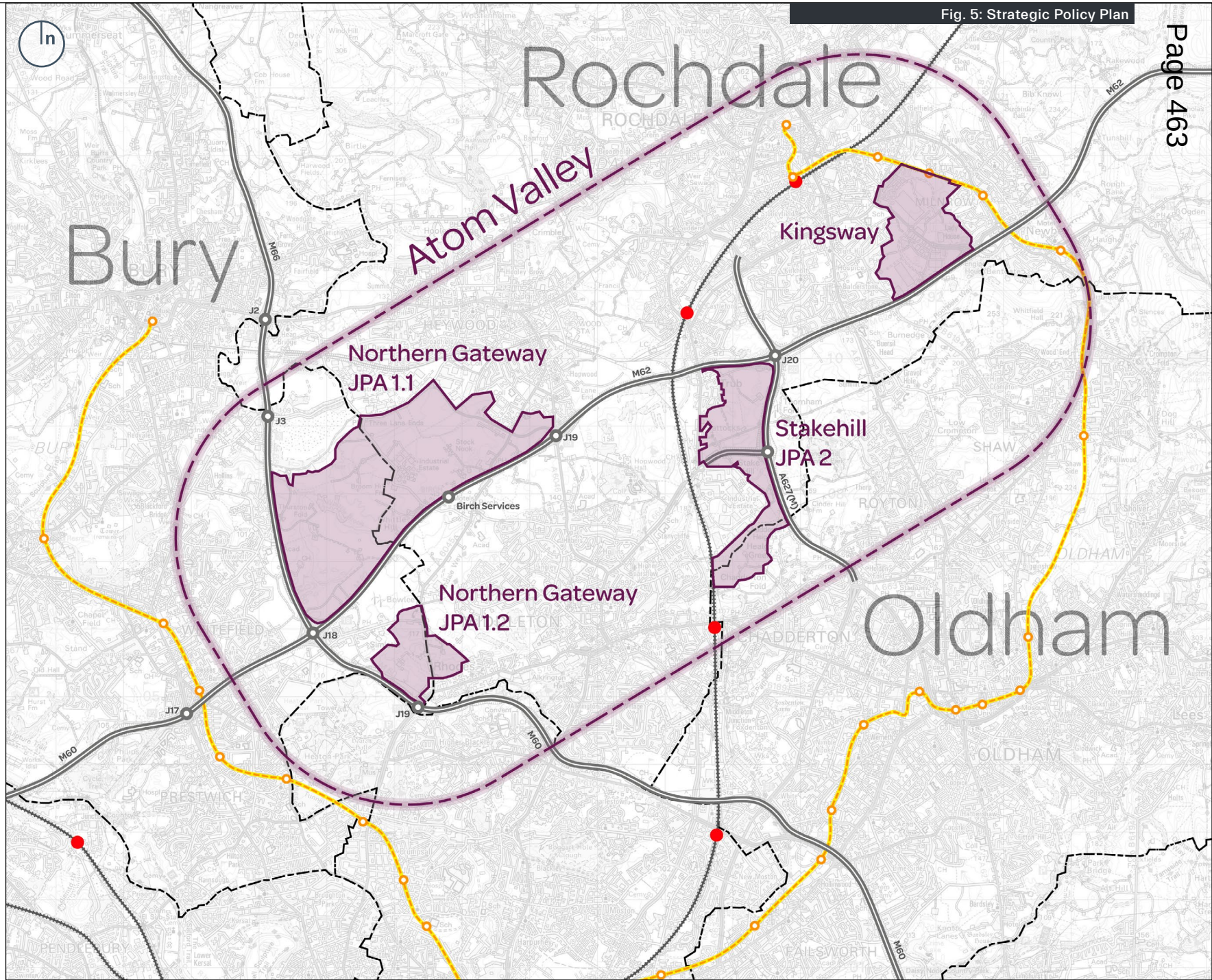
2.14 Atom Valley is a Mayoral Development Zone (MDZ) within the North-East Growth Corridor identified in Places for Everyone, and established in August 2022. This MDZ incorporates the three strategic allocations identified within the North East Growth corridor within PfE along with other key development sites including Kingsway Business Park. Collectively the sites within Atom Valley have the potential to deliver 1.6 million square metres of employment space, 20,000 high-quality jobs and 7,000 new homes.

2.15 Atom Valley is led by a partnership of developers, industrialists, universities, and local government. The vision is to create an extensive and interconnected manufacturing "mega-cluster", which builds on existing local strengths in advanced manufacturing, materials, and machinery in the local area. Bringing together world-class research, manufacturing, research and development, it aims to shape the future while levelling up communities.

2.16 Beyond providing ample space and opportunity, Atom Valley MDZ stands out as an unparalleled industrial development in the UK and beyond, thanks to the combination of Manchester's leading research facilities and leisure opportunities. Situated at the heart of a vibrant city region, it fosters collaboration among businesses and institutions, with quick access to the motorway network and Manchester city centre just seven miles away.

2.17 As a long-term, large-scale regeneration proposal, this project will play a pivotal role in boosting the competitiveness of the north of Greater Manchester and enhancing the overall prosperity of the city region.

Fig. 5: Strategic Policy Plan



District Boundary
PfE Allocation
Atom Valley
Motorway
Railway and Station
MetroLink and Stop

Alignment with Corporate Strategies

2.18 This NGDF has been prepared with full regard to the existing corporate strategies of Bury and Rochdale Councils, which are summarised below.

Bury 2030 Strategy, 'LET'S Do It!'

2.19 In July 2020, Bury Council and NHS Bury Integrated Care Partnership launched an ambitious community strategy, LET'S Do It!, which sets out a vision that by 2030 the borough of Bury will stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation.

2.20 The Let's Do It Strategy is underpinned by the guiding principles of:

- Local neighbourhoods: empowered residents, families and local communities within the townships at the heart of decision making to make a difference to people's lives.
- An enterprising spirit: Harnessing that spirit to raise aspirations, remove barriers, and maximise opportunities to grow and develop for local people and businesses.
- Delivering together: To deliver a new relationship between public services, communities and businesses which is based on co-design, accountability and shared decision making to focus on wellbeing, prevention, and early intervention.
- A strengths-based approach: a borough in which people are helped to make the best of themselves, by recognising and building on the strengths of all local children, families and communities and taking an evidence-led understanding of risk and impact to ensure the right intervention at the right time.

2.21 The Bury 2030 Strategy seeks to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, which specifically includes land at Northern Gateway.

Bury's Economic Strategy 2024–2034

2.22 The Economic Strategy sets out the framework and priorities to guide and steer Bury Council and its partners' collaborative approach to delivering a sustainable, competitive, inclusive and resilient local economy that fulfils its growth potential, while making a significant contribution to Greater Manchester's wider economic growth ambitions over the next decade and beyond.

2.23 Whilst Bury's economy is integral to supporting Greater Manchester's growth agenda, it is recognised that there is a distinct imbalance even within the Greater Manchester economy with economic output from the north of the conurbation, including Bury, falling behind that of the central and southern areas of Greater Manchester.

2.24 Through a clear, comprehensive and ambitious strategy, Bury is well placed to play a key role in driving forward sustainable economic growth in the borough and in Greater Manchester. This will be achieved through the realisation of identified key opportunities. For example, the realisation of significant new and higher-skilled employment opportunities through the release of employment land at Atom Valley / Northern Gateway, which presents a 'game changing' opportunity for Bury and for Greater Manchester.

Rochdale's 'People, Place and Planet Council Plan 2028'

2.25 Through this strategy Rochdale Council have set out an ambition to work collaboratively to reduce inequalities and deliver sustainable opportunities and services that will benefit our people, place and planet.

2.26 This is underpinned by various key priorities, which includes achieving a thriving, fairer and sustainable economy by providing space and support for high value business development, innovation and job creation; supporting people in attaining and maintaining good employment; creating more supply, quality and choice in the housing market (social and high value homes); and enhancing transport systems to make it easier for people to access services, jobs and amenities.

Greater Manchester Transport Strategy 2040

2.27 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport, with a vision for the city region to have "world-class connections that support long-term sustainable economic growth and access to opportunity for all".

2.28 The strategy sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects the environment and supports the target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

2.29 It sets a vision (referred to as the 'right mix vision') that 50% of all journeys in Greater Manchester are made by walking, cycling and public transport by 2040.
This will mean one million more sustainable journeys every day enabling the delivery of a healthier, greener and more productive city region.

Northern Gateway Transport Framework

2.30 A Transport Framework has been developed specifically for Northern Gateway and considers multi-modal accessibility to the site including the potential and patronage for sustainable travel options, linked to the vehicular access strategy. A transport programme which includes sustainable transport schemes, associated phasing and possible funding sources for priority transport interventions will be included within the Framework. The framework is a live document which will feed into the Northern Gateway Infrastructure Phasing and Delivery Strategy and planning applications will need to align with this strategy.

Bury Local Transport Strategy

2.31 The Bury Local Transport Strategy was approved by the Council in October 2023 and sets out a plan for transport investment in Bury for the next 20 years and beyond, covering all modes of travel in the borough. The strategy aligns with the 'Let's Do It' vision for Bury and the Greater Manchester Transport Strategy 2040 and will be used to help secure investment for transport in the Borough.

2.32 The strategy seeks to link residents to new opportunities and to deliver on the Council's inclusive growth ambitions by connecting people to jobs, education, leisure and tourism. Ensuring that Bury residents can access Northern Gateway and the potential new jobs is a key priority within the strategy. Key strategic transport interventions that are expected to be required to support delivery of the Northern Gateway site are also identified, including junction improvements for the M66 (junctions 2 and 3) to facilitate vehicular, public transport and active travel movement.

Rochdale Borough Transport Strategy

2.33 The Rochdale Borough Transport Strategy (2014 refresh) provides a framework to guide the development of transport improvements across the Borough for the period up to 2026. It seeks to ensure that, by 2026, the Borough has an affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports economic growth and regeneration of the local area.

Planning History

2.34 In Bury, planning permission has not been granted for any significant uses within the site.

2.35 In April 2024, National Highways submitted an application seeking a Development Consent Order (DCO) for the M60 / M62 / M66 Simister Island Interchange, on the south western corner of the JPA1.1 site. The improvement scheme seeks to reduce peak congestion and facilitate future economic growth across Greater Manchester, including supporting the delivery of proposed development sites close to the M60 and M66. The extent of the physical works are identified on the Development Framework plan. The application is currently under examination. If the DCO is made, it would allow National Highways to acquire compulsory interests in and rights over land, including parcels of land within the JPA1.1 site (temporarily and permanently).

2.36 In Rochdale, hybrid planning permission was originally granted in March 2020[2] for land at South Heywood, within the northeastern part of the site:

- The 'detailed' component of the hybrid planning permission granted full planning permission for a new link road between Junction 19 of the M62 and Pilsworth Road, which has now been completed and is open for use (known as Queen Elizabeth II Way).
- The 'outline' component of the hybrid planning permission granted outline planning permission (with all matters reserved except for access) for a major mixed-use development comprising up to 135,460 sqm of employment floorspace (Use Classes B2/B8), 1,000 new homes, a new local centre and primary school and associated landscaping, sports pitches, drainage, ecological enhancements, cycleway and footpath linkages and ancillary infrastructure. Following the grant of reserved matters approval, the early phases of development are now under construction.

2.37 A further outline planning permission was granted in January 2023[3] for an additional 40,000 sqm of employment floorspace (Use Class B8) on land within the South Heywood Masterplan Area. As a result, the total amount of employment floorspace approved at South Heywood is 175,460 sqm.

2.38 It is anticipated that the South Heywood Masterplan Area will continue to be brought forward through the aforementioned permissions, demonstrating compliance with the outline parameters, comprehensive planning condition requirements and approved Design Code, whilst providing infrastructure in line with the established S106 Legal Agreement.

2. RMBC ref. 16/01399/HYBR
3. RMBC ref. 22/01569/OUT



Vision and Strategic Objectives

Atom Valley and Northern Gateway represents a once in a generation opportunity for Greater Manchester



03

Atom

03. Vision and Strategic Objectives

Atom Valley and Northern Gateway represents a once in a generation opportunity for Greater Manchester in the form of a nationally significant development capable of supporting the rebalancing of the national economy and providing transformative change to local communities and the wider region with regard to investment, jobs and skills.

Atom Valley Ambition

- **Goal:** Covering sites across Bury, Oldham and Rochdale, this vast employment opportunity will play a pivotal role in making Greater Manchester one of the best places in the world to grow up, get on and grow old.
- **Scope:** Spanning 1.6 million sqm of employment land and creating 7,000 low carbon homes, Atom Valley prioritises sustainable development and the creation of a lasting legacy of high-quality employment sites that will benefit local communities for years to come.
- **Impact:** Generating 20,000 high-quality jobs, fostering a skilled workforce to drive economic growth and innovation in advanced sustainable materials and providing flexible employment opportunity for a wide variety of other sectors and industries. Beyond sites, it transforms the fabric of the region, enhancing liveability and prosperity.
- **Objective:** Establish a nationally significant industry hub for levelling up, prioritising sustainability, innovation, and collaboration between manufacturing and logistics, with an Advanced Sustainable Materials Translational Research facility and Advanced Manufacturing Park.
- **Approach:** To develop a strong private-public partnership that will provide the necessary infrastructure to accommodate a diverse range of employment uses.
- **Outcome:** Atom Valley pioneers large-scale employment investment, fostering innovation and prosperity across the north of the Greater Manchester conurbation and beyond. As a nationally significant industry hub, Atom Valley accelerates national prosperity and champions the levelling up agenda, securing a legacy of holistic progress in economy, society, and environment.

Northern Gateway Strategic Development Vision

3.1 Northern Gateway will be a world-class business community that will help to drive inclusive growth and economic prosperity for Atom Valley and Greater Manchester by becoming one of the largest and most accessible employment opportunities in the region, delivering:

- Significant investment into a range of industry sectors at both scale and pace, supporting the region's economy and resilience.
- A dynamic and thriving innovation hub for advanced materials and manufacturing, building on Greater Manchester's world leading strengths in this area.
- A vibrant and dynamic employment ecosystem where businesses and communities thrive, supported by sustainable transport connectivity and enhanced green and blue infrastructure networks which help adapt to future climate change.
- Flexibility and responsiveness to market demands and opportunities, and
- A truly integrated approach to partnership working with industry, universities, research partners and institutions, that will develop and harness the skills for the local workforce, establishing a legacy of excellence in training and skills, empowering existing communities as well as attracting and retaining top industry talent.



Northern Gateway: Pillars of development

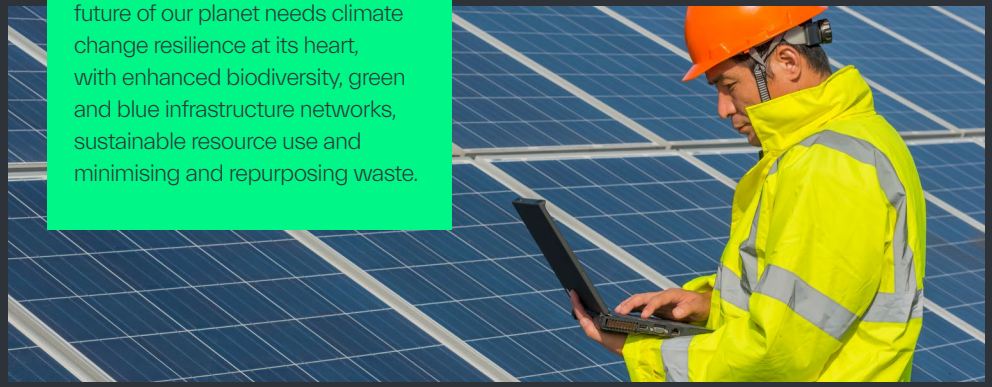


Innovation - Northern Gateway provides a significant opportunity for a range of industries and employment sectors, including the creation of a nationally significant industrial mega cluster capitalising on strengths in advanced manufacturing, materials, and machinery, enhancing national prosperity and delivering levelling up.



Inclusive Communities - Creating a new and inclusive community with 2,750 homes (across the JPA1.1 and JPA1.2 sites), including low carbon and affordable homes. Empowering local communities through skills development initiatives, fostering economic inclusivity and social mobility, helping to address national and regional inequalities.

Sustainability - Northern Gateway will contribute to Greater Manchester's commitment to be net zero carbon by 2038. The future of our planet needs climate change resilience at its heart, with enhanced biodiversity, green and blue infrastructure networks, sustainable resource use and minimising and repurposing waste.







Collaboration - Partnerships with Government, developers, industry, colleges and institutions will attract, retain and develop top talent. We will create a long-term legacy, driving skills and nurturing talent to deliver transformational change to the conurbation.

Business and industry - Northern Gateway will attract UK and international firms investing in new distribution and manufacturing premises, and SMEs scaling-up into modern premises, supply chains providing resilience to drive economic growth and spinouts and start-ups ready to move from the lab to the factory to benefit from international standard R&D and skills facilities.



Connected Places - A modern, affordable and reliable public transport service, with active travel provision and enhancement, will provide a sustainable, connected network of travel routes, linking existing residential areas with new business premises and facilities, providing access to jobs and health and wellbeing benefits.

Northern Gateway: 12 key principles

1 **Catalyst for Transformation:** Northern Gateway provides a significant opportunity for economic growth across various employment sectors, boosting the productivity and prosperity of the north of the city region.

2 **Strategic Location:** Strategically positioned as a central driver of regional progress, leveraging its connectivity to become a focal point of economic activity within Greater Manchester. Its strategic location has the ability to attract national and inward investment from a multitude of sectors including advanced manufacturing, distribution and logistics.

3 **Advanced Manufacturing:** Spearheading investment and innovation in advanced materials and manufacturing, building on Greater Manchester's world leading strengths in this area and creating a leading hub for innovation and sustainable industry growth.

4 **Scalability and Adaptability:** Over 700 hectares providing unparalleled scalability and adaptability to meet the diverse needs of a range of industries and evolving market dynamics, ensuring flexibility and responsiveness to market demand.

5 **Strategic Partnerships:** Collaboration between private investors, developers, funders, universities and agencies will cultivate innovation at Northern Gateway, driving inclusive growth and enhanced productivity across a multitude of sectors. Collaboration with Universities will be integral to enabling commercialisation of innovation at scale.

6 **Focal Point & Hub:** Fostering collaboration and innovation among businesses, creating a vibrant ecosystem that attracts and nurtures talent, enhancing Greater Manchester's competitiveness, focused on a sustainable materials catapult.

7 **Integrated Sustainability Approach: Sustainability will be embedded across all aspects integrating with the natural environment from infrastructure to operations, demonstrating a commitment to environmental responsibility, high quality green and blue infrastructure and BREEAM / Well / LEED-certified initiatives.**

8 **Job Creation and Skills Development:** Focus on creating job opportunities and empowering local communities through skills development initiatives, fostering inclusive growth and building a skills legacy for businesses and communities.

9 **Integrated Transport Solutions:** Integrated public transport solutions will be implemented at Northern Gateway to improve accessibility and connectivity, offering efficient and sustainable transportation options for residents and workers and connecting to nearby communities.

10 **Promotion of Active Travel: Northern Gateway will deliver pedestrian-friendly pathways, cycling lanes, bridleways and green and blue spaces to promote active mobility, link surrounding communities and enhance connectivity, providing health and wellbeing benefits for local residents, future residents and workers.**

11 **Flexible Approach:** Northern Gateway will embrace a flexible approach, allowing for adaptable adjustments to meet the evolving needs and opportunities of Greater Manchester's dynamic landscape and to reflect the sheer scale of the site.

12 **Maximising opportunities for existing communities:** Significant opportunity to deliver new jobs and economic growth in one of the regions most deprived areas through strategic partnerships, investment in skills and training and sustainable transport and active travel connectivity.



Local and Strategic Outcomes

The proposals will bring a range of benefits that will embrace the three pillars of sustainable development

04

Atom

04. Local and Strategic Outcomes

The proposals will bring a range of benefits that will embrace the three pillars of sustainable development, as follows:

- **Economic:** Creating a world class employment park that attracts the very best logistics and manufacturing industries.
- **Social:** Delivering fully inclusive growth that delivers a permanent positive social legacy.
- **Environmental:** Ensuring the development will not have a detrimental impact on the environment by maximising opportunities to provide net gains for biodiversity, creating a comprehensive green infrastructure network and ensuring that the objective of net zero carbon for both the development and the Greater Manchester area is integral to the design from the outset.



Northern Gateway will evidently create significant economic benefits, however, both councils and Greater Manchester have documented the expectation that the breadth of benefits realised through new development will extend beyond the generation of jobs and associated investment in skills and training.

Economic Benefits

4.1 The preceding sections capture the scale and breadth of economic benefits that will be expected to be realised through the delivery of Atom Valley. The development of the site is expected to make a substantial contribution to the realisation of this vision and the aspiration to deliver new good quality jobs across the Atom Valley area.

4.2 It is recognised that the scale of new employment opportunities created on the site will build upon and benefit from close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth. The development of the site will also complement other key sites in the north of the sub-region such as Logistics North in Bolton. Cumulatively these employment areas will represent a significant concentration of employment opportunities for existing and future residents of Greater Manchester.

4.3 The strategies reviewed in Chapter 2 affirm the value of these jobs in ensuring a more positive future for the residents of Greater Manchester, and particularly those within the northern parts of the conurbation that are currently disengaged from the economy or are not realising the full extent of their potential economic contribution. This acknowledges the sustained challenges associated with inter-generational deprivation within communities near the proposed development.

4.4 These strategies also affirm the value placed on the creation of higher-value and higher-skilled jobs in addressing long-standing economic productivity inequalities within the conurbation and at a larger spatial scale. There is an expectation that the development will serve to attract business investment that will create the jobs required to increase the retention of highly skilled graduates and attract skilled labour to Greater Manchester.

4.5 The scale and make-up of the development floorspace to be accommodated will need to respond to market opportunities and occupier requirements and the type and number of jobs created will ultimately be dependent on the nature of the occupiers. However, it is expected, in the context of the above, that the development will provide the opportunity to create a breadth of jobs, including those in higher value sectors and those identified as Frontier or Growth Sectors through the strategies summarised in Chapter 2.

4.6 Proposals for development will be expected to provide a quantified estimate of the scale of employment opportunities that are anticipated to be realised through both the construction phase and (where relevant) the operational phase of the proposed development. Proposals should set out how the generation of employment opportunities will be expected to have a wider economic and social benefit for local communities.

GROSS DIRECT GVA PER ANNUM

£1,490m

ANNUAL BUSINESS RATE INCOME

£36.9m

ANNUAL COUNCIL TAX RECEIPTS

£2.7m

4.7 Through implementation of PfE Policy JP-J1 (Supporting Long-Term Economic Growth), the councils will support long-term job growth by seeking agreement with employers and developers to enter into local labour and training agreements through planning obligations and other mechanisms, where appropriate.

4.8 It is recognised, as described in Chapter 9 of this SPD, that the development will be progressed in phases over an extended period. The assessment of economic benefits and mechanisms for capturing these locally will need to demonstrate sufficient flexibility to respond to changing economic circumstances over time and recognise the opportunity to maintain a process of engagement with local stakeholders, including skills and education providers.

4.9 It is expected that consideration will be given as to how local stakeholders will continue to be engaged with through the development process.

Social Benefits

4.10 The proposed development at Northern Gateway will evidently create significant economic benefits, however, both councils and Greater Manchester have documented in respective (existing and emerging) Social Value Strategies or Policies the expectation that the breadth of benefits realised through new development will extend beyond the generation of jobs and associated investment in skills and training. This recognises that surrounding communities exhibit significant levels of high deprivation; the drivers of which are complex and multi-faceted.

4.11 Proposals will be expected to consider how the proposed development, including the construction phase, will contribute to the aspiration to foster inclusive growth by providing opportunities for disadvantaged and priority groups and supporting the empowerment of local communities.

The provision of new social infrastructure, including community facilities and recreational and leisure facilities, will provide enhanced provision for the new residential areas but also surrounding existing communities.

4.12 New housing provided within the site will have an important role to play in addressing existing housing needs, which include for a range of types and tenures of housing. The provision of high-quality housing has significant social benefits which recognise the value associated with providing a stable home to families and individuals as well as financial benefits associated with more energy efficient housing.

4.13 The provision of new social infrastructure, including community facilities and recreational and leisure facilities, will provide enhanced provision for the new residential areas but also surrounding existing communities to benefit from. These facilities will need to take into consideration existing facilities in proximity and identified gaps in provision.

4.14 The proposed development will provide an important opportunity to enhance existing active travel networks and create new facilities and spaces to promote healthy lifestyles and contribute towards elevated wellbeing through the creation of positive working and leisure environments.

4.15 It will also provide an opportunity through the capturing of commitments to volunteering and support existing local community groups and organisations to build positive relationships between businesses and proximate local communities.

4.16 It is expected that proposals will consider in a proportionate way how the above opportunities will be supported through individual developments and how proposals have taken account of local issues identified by stakeholders and communities.

Environmental Benefits

4.17 The delivery of a net zero and highly sustainable employment park will support green growth within the region and help attract innovative world-class industry.

4.18 Development of the site will support the environmental pillar of sustainability through application of the following PfE policies:

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S6: Clean Air
- Policy JP-S6: Resource Efficiency
- Policy JP-G1: Landscape Character
- Policy JP-G2: Green Infrastructure Network
- Policy JP-G3: River Valleys and Waterways
- Policy JP-G4: Lowlands Wetlands and Mosslands
- Policy JP-G7: Trees and Woodland, and
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity.

Mitigating Climate Change – Net Zero Carbon and Circular Economy

4.19 The site will support Greater Manchester's ambition to become a carbon neutral city-region by 2038 by seeking to achieve net zero carbon emission buildings in construction and operation, in line with the requirements of PfE Policies JP-S1 and JP-S2.

4.20 Operational energy use and carbon will be reduced as far as possible through:

- High levels of fabric efficiency
- All-electric building services strategy, utilising low carbon energy generation such as heat pumps (at network or individual building level)
- Maximising renewable energy generation on site through solar photovoltaic panels and a potential for building mounted micro wind-turbines, and
- Smart energy systems including metering, and the potential for energy storage.

4.21 Construction carbon emissions will be quantified, and minimised in accordance with the following:

- Lean design e.g. avoiding over-engineering and over-ordering
- Use of natural materials
- Lower carbon options such as steel manufactured using the 'electric arc furnace' process rather than blast furnace
- Use of local suppliers and labour where possible, and
- Reducing energy and water use on site and exploring alternatives to diesel use.

4.22 Carbon emissions will also be reduced by implementing circular economy measures, which will complement the above measures and are expected to include:

- Material efficiency
- Use of recycled materials and materials with a high recycled content
- Use of materials which can be repurposed or recycled at end of life
- Resource (energy and water) efficiency measures during construction and operation, and
- Reduction of waste generated during construction and operation, and diversion of residual waste from landfill.

4.23 The measures listed above will deliver a development which limits contribution to climate change and supports the transition to a net zero carbon future.

Adapting to Climate Change – Resilience

4.24 Greater Manchester will experience changes to climate in the future, including:

- Increased annual temperatures
- Increased winter rainfall, and
- Decreased summer rainfall.

4.25 All development within the site will be expected to incorporate measures which demonstrate adaptability and resilience to climate change including:

- Reducing overheating risk through passive measures prior to implementing active cooling
- Reducing flood risk through Sustainable Drainage Systems (SuDS), without significantly increasing embodied carbon emissions
- Incorporating green and blue infrastructure to mitigate overheating, flood risk, and contribute to biodiversity
- Maximising opportunities for climate resilience through the design and construction of new buildings e.g. green roofs
- Minimising water use during operation through reducing water demand and incorporating rainwater or greywater harvesting, and
- Providing an appropriate landscaping strategy which supports local biodiversity suits current and future climate scenarios.

4.26 The measures listed above will deliver a development which is adaptable and resilient to climate change and limits environmental impacts to biodiversity, building occupants, and the local community.

Wider Environmental Benefits

4.27 The buildings delivered at the site will demonstrate environmental benefits through application of accreditation schemes such as BREEAM.

4.28 BREEAM considers the full range of environmental impacts to demonstrate how sustainability has been applied holistically, including:

- Management
- Health and Wellbeing
- Energy
- Transport
- Water
- Materials
- Waste
- Land Use and Ecology, and
- Pollution.

4.29 The environmental benefits of the site including net zero carbon, climate resilience and adaptation, and wider measures such as building accreditation will be delivered in combination with the economic and social benefits detailed above.



Understanding of the Site and Surroundings

This chapter represents an essential step between the Strategic Policy Context, Vision and Strategic Objectives and the Local and Strategic Outcomes

05

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This chapter represents an essential step between the Strategic Policy Context, Vision and Strategic Objectives and the Local and Strategic Outcomes set out in Chapters 1 - 4, and the requirements, proposals, parameters and guidance set out in Chapters 7 - 10.

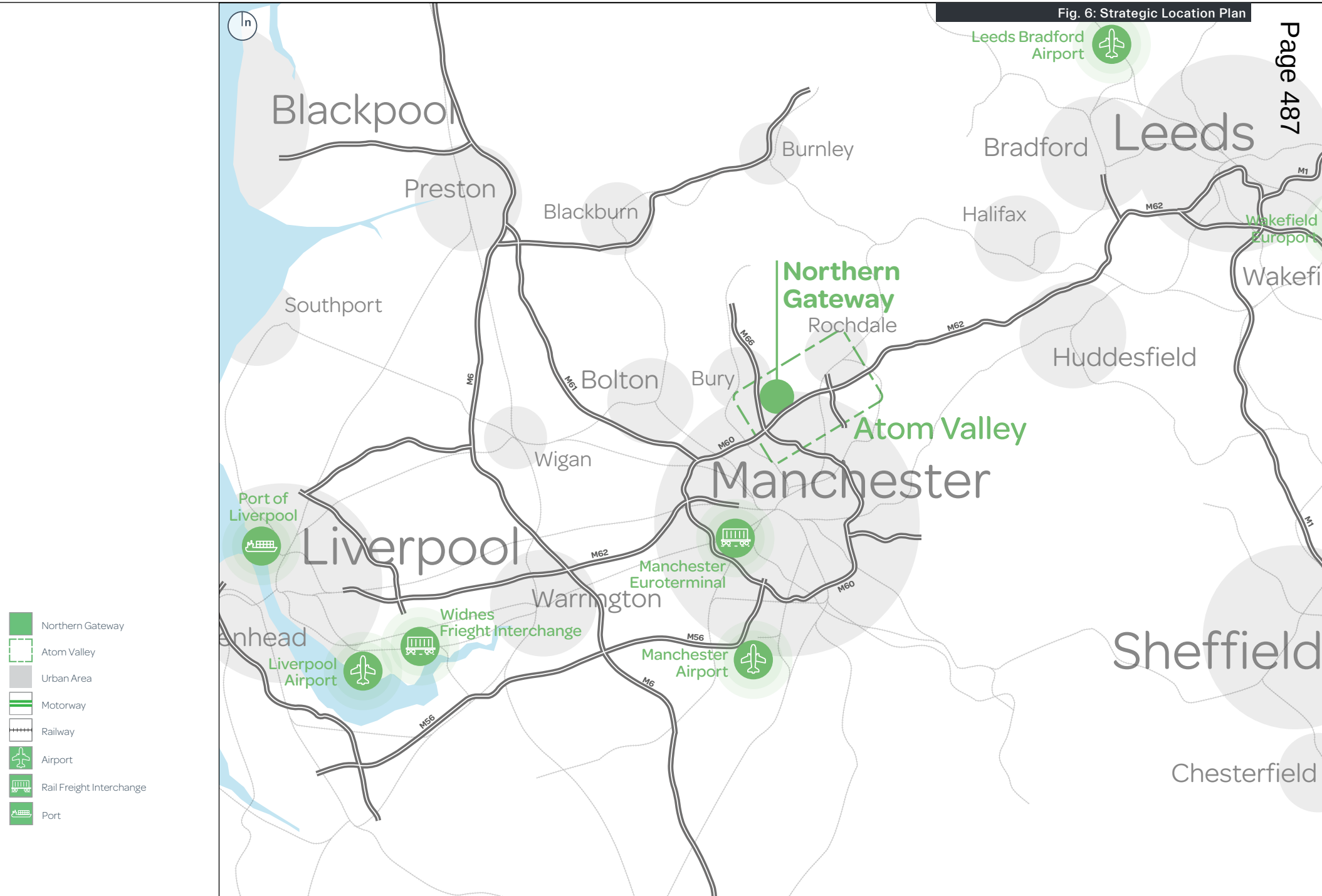
Strategic Location

5.1 Northern Gateway sits at a crucial juncture, encompassing the convergence of the M60, M62, and M66 motorways. This strategic and highly accessible location provides the site direct access to the UK motorway network. Within an hour's drive there are three major cities with international airports, two freight ports, and the West Coast Main Line, all supported by the strategic road network. The M60 facilitates connections to the rest of the Greater Manchester conurbation, as well as facilitating access into Manchester City Centre itself, just 7 miles away. The site benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth Industrial Estate.

5.2 Northern Gateway, alongside Kingsway Business Park and Stakehill, are within the Atom Valley, Manchester's Mayoral Development Zone (MDZ). Atom Valley is an ambitious employment initiative set to become an extensive and well-connected innovation cluster generating 20,000 high-quality jobs. Bringing together world-class research, manufacturing, and materials, it aims to shape the future while levelling up communities.

5.3 Frequent and wide-reaching rail services are available from Rochdale Station with direct connections to Manchester, Leeds, Chester and Blackburn. For rail freight, the site is 35 minutes from Manchester Euroterminal, 50 minutes from Wakefield Europort and two hours fifteen minutes from the Hams Hall (West Midlands) railhead.

Fig. 6: Strategic Location Plan



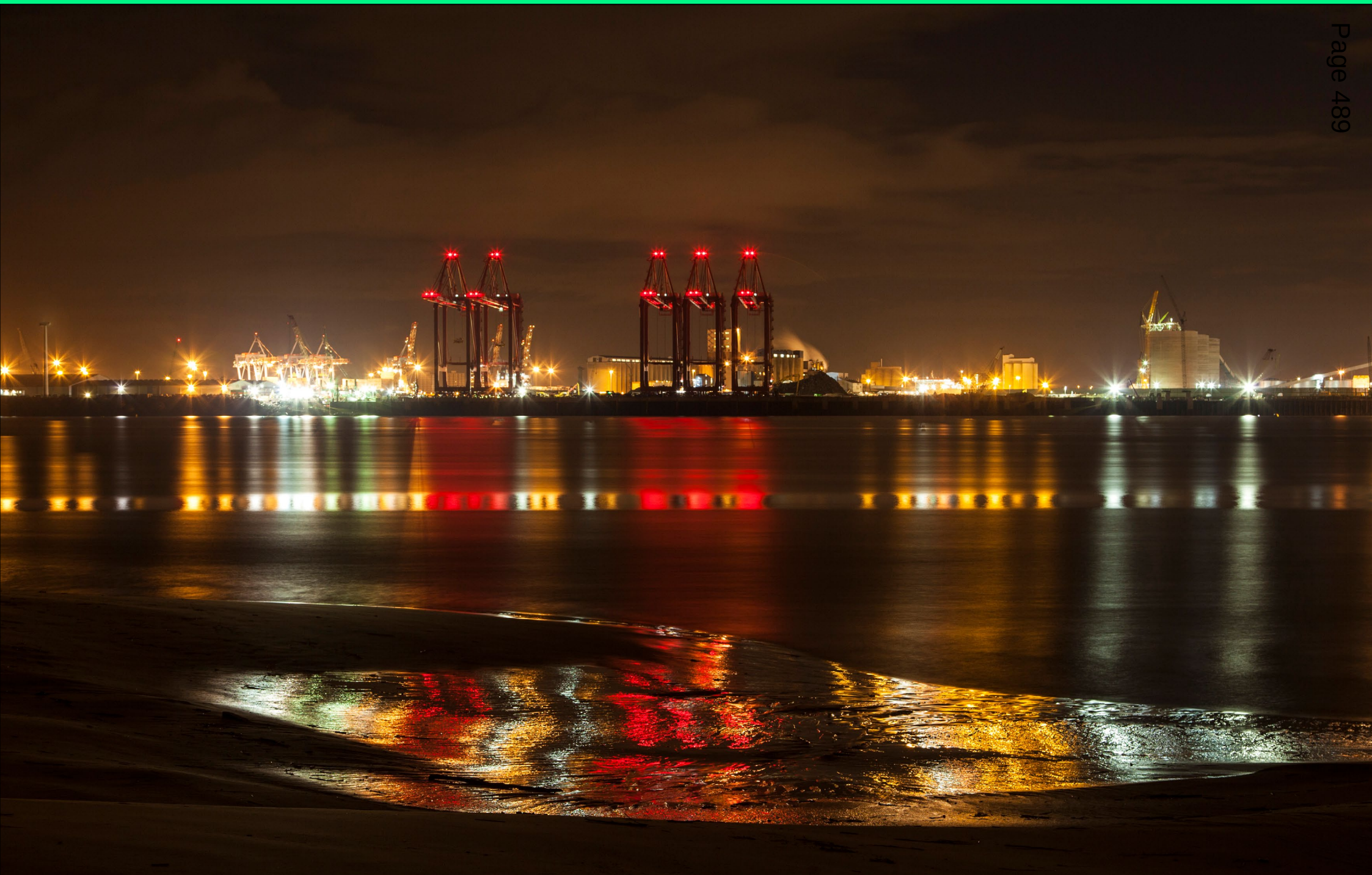
5.4 International and domestic flights and air cargo services are available from both Manchester Airport and Liverpool John Lennon Airport. As the UK's second-largest airport, Manchester currently handles around 100,000 tonnes of freight annually, connecting the North of England to c.200 destinations around the world. Manchester Airport lies approximately 23 miles away from the site, reachable within a 25-minute drive. In addition, Leeds Bradford Airport and Liverpool John Lennon Airport are both situated within an hour's drive from the site, offering further travel options.

5.5 Northern Gateway is around an hour's drive from the port of Liverpool and approximately two hours from Humberside's ports. Liverpool handles over 30 million tonnes of freight annually, although its new super port has recently opened to accommodate the world's largest container vessels, and Humberside has the main UK ports for a number of European, Scandinavian and Baltic destinations.

5.6 The Manchester Metrolink, renowned as the UK's largest light rail network, boasts several stations conveniently located within a short distance of the Northern Gateway, including Bury, Whitefield, and Rochdale Town Centre.

5.7 As part of the Greater Manchester Transport Strategy 2040, there is potential to introduce a Metro / tram-train service linking Bury and Rochdale, contingent upon securing funding and receiving approval based on the business case. This would utilise a section of the East Lancashire Railway, a leisure route between Heywood and Rawtenstall, which lies north of Heywood Distribution Park.

5.8 Rochdale and Bury stand as the nearest main town centres to Northern Gateway. Both boast lively and diverse retail options, complemented by an array of cultural attractions such as museums, art galleries and entertainment venues. Additionally, a multitude of dining and drinking establishments, and an indoor and outdoor market at Bury, add to the vibrant atmosphere. These towns also offer ample traditional community amenities, including schools, medical facilities, and green spaces. Heywood, which lies to the north of the site, provides a similar range of services on a more local scale.



Site Conditions

5.9 Analysis of the site has been undertaken to identify key constraints and opportunities associated with the site and its surrounding context. These constraints and opportunities form a strong evidence base to the plans and guidance included within this NGDF.

5.10 A diagrammatic summary of the opportunities to be maximised, and constraints to be considered arising from the technical assessments is set out in Figure 14 at the end of this chapter.

Transport and Highways

5.11 The site is defined by a number of roads and highways along a majority of its boundaries as follows:

- M62 Motorway to the South
- M66 Motorway to the West
- Pilsworth Road to the North, and
- Queen Elizabeth II Way to the East.

5.12 In addition, the junction of the M62 and M66 with the M60 Motorway ('Simister Island') abuts the site to the South West and provides connections across Greater Manchester.

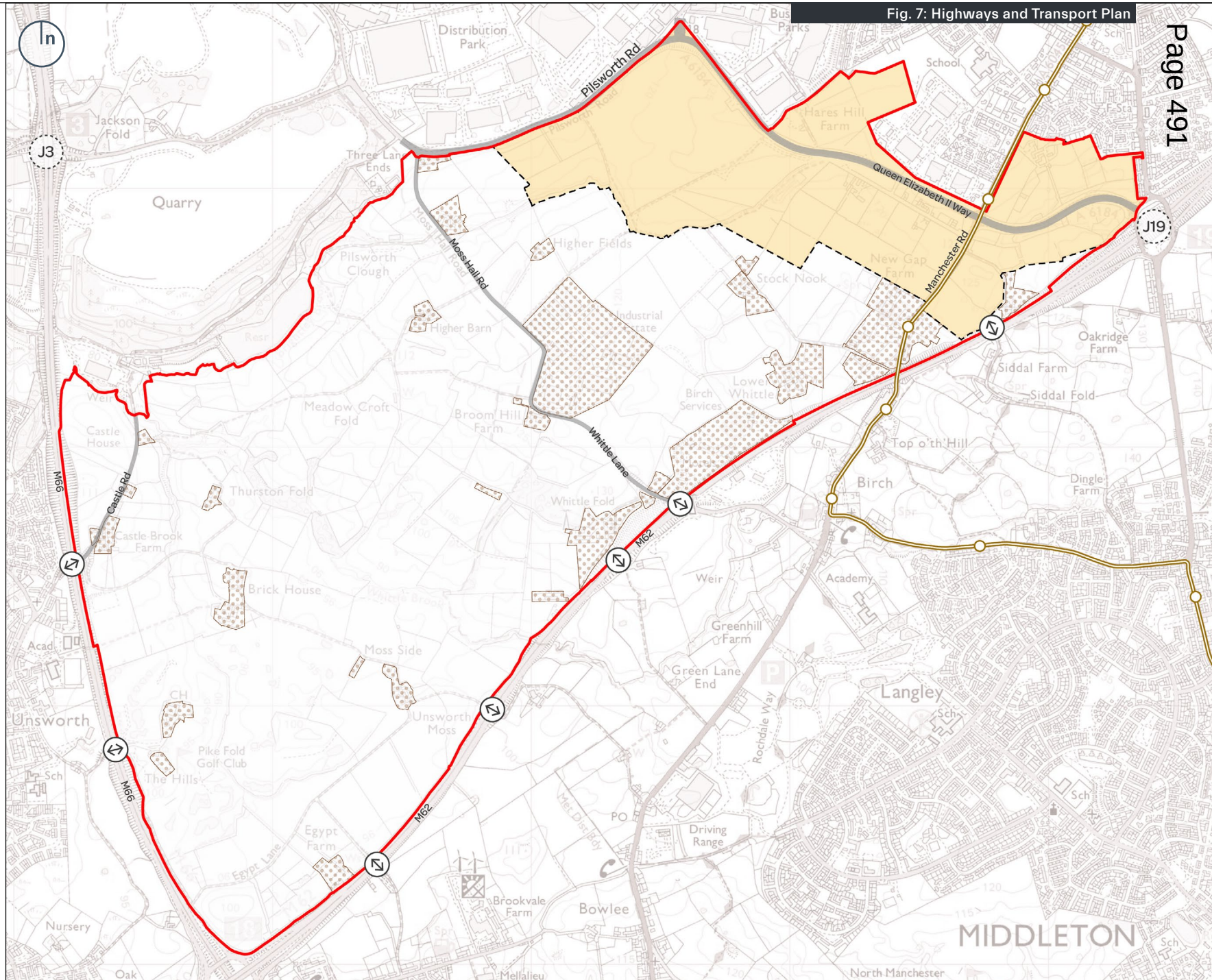
5.13 Access into the site is gained off Pilsworth Road along the site's northern boundary which provides direct access to Junction 3 of the M66 Motorway to those traveling north/south, and off Queen Elizabeth II Way along the site's eastern boundary which provides direct access to Junction 19 of the M62 Motorway to those travelling east/west.

5.14 Access into the site is also possible via Whittle Lane/ Moss Hall Road which runs north/south through the middle of the site, as well as Castle Road which crosses part of the site in the west and Manchester Road which crosses the eastern part of the site. Vehicle access into the site across the M62 Motorway is provided by Whittle Lane, Manchester Road and Queen Elizabeth II Way to the south, whilst Castle Road is the only vehicle access into the site over the M66 Motorway to the west.

5.15 There are a number of other existing vehicle crossing points which cross both the M62 and M66 Motorways into the site, but these are not designed for general traffic and provide 'access only' to a number of individual farms, dwellings and Pike Fold Golf Course. These crossing points are not deemed suitable for providing vehicular access for future proposals but will be retained/enhanced/modified for the purpose of providing active travel routes across the motorways as the precise layout of the site and specific access points become more developed.

5.16 The 125 Bus Service which serves the easternmost part of the site and connects Heywood and Middleton is the only bus route which currently serves the site offering 1x hourly services in each direction. Other bus services are accessible in Heywood to the east and Unsworth to the west.

Fig. 7: Highways and Transport Plan



5.17 The approved South Heywood Masterplan currently being implemented in the easternmost part of the site includes provision for a number of new bus stops to accommodate new/extended bus routes in order to serve the development. This will likely significantly increase accessibility to the eastern part of the site in the next few years.

5.18 A number of proposals are currently being developed that have the potential to increase capacity on surrounding road and transport infrastructure. They include the following interventions:

- M66 Link Road, also known as the Western Access, which spans several roads and M66 Junction 3
- M66 Junction 2/3 improvements
- M66 Junction 2 / A58 localised junction improvements
- M62 Junction 19 / A6046 Heywood junction improvements
- Castle Road junction improvements, and
- Highway improvements on the local network.

5.19 In addition to the above, proposals to extend Junction 19 of the M62 are also in the early stages of development. Whilst the scale and form of such proposals are yet to be agreed, they have the potential to provide a new point of access into the southern part of the site providing direct access on to the M62.

5.20 Future proposals for the site will need to be developed in accordance with emerging highway infrastructure works and will therefore need to be drafted in consultation with key stakeholders including National Highways, Transport for Greater Manchester (TfGM) and the local highways authorities. In accordance with the vision for Northern Gateway and wider strategic goals, proposals should also prioritise the promotion of more sustainable forms of transport and a modal shift away from private road transport through the utilisation of high-quality public transport and active travel connections.

Public Rights of Way

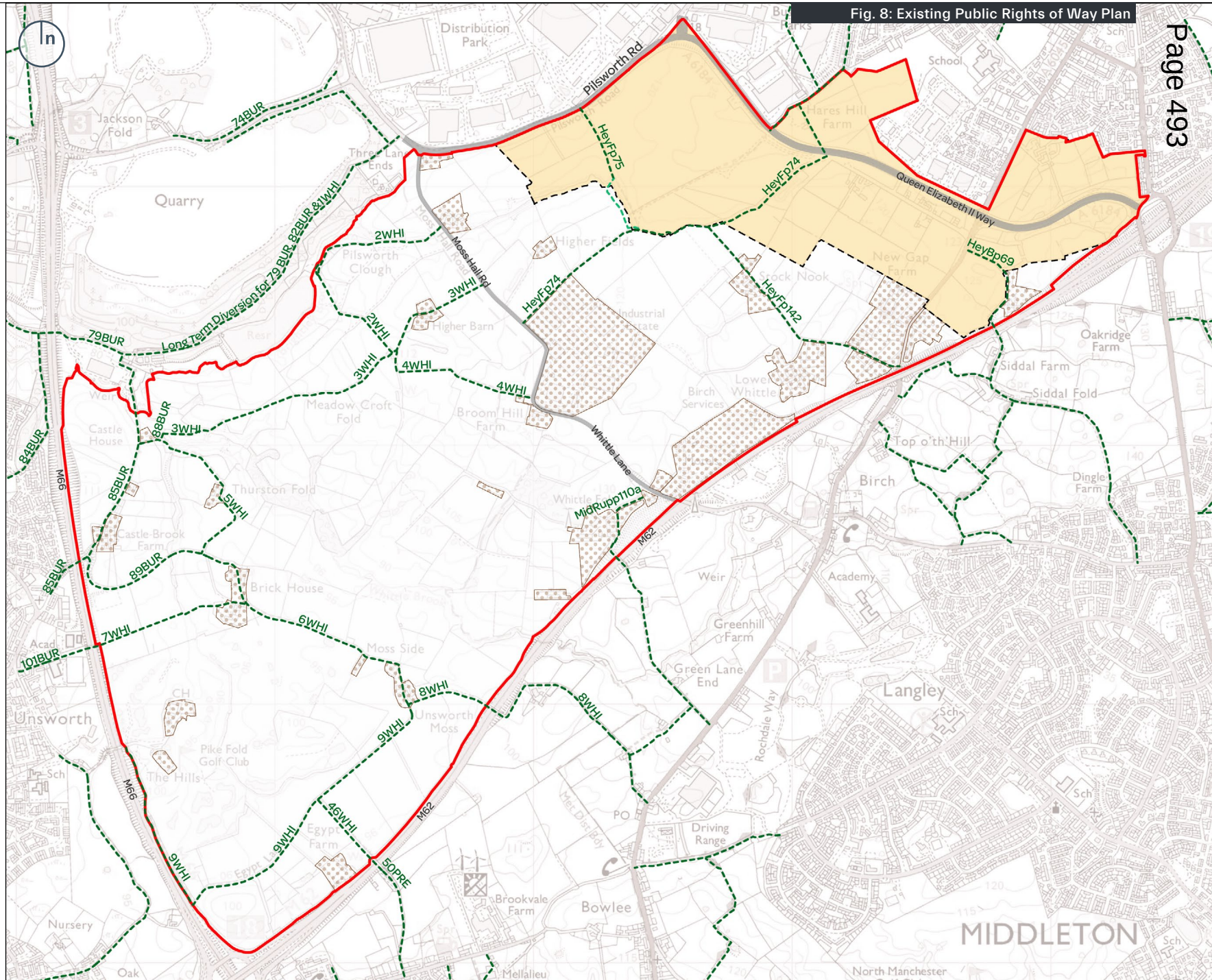
5.21 There are several Public Rights of Way (PRoW) crossing the site with many extending beyond the boundaries, forming good connectivity with the wider countryside, however the site is currently inadequately accessible for the local community as many of these routes are not readily identifiable on the ground, difficult to maintain, and provide reduced access for those with mobility issues, and are therefore infrequently used.

5.22 In the western extent of the site, the majority of the PRoW run along macadam surfaced farm access tracks. In the central extent of the site there is a good PRoW network, however in places these footpaths are unclear. Footpath 3WHI is a key link running across the centre of the site, connecting Castle Road to Moss Hall Road.

5.23 There are four PRoW which cross the M62 via single lane bridges, from east to west these are: MidFp114a, MidFp110 on Whittle Fold, 8WHI on Simon Lane and 46WHI on Egypt Lane linking the settlement of Simister to the site. Footpath 85BUR passes over the M66 on Castle Road whereas 7WHI passes underneath through Unsworth Academy grounds.

5.24 The aspiration at Northern Gateway is to create a permeable development, accessible to all, through the implementation of a well-maintained and high-quality footpath/cycleway/bridleway network with retained and new links to the surrounding area. Where feasible, the existing PRoW should be retained in-situ, however it is expected that some existing PRoW may need to be diverted to facilitate development and take the opportunity to create a coherent and attractive route network.

Fig. 8: Existing Public Rights of Way Plan



Landscape and Visual Character

Landscape and Recreation Designations

5.25 There are no World Heritage Sites, National Parks or National Landscapes (previously known as Areas of Outstanding Natural Beauty) located within close proximity of the site. Part of the site is currently located within a Special Landscape Area, as designated in the Bury Unitary Development Plan.

5.26 The site is located within National Character Area (NCA) 54 Manchester Pennine Fringe, with NCA 55 Manchester Conurbation located to the south.

5.27 The Greater Manchester Landscape Character and Sensitivity Report (2018) identifies the site as being located within three Landscape Character Types (LCTs); predominantly 'Mosslands and Lowland Farmland' and 'Urban Fringe Farmland', with the area around Brightley Brook to the north of the site falling within 'Incised Urban Fringe Valleys'.

5.28 There are also three Landscape Character Areas (LCAs) within the site, namely LCA 25: River Roch, LCA 26: Prettywood, Pilsworth and Unsworth Moss, and LCA 27: Simister, Slattocks and Healds Green. The Greater Manchester Landscape Character and Sensitivity Report identifies LCA 25, associated with the River Roch, as having 'moderate to high' sensitivity to commercial development and 'moderate' sensitivity to residential development. It should be noted that only a small part of the site at the northern boundary around Brightley Brook falls within this LCA. LCA 26 and 27, which cover the majority of the site, are assessed as having 'moderate' sensitivity to both commercial and residential development.

5.29 The site includes existing sports provision namely Unsworth Academy sports pitches and Pike Fold Golf Club. These facilities should be retained and enhanced or, where necessary, provision for replacement facilities should be made that are equivalent or better in terms of quantity and quality and in a suitable location. Any development adjacent to the playing fields may also be required to provide suitable mitigation to ensure that the recreational value of these areas is not impacted by the new development.

Visual Baseline Summary

5.30 The surrounding views are an important aspect of the visual amenity of the site, with long distance views available to the north being a key characteristic. Local receptors within the site and outside the boundaries consist mainly of farms and associated residences, as well as users of the public footpath network through the site. Within the north eastern part of the site industrial units dominate views, giving an overall more industrial feel to this part of the site. The Pilsworth landfill site also forms a prominent feature on the skyline to the north.

5.31 The M62 forms a dominant feature in the view to the east/south-east along with its associated infrastructure and lighting. The vertical elements of pylons, telegraph poles and lighting columns are a continuing theme throughout the site.

5.32 Development at Northern Gateway should be incorporated successfully into the local landscape setting. This should be achieved through the provision of accessible and high quality green and blue infrastructure; and where possible, the retention, replacement and enhancement of the brooks and their u-shaped valleys, mature trees, hedgerows and woodland blocks.

5.33 Long distance views are available out of the site and across the site from the M62. Retention of such views should be considered where feasible to maintain the connection of the site to the wider landscape.









Topography

5.34 The topography of the site is situated within a transitional zone between elevated, open moorlands and densely populated urban areas on lower ground.

5.35 The southern extent of the site comprises mainly flat fields at a similar level to the adjacent M62 motorway allowing direct views between the site and motorway. A small area of localised mounding is present in the south-western extent of the site adjacent to the M62/M66/M60 junction. Pike Fold Golf Course is an undulating site with a parkland character.

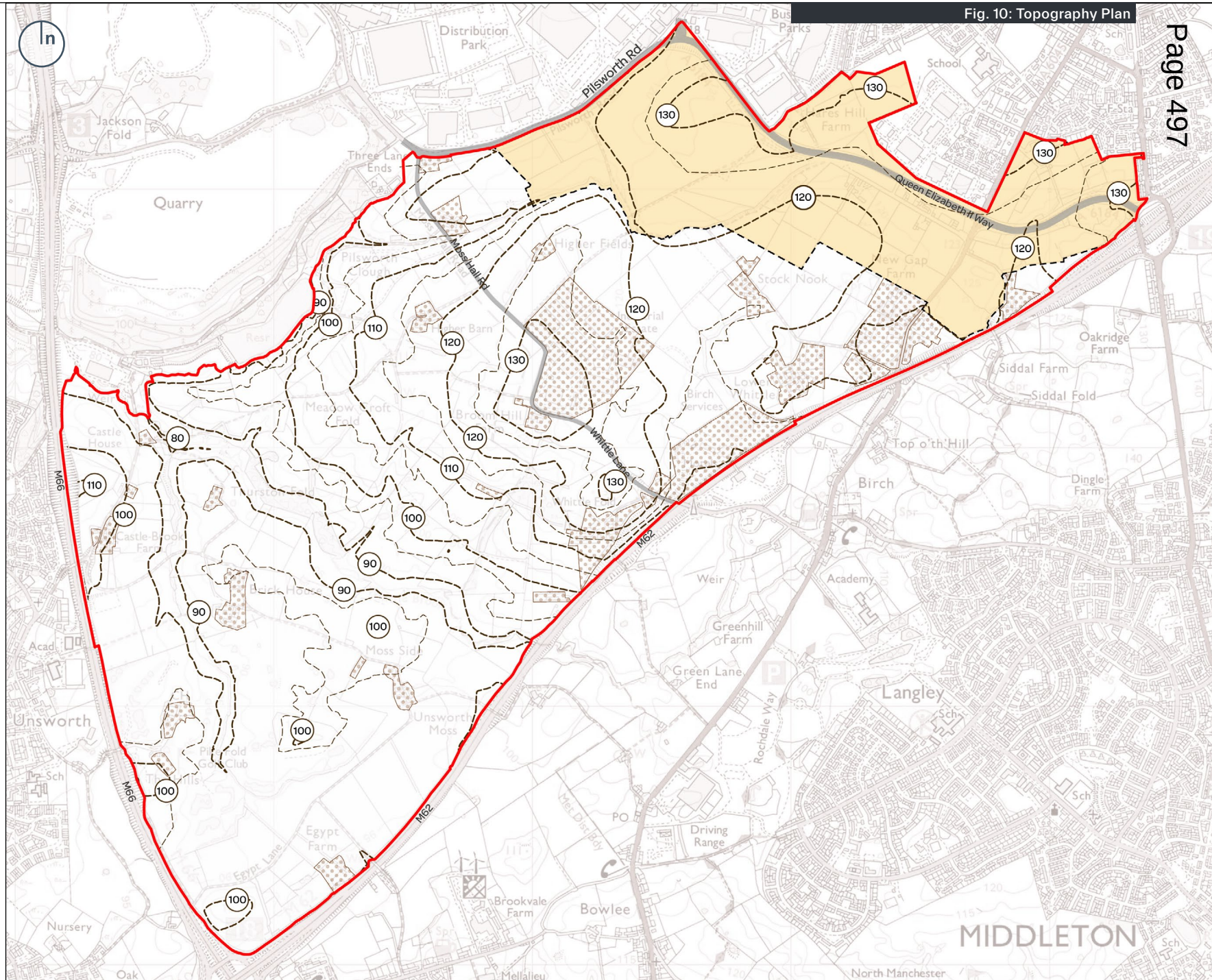
5.36 The western extent of the site, between the M66 and Whittle Brook (with the exception of Pike Fold Golf Course mentioned above) comprises gently undulating fields dissected by Castle Brook heading south from Whittle Brook. Whittle Brook follows a wooded u-shaped valley as it dissects the site.

5.37 The mid-section of the site between Whittle Brook and Whittle Lane/Moss Hall Road comprises more undulating landform than the west, which rises above the adjacent motorway. The area has a more heavily vegetated feel and the change in landform enhances this characteristic. U-shaped valleys of the brooks add character to the site and create distinguishable features. Although the brook valleys are dry in some areas, the landform clearly shows their former presence.

5.38 The eastern extent of the site lies to the east of Whittle Lane/Moss Hall Road. Farm properties at Stock Nook and Lower Whittle accessed from Dr Fold Lane are located within undulating pastureland with outgrown hedge field boundaries creating a similar character to the midsection of the site. There are also linear groups of woodland. The landform begins to fall away to the north before rising again in this area, allowing long views in a northerly direction. The far eastern extent of the site comprises mainly flat fields which are currently under development as part of the approved South Heywood Masterplan.

5.39 The design of the site will be seeking to regrade topography and create development plateaus. A cut and fill balance should ensure to minimise the impact on the existing setting. The plateaus should provide scale and flexibility to unit sizes to attract a variety of occupiers whilst the distinguishable u-shaped valleys of the brooks should be retained to maintain these landscape features.

Fig. 10: Topography Plan



Allocation Boundary

South Heywood Application Area

Existing Development

Existing Road

Topography



Arboriculture

5.40 The site's existing tree stock comprises a mix of individual trees, collective groups of trees and pocket areas of woodland of largely good to moderate quality spread throughout the site. The majority of tree cover is situated within established field boundary hedgerows, with the addition of sporadic, incidental pockets of tree cover within the field parcels.

5.41 The most notable tree stock comprises areas of mature woodland that is situated on the banks and within influence of Whittle Brook as well as several mature individual specimen trees. The woodland provides a notable contribution to the site's landscape, whilst providing a natural habitat corridor through the western part of the site. Additionally, there are a number of spurs that veer off from the woodland to the east, all of which are of moderate to high quality.

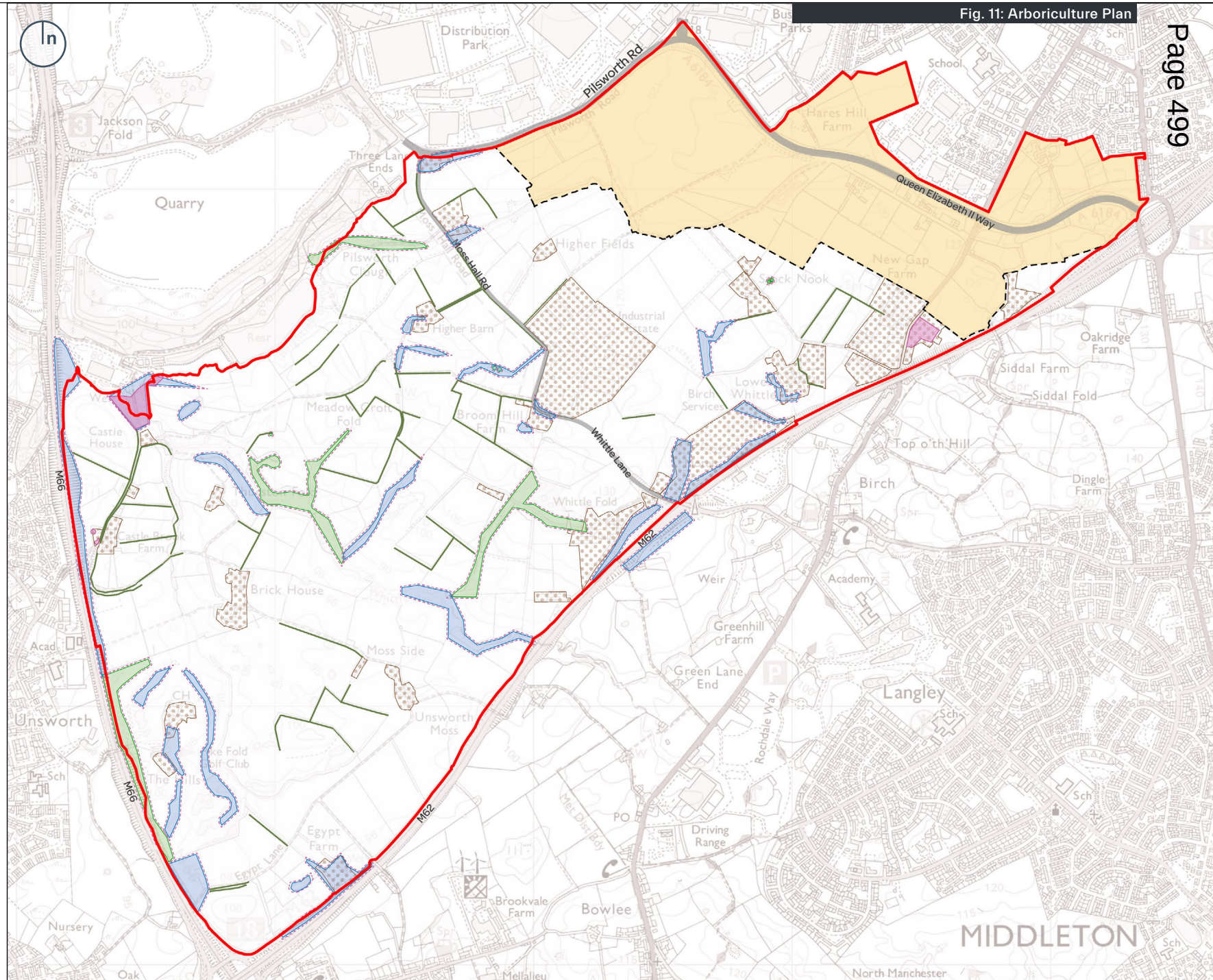
5.42 Other notable tree covered areas are those that align the eastbound carriageway of the M62, and those that align the southbound carriage way of the M66. These trees provide a good buffer from the adjacent carriageways, in addition to contributing to the local landscape. Trees situated within the bounds of Pike Fold Golf Course broadly comprise linear strips of structural tree planting and sporadic crescents of trees aligning the fairways and greens respectively.

5.43 There is a vast network of hedgerows that span across the entire site, situated almost exclusively at the field parcel boundaries, or aligning the internal private access roads. These are of moderate quality in terms of their arboricultural merits, species diversity and contribution to habitat connectivity across the site.

5.44 A landscape-led approach should be applied to ensure the retention and enhancement of natural assets, where feasible, and their integration into the development. The existing mature tree cover and trees with notable amenity value should be used to inform the green infrastructure network within and across the site. Where natural assets can be retained, suitable development buffers should be applied.

5.45 Any tree and hedgerow losses should be mitigated on-site through the creation of new tree planting, woodland enhancement and hedgerow connections. Given the widespread nature of the site, there is an opportunity to increase and strengthen tree canopy and hedgerow cover across the site with new native planting set within a connected green infrastructure network.

Fig. 11: Arboriculture Plan





Ecology

5.46 There are no European or Nationally designated sites within the site. The only European or Nationally designated site within 2km of the site is the Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) which is located c. 1.8km to the east of the allocation boundary. There are two Local Nature Reserves (LNR) within a 2km radius of the site – Hopwood Woodlands LNR approximately 1.7km to the east and Hollins Vale LNR approximately 100m to the west on the other side of the M66. There are ten Sites of Biological Importance (SBI) within a 2km radius of the site. Pilsworth SBI lies to the immediate north of the site.

5.47 The site predominantly comprises improved grassland and occasional fields/areas of poor semi-improved grassland, both of which are of low ecological value. There are occasional fields/areas of semi-improved neutral grassland and areas of marshy grassland within parts of the site which had poor drainage, both of which are considered of good ecological value.

5.48 The most ecologically valuable habitats (in terms of intrinsic value and wider value to wildlife) are situated along the Whittle Brook and tributaries corridors supporting a mixture of woodland, scrub and riparian grassland habitat. Four broadleaved semi-natural woodlands, identified as Habitats of Principal Importance (HPI), are located along the site boundaries; two are mature woodlands associated with Pilsworth SBI located along the northern site boundary. The site also contains a number of open water ponds and a number of field ditches which provide good ecological value.

5.49 The scrub/grassland across the Whittle Brook and tributaries corridors have been demonstrated to support birds of conservation concern including Barn Owl and Grasshopper Warbler. The agricultural grassland has also been shown to support ground-nesting birds of conservation concern such as Lapwing and Skylark. A number of the ponds have been shown to support or have potential to support Great Crested Newts. The site also is known to support a range of other protected and notable wildlife including farmland and wintering birds, roosting bats, badgers, brown hare and riparian mammals.

5.50 The ecological strategy for the site will target benefits for the above species and apply best practice principles of the mitigation hierarchy outlined in the GMCA's guidance for biodiversity net gain and also BS:42020: avoidance, minimisation, restoration, offsetting. The hierarchy should be applied at the earliest design stages.

5.51 It will be necessary for future development at Northern Gateway to compensate for habitat losses where avoidance and mitigation measures are not possible. Compensation should be provided on-site and only where it is robustly evidenced that this is not possible, off-site measures could be considered to ensure priority habitats expected for loss are compensated for on a like-for-like basis and development overall achieves a net gain in biodiversity in line with national and local policy requirements. Where any off-site compensation is demonstrated as being necessary, this should be secured in the local area wherever feasible.

5.52 Ecological improvements should include the retention and enhancement of the Whittle Brook and tributaries corridors and associated riparian habitats to support Water Framework Directive objectives as well as areas of woodland in the site and alongside the motorway edges. Additional green infrastructure corridors should be created throughout the site which enhance habitat connectivity on site and to neighbouring habitats off-site. Future development should have regard to the Greater Manchester Local Nature Recovery Strategy and the potential opportunities to improve and join up wildlife sites which contribute to Greater Manchester's Nature Network. Development should be directed to lower value habitat areas whilst retaining and enhancing those areas of most value wherever possible such as the ponds, watercourses and woodland. There must be an overall improvement in habitat value which should be supported with a management plan for the site to promote wildlife.

Flood Risk and Drainage

5.53 There are four watercourses within the site that are classified as Main Rivers. Whittle Brook flows from south east to north west across the site. Castle Brook flows south to north and converges with Whittle Brook and is renamed to Hollins Brook. Brightley Brook flows from east to west through the northern area of the site and also converges with Hollins Brook, a tributary of the River Roch.

5.54 Environment Agency mapping identifies that the majority of the site is located within Flood Zone 1 (i.e. land assessed as having a 0.1% or lower annual probability of river flooding). There are areas along the banks of both Whittle Brook and Brightley Brook that have been identified as areas of Flood Zone 2 (i.e. land with a between 0.1% and 1% annual probability of river flooding) and Flood Zone 3 (i.e. land with a 1% or higher annual probability of river flooding).

5.55 Development on, or within 8 metres for the bank top, of a designated main river flow will require a flood risk activity permit or exemption granted from by the Environment Agency. Watercourses should be retained and enhanced including the provision of an ecological corridor either side of these watercourses informed through comprehensive ecological assessments having regard to the Water Framework Directive and current flood risk processes up to the modelled 1 in 1000 plus climate change extent(s).

5.56 Surface water flooding within the site is considered low risk. There is an intricate network of overland flows and ponding throughout the site (at various levels of risk) which drain overland into existing watercourses. However, this is a large site with the potential to create significant volumes of runoff and therefore it will be necessary for these to be managed through Sustainable Urban Drainage Systems to ensure the flows are released at a low rate to prevent peaks in runoff. The Development Framework should maintain the natural overland flow routes and design out the areas of ponding which would present a flood risk to structures in that area.

5.57 A surface water drainage strategy for the whole site should seek to reduce flood risk where possible through the widescale use of sustainable drainage features in accordance with the CIRIA SuDS Manual and the Greater Manchester Sustainable Drainage Design Guide. To ensure that flood risk is not increased at the site or elsewhere as a result of the development, surface water runoff from the development should be restricted to the existing greenfield runoff rate. Flood risk from the development should be mitigated through these features and water quality should be improved by following the recommendation for pollution prevention for large scale commercial/industrial schemes.

5.58 No public surface water sewers have been identified within the site (beyond the South Heywood Masterplan Area). Surface water run-off will be, where shown to be appropriate, discharged into the ground through multiple infiltration structures or to the watercourses within the site at the limiting discharge rates.

5.59 No public foul sewers were identified within the development boundary (beyond the South Heywood Masterplan Area), therefore foul water will be pumped to a new or existing point of discharge specified by United Utilities, outside of the boundary of the site.

5.60 In line with PfE Policy JP-D1, engagement with United Utilities to develop an acceptable surface water and foul water drainage strategy for any future proposal will be required and is likely to include upgrades of the existing public sewer network and nearby Bury Wastewater Treatment Works.



Built Heritage

5.61 There are no World Heritage Sites, Scheduled Monuments, Registered Battlefields or Protected Wrecks within the site or in close proximity. There are six Listed Buildings, one Registered Park and Garden and one Conservation Area immediately surrounding the site. The Listed Buildings are all Grade II, and date from the postmedieval to the modern period, of which the below two are within the site:

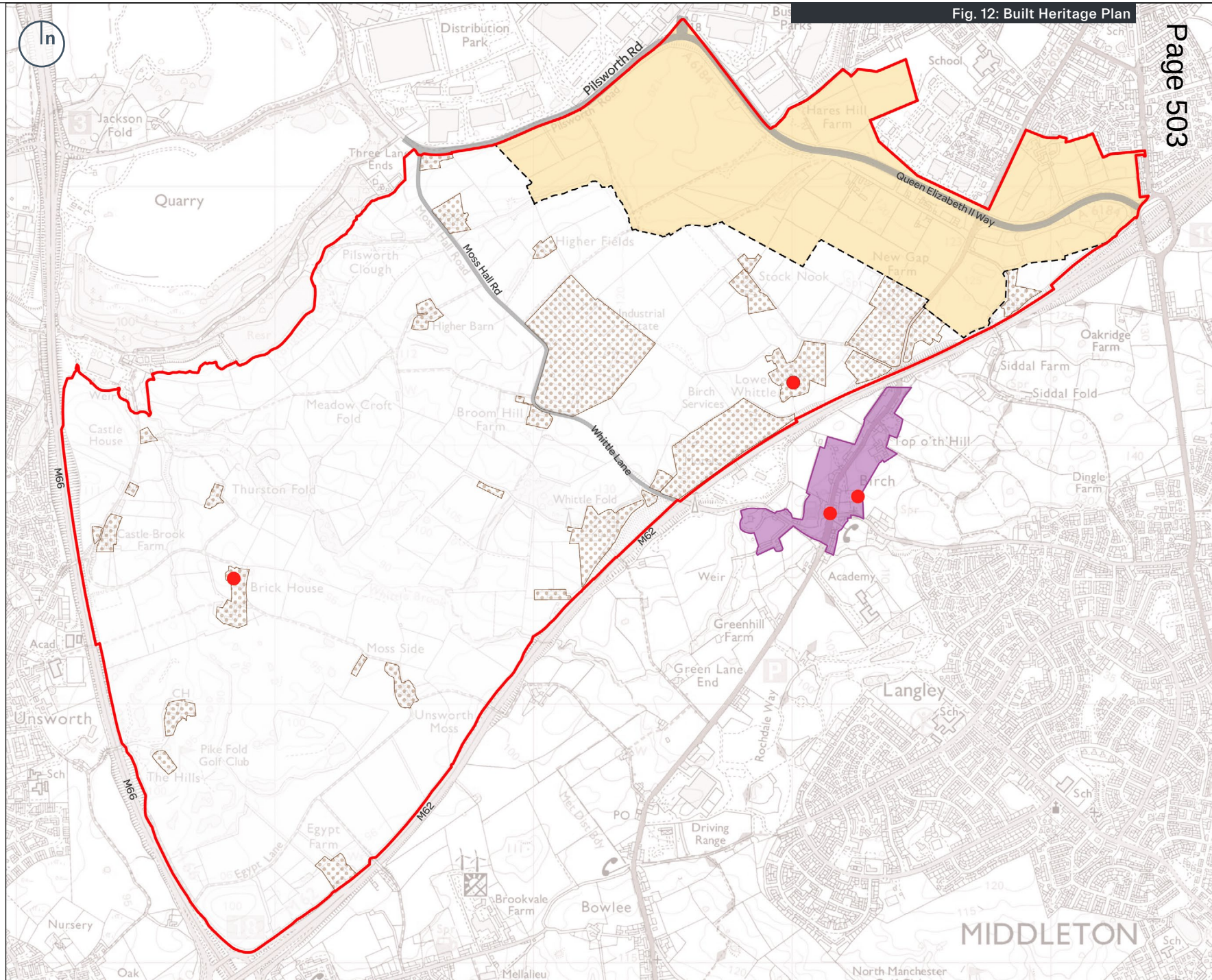
- Brick Farmhouse (1067266) is a Grade II Listed Building. It is a presumed 17th century brick 2-storey building, with front rendering and 20th century renovation. It has a dated tablet inscribed 'Adam/Gafell/Octob 21/1981' and is thought to be the oldest brick-built farmhouse in the area. This lies on Griffe Lane in the west of the site.
- Lower Whittle Farmhouse (1068502) is a Grade II Listed Building and dates from the 17th century and is a timber-framed structure with substantial 18th century rebuilding of parts and 19th century renovations. This lies off Doctor Fold Lane in the east of the site.

5.62 The Registered Park and Garden, Heaton Park (1000854), is Grade II registered and dates from the post-medieval period. The Conservation Area of Birch Village (DGM4496) is comprised of a characteristic combination of early 19th century industrial architecture and late 19th century high-quality Arts and Crafts style residences. Both designations are outside the site but within the 1km study area.

5.63 In addition, there are 13 Locally Listed Buildings (non-designated heritage assets) within the site and also 13 Greater Manchester Historic Environment Record (HER) entries with further entries sited just outside of the boundary to the site. Towards the centre of the site, one of the most significant Locally Listed Buildings within the site is Meadow Croft Fold, which includes a derelict two-storey Georgian farmhouse, with two brick-built threshing barns to the north. The farmhouse itself is currently in a poor condition after extensive fire damage.

5.64 Listed Buildings, and their setting, within the site should be incorporated into the Development Framework to preserve the heritage of the area. The potential impact of any development on designated assets within the 1km study area and surrounding landscape should be considered.

Fig. 12: Built Heritage Plan



- Allocation Boundary
- South Heywood Application Area
- Existing Development
- Existing Road

Designated Heritage Assets

- Conservation Area
- Grade II Listed Building

Archaeology

5.65 There are no archaeological constraints that would preclude development of the site however, there are several areas of potential archaeological interest within the site.

- Meadow Croft Fold - Archaeological assessment of Meadow Croft Fold to date, including a programme of trial trenching and shovel Test Pitting, has confirmed this area as the site of a Medieval iron smelting works and small-scale settlement. Further mitigation in the form of a strip, map and record programme of works is recommended before development.
- Whittle Brook - Whittle Brook is a suggested iron smelting site based on the results of archaeological investigations in 1984. Whilst these investigations are not conclusive in proving that a bloomery (a type of furnace for smelting iron) existed here, it is a possibility.
- Unsworth Moss and Siddal Moor - Preserved organic palaeo environmental remains may be present at Unsworth Moss and Siddal Moor, due to the areas of peat and previously recorded deposits within the locality.
- Castle Brook - The earthwork remains at Castle Brook Farm may be indicative of a prehistoric settlement/camp, with the feature situated on a well-drained spur above Castle Brook.

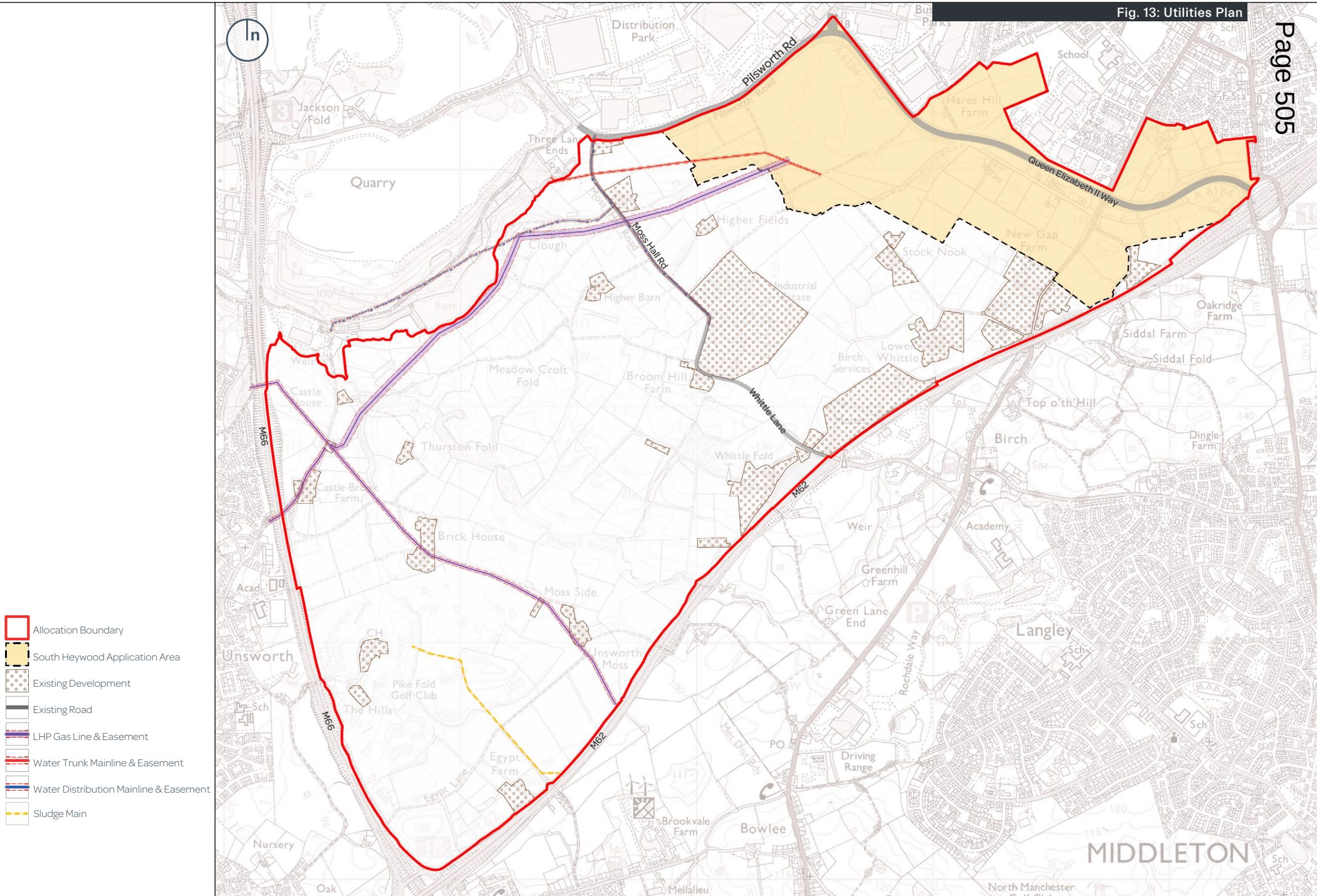
5.66 In advance of development within the site further geophysical surveys, archaeological evaluation and palaeo environmental sampling would be undertaken as required and archaeological mitigation strategies may subsequently be required in agreement with GMAAS. Future development at the site will subsequently be informed by the results of this programme of archaeological works.

Utilities

5.67 The ability to provide key services for the site is a fundamental aspect of delivery and has been considered from the outset. The following summary sets out how the development can be served by sufficient electricity, gas, water and telecommunications, as well as identifying any existing services across the site that have informed the Development Framework. As this work progresses, the provision of utility infrastructure will be set out in the Infrastructure Phasing and Delivery Strategy.

- Electricity – Electricity North West anticipate that a new primary substation will be required to serve the proposed development, and a Point of Connection has been identified. From the new primary substation a further network of 11kV substations will be distributed throughout the site.
- Gas – There are localised high pressure gas mains within the site. The Warthfold – Middleton pipeline runs through the northern part of the site and is subject to an easement of 6 metres along with a building proximity distance restriction of 8 metres extending either side of the pipeline from the centre point. The Whitefield – Castleton pipeline runs from north west to south east across the site south of Whittle Brook to the M62. The pipeline is subject to a 12 metre easement along with a building proximity restriction of 15.5 metres extending either side of the pipeline. The Phillips Park intermediate pressure pipeline lies underneath Castle Road and is subject to an easement of 9 metres and a building proximity restriction of 6 metre extending either side of the pipeline from the centre point. Cadent Gas have confirmed that the current mains have sufficient capacity to support the load required for the development without any reinforcement works. These are key constraints which have been accommodated within the Development Framework as Green Infrastructure and active travel corridors and should be incorporated in all future development at Northern Gateway.
- Water – There are two water mains running through the northern part of the site. There may be the potential to divert these to accommodate development and re-modelling works should be undertaken to provide a water supply within United Utilities standards of service which is suitable for the end use of the development.
- Telecommunications – Telecommunications are already being implemented through the South Heywood Development to provide BT Openreach and Virgin Media communication network coverage. The operators will extend their coverage to provide high speed data and fibre networks throughout the development. Further engagement with telecommunications groups will inform any potential new and upgraded infrastructure for mobile telecommunications to provide the new businesses, population and workforce, with reliable and high-speed connectivity.
- Sludge main - There is sludge main running from Pike Fold Golf Course south east where it crosses the M62 Motorway. The main is under the control of United Utilities who will need to be notified ahead of any works being undertake in close proximity to the main. An easement of 3.5m either side of the main is required. There may be the potential to divert these to accommodate development but this is subject to agreement with United Utilities.

Fig. 13: Utilities Plan





Noise

5.68 Parts of the site are dominated by road traffic noise sources from the M62 to the south of the site and M66 to the west. Noise from farming, commercial and industrial uses are also present in parts, within isolated areas within and adjacent to the site. Generally, there are a limited number of noise sensitive receptors within and around the site however these include private residential premises.

5.69 The incorporation of key design measures will mitigate against any adverse noise impacts at Northern Gateway. Appropriate mitigation measures for the development may include adequate separation distances between 'noisy' employment uses and residential properties; or orientating service yards/access routes away from residential properties where possible, and the use of localised screening in the form of bunds or fences as well as restriction of deliveries / servicing times within areas closest to residents. Such mitigation should be considered at the outset of a design concept, and where proposed development is close to sensitive noise receptors (such as housing) then applicants should clearly demonstrate how noise mitigation has been carefully considered to protect the amenity of existing and future housing.

5.70 In addition to the relationship between the residential uses and the proposed employment uses, measures should be incorporated into the design of the new residential areas to provide mitigation to existing sources of noise, which is predominantly dominated by road traffic. Mitigation should include incorporation of a minimum stand-off distance of 50 metres from the nearest motorway carriageway, orientation of buildings towards noise sources (with gardens positioned to the rear to screen private external amenity areas) and the use of boundary treatments, such as bunds or barriers, between residential areas and motorway boundaries to provide additional screening from sources of transportation noise.

Air Quality

5.71 Motorway emissions associated with the M66 and M62 are considered the greatest source of emissions surrounding the site. Greater Manchester have declared an Air Quality Management Area for Nitrogen Dioxide (NO2) attributed to the motorway network. Future development traffic has the potential to increase pollutant levels in the area and affect levels within the Air Quality Management Area. However, with the implementation of best practice air mitigation measures, in the form of sustainable transport options, it is not expected that there will be adverse effects in terms of air quality as a result of the development.

5.72 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 for Air Quality for any future occupiers of dwellings. It is not considered that there are likely to be any air quality risks associated with the commercial aspect of the development. However, where possible, mitigation should be considered.

5.73 Opportunities exist to improve the environment with respect to air quality through the design of the scheme. This should include positioning sources of emissions (e.g. spine roads) away from sensitive receptors where feasible, the provision of green and blue infrastructure networks to provide health benefits to workers and residents and provision of Electric Vehicle “fast charge” points across the development. Additional measures should encourage sustainable means of transport, including cycling and walking, through the delivery of improved public transport infrastructure and layouts with good accessibility as well as a comprehensive Travel Plan to educate occupiers and encourage use of these measures.

Geo-Environmental

5.74 No geotechnical or geo-environmental constraints have been identified which would prevent future development of the site.

5.75 The site predominantly comprises agricultural land which is not expected to be significantly contaminated. The following potential geo-environmental contamination risks have been identified along with potential mitigation below:

- Pilsworth Landfill - Ground gas protection measures may be required for any new build residential properties.
- Historic area of bleach works in the north east of the site - Remediation of contamination and where possible reuse of the end material.
- Backfilled quarries/pits - 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 residential properties.
- Lignite in peat in the south west - Placement of lignite at depth if it is present near surface or removal off site.
- Potential for contamination of groundwater - Consideration of contamination if groundwater present in contaminated parts of the site.

5.76 Intrusive ground investigation, assessment and detailed remediation to mitigate these risks should be undertaken before future development comes forward. Whereby land contamination is known or suspected, investigation and assessment work should be carried out by a suitably competent person(s) and follow the government’s published Land Contamination Risk Management (LCRM) guidance. Prior to the undertaking of any intrusive works, it should be ensured that any necessary permissions are obtained or exemptions secured. Whereby uncertainty exists over permission requirements, preliminary engagement with the relevant competent authorities will be necessary.

5.77 The British Geological Survey (BGS) geological map shows an area of peat deposits within the far south west corner of the site, as shown on Figure 14. However, two site investigations of this area have been undertaken which confirm that there are no peat deposits in the vast majority of this area. Peat deposits are limited to the east of the southbound slip road of the M66 and west of Egypt Lane. Within this area, peat is present in isolated locations to depths which are no greater than 0.75m below ground level (bgl) and in most cases far less. The limited presence of peat within the site will not provide a constraint in terms of geo-technical design and is unlikely to be significant in terms of loss of a soil resource.

Geo-Technical Summary

5.78 Geotechnical aspects to consider at the site include mining, compressible peat deposits, backfilled quarries and pits and groundwater presence. Intrusive investigation should be undertaken before future development comes forward to assess these aspects further and identify standard mitigation measures as required. The ground should be characterised for cut and fill works and for foundation design.

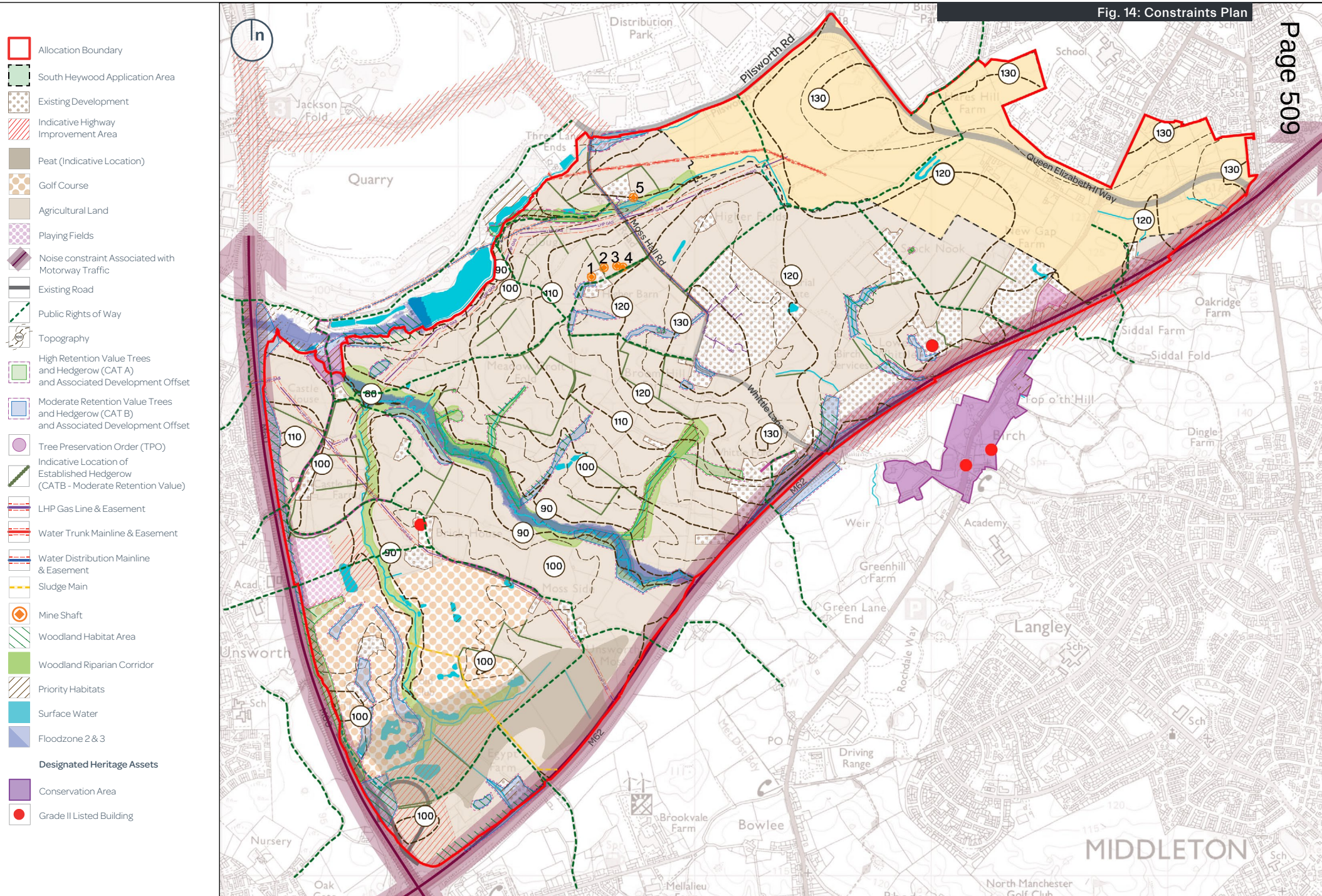
Site Constraints and Opportunities

5.79 As set out in previous sections, there are no known technical constraints which would preclude the proposed development of the site. The following constraints and opportunities have been important considerations in the design of the Development Framework Plan and should be considered in future development at the site.

Constraints

- Current capacity of the existing two main access points from the M62 J19 and Pilsworth Road.
- Mineshafts, probable shallow coal mine workings, within the northern area of the site.
- Watercourses across the site - Whittle Brook, Castle Brook and Brightley Brook with areas of Flood Zone 2 and 3 along their banks. Buffer zones should be applied.
- Mature trees, hedgerows and woodland blocks are present throughout the site. Where possible these should be retained and enhanced. Where retention is not possible, adequate compensation for any losses should be provided.
- Existing recreation facilities within the site, including Unsworth Academy sports pitches and Pike Fold Golf Course.
- Ecological habitats including ponds, trees, grasslands and buildings with bat potential. Mitigation required for the loss of great crested newt ponds/habitat (either on-site or through District Level Licensing), replacement roosts for bats (either through bespoke features or integrated within new built form) and greenspace for wildlife in general.
- Services across the site including localised high pressure gas mains in the northern and western parts of the site, water mains in the north and a high-pressured sludge main in south.
- Existing Public Rights of Way across the site.
- Two Grade II Listed buildings - Lower Whittle Farmhouse and Brick Farmhouse.
- Long views available to Scout Moor and Holcombe Hill. Retention of such views should be considered where feasible to maintain the connection of the site to the wider landscape.
- Noise and air quality considerations from the proximity of the M62 and M66 motorways.
- The relationship with surrounding existing uses on the site and adjacent to the site.
- Minimise the effects of the development on residential properties situated within the site and the surrounding area considering their setting and views.

Fig. 14: Constraints Plan



Opportunities

- Creation of a new brand and identity for the area/region.
- Employment led development with a strong sense of place to attract a wide range of business sectors and employment opportunities for all. The development will create a range of socio-economic benefits and add social value.
- High-quality market and affordable housing range.
- Sustainable design and construction through low carbon, resource efficient building design and the use of innovative energy technology to ensure the development is resilient to climate change now and in the future.
- New Community Infrastructure in the form of a new school and sports pitches at South Heywood and new areas of retail and other ancillary facilities.
- Creation of additional green infrastructure corridors throughout the site which enhance habitat connectivity on site and to neighbouring habitats off-site.
- Blue/green infrastructure opportunities along Whittle Brook, Castle Brook and Brightley Brook for movement, recreation and enhanced biodiversity as well as sustainable drainage.
- Extend tree planting along the motorway corridors to serve a double purpose of enhancing landscape and visual amenity and promoting wildlife corridors.
- Areas of public recreation along Whittle Brook, Castle Brook and Brightley Brook with connections to Pilsworth fisheries and associated leisure offer.
- Improved highways infrastructure at nearby local and strategic junctions.
- Improved transport infrastructure through a range of modes including potential introduction of Bus Rapid Transit linking to local communities and travel hubs and circular bus routes around Northern Gateway based on quality bus corridor principles. Links to proposed key regional transport schemes such as Metrolink extension to Middleton, Rochdale - Heywood - Bury Tram/Train and Bus Rapid Transit connections to/from Manchester city centre.
- Improved Public Right of Way network with additional high-quality walking and cycling routes links throughout the Site to maximise site permeability and off-site connections to surrounding neighbourhoods.
- Develop a management plan for the site to promote green and blue infrastructure, nature conservation assets, habitats and wildlife which provides health benefits to workers and residents as well as creating a visually attractive environment.



Key Development Principles

This chapter illustrates how an understanding of the site, its constraints and opportunities, has informed a design approach which has result in the illustrative Development Framework Plan contained within this NGDF.

06

06. Key Development Principles

This Chapter illustrates how an understanding of the site, its constraints and opportunities, has informed a design approach which has result in the illustrative Development Framework Plan contained within this NGDF.

6.1 The Design Approach and Development Framework Plan integrate the key influences and objectives identified within the strategic context and local planning policy framework (Chapter 2) and analysis of key issues and opportunities (Chapter 6). They expand upon and provide clarity on how our Vision and Strategic Objectives (Chapter 3) should be applied spatially as part of a joined-up and comprehensive Development Framework.

6.2 Development at the site will need to be delivered across a range of different land ownerships and through multiple planning applications. The NGDF and supporting Development Framework Plan is therefore intended to help to promote the delivery of a cohesive development across the entire site and avoid fragmented or piecemeal development and should be seen as a positive tool to help facilitate and expedite the planning and development process. Developers and their design teams should consider the design approach when bringing forward proposals for the site.

The NGDF and supporting Development Framework Plan is therefore intended to help to promote the delivery of a cohesive development across the entire site and avoid fragmented or piecemeal development and should be seen as a positive tool to help facilitate and expedite the planning and development process.

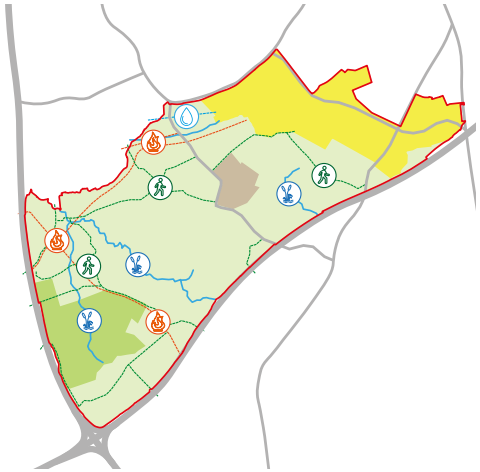
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Design Approach



Step 1: Comprehensive Approach

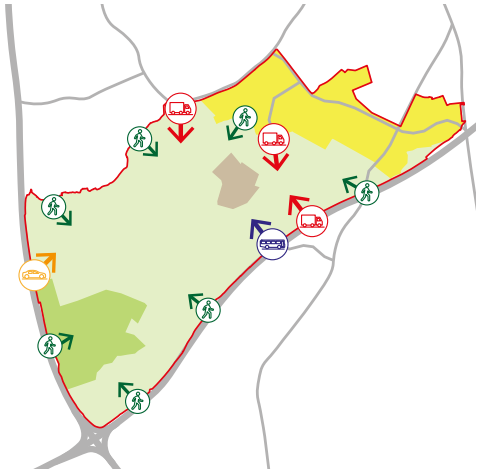
6.3 A comprehensive approach to the site considers the entire area within the allocation boundary as a single comprehensive entity. This approach has allowed for an illustrative Development Framework Plan to be developed in order to fully utilise and maximise the site's development potential.



Step 2: Spatial Constraints

6.4 A thorough analysis and plotting of the site's known physical constraints has been undertaken in order to recognise the spatial impact they have on the Development Framework Plan. This ensures that the design response is both site specific and responds to the site's constraints, ensuring a more sensitive and efficient approach towards addressing site characteristics and attributes.

6.5 Site characteristics and known physical constraints, outlined in the previous chapters, include utilities, green and blue infrastructure, heritage assets and ground and mine-workings as well as surrounding land uses.



Step 3: Access

6.6 Appraising the existing points of access into the site and identifying potential additional points of access ensures opportunities to maximise levels of permeability and integration into the surrounding urban context are fully utilised. Current, proposed and potential future access points into the site have been identified and categorised as follows:

- Points of access suitable for all vehicular traffic.
- Points of access suitable for road-based traffic but with limitations on some types of traffic to limit impacts on surrounding communities, and
- Points of access suitable for users, including pedestrians, cyclists and horse riders, free of road-based traffic and prioritising safe access in the site.



Step 4: Consolidation and Movement

6.7 Maximising the development potential of the site is achieved by consolidating - where possible - constraints and any proposed mitigation into a number of corridors through and around the site. This should help free up the type of large and flexible development plots required for large-scale employment uses associated with a site like Northern Gateway.

6.8 Access to these plots is then provided via a comprehensive and legible hierarchy of routes throughout the site to ensure vehicles, pedestrians, cyclists and horse riders are directed conveniently, efficiently and safely to their destinations. The movement network should accord to the following principles:

- Prioritising the movement of all users, including pedestrians, cyclists and horse riders over that of road-based traffic to ensure the delivery of an accessible, safe, enjoyable and healthy environment for those who use the Northern Gateway site.
- Ensuring development can be delivered in a phased approach and utilises as many points of access as possible in order to connect into surrounding transport corridors.
- Maximising permeability for all to integrate the site into the surrounding movement networks and minimising “dead-end” development.

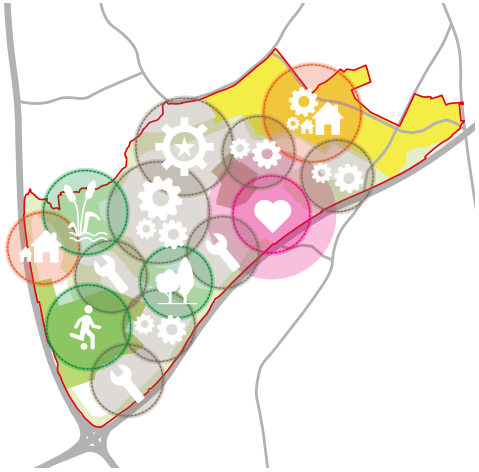


Step 5: Landscape

6.9 Adopting a 'landscape-led' approach at the site should ensure that development maximises its potential to deliver meaningful and significant benefits to surrounding communities and the wider region whilst also ensuring that negative impacts are mitigated wherever possible.

6.10 Implementing a site-wide network of connected green spaces and corridors will help to achieve the following:

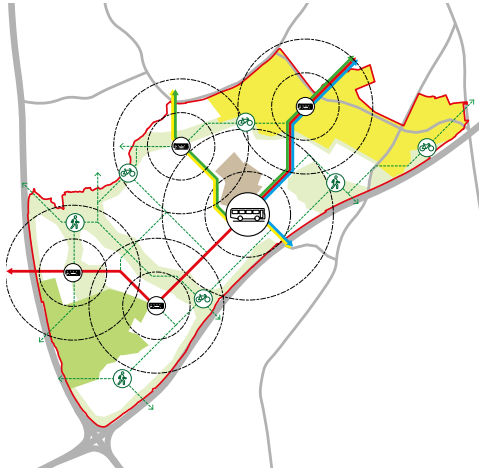
- The creation of significant levels of high quality, meaningful and accessible recreation land for proposed and existing employees and residents.
- Retention and enhancement of existing green assets where possible and integration within a series of structural green and blue landscaped corridors. Connected corridors can support local habitats and a cohesive wildlife movement network.
- A variety and extent of open spaces across the site allows for increased biodiversity and natural landscape value, meaningful sport and recreation benefit to local communities, promote health and well-being of residents and employees.
- The delivery of naturalised mitigation measures as a priority including drainage, noise and visual mitigation, and ecological mitigation and Biodiversity Net Gain (BNG).



Step 6: Use and Gateways

6.11 Proposals at the site should fulfil the site's role as a national-scale and strategically important employment-led development. Opportunities should therefore be explored to ensure development at the site is vibrant, safe, sustainable and enjoyable through the introduction of supporting and complementary uses to ensure the site creates its own clear identity. These include:

- Maximising the potential associated with a development of this scale and critical mass, through the establishment of central Mixed-use Hubs which provide a range of uses and facilities which should support proposed employment uses and act as a focal point to the wider development.
- Delivery of complementary housing provision, local centre, and other ancillary supporting uses located at key gateways.
- Ensuring a diverse range of different employment uses are catered for - such as Advanced Manufacturing - and are clustered in appropriate areas.
- Ensuring all uses are in a location and setting which is appropriate for that use whilst not negatively impacting on the delivery of surrounding development.
- Ensuring development is compliant with Policy JP Allocation 1.1 of Places for Everyone (2024).

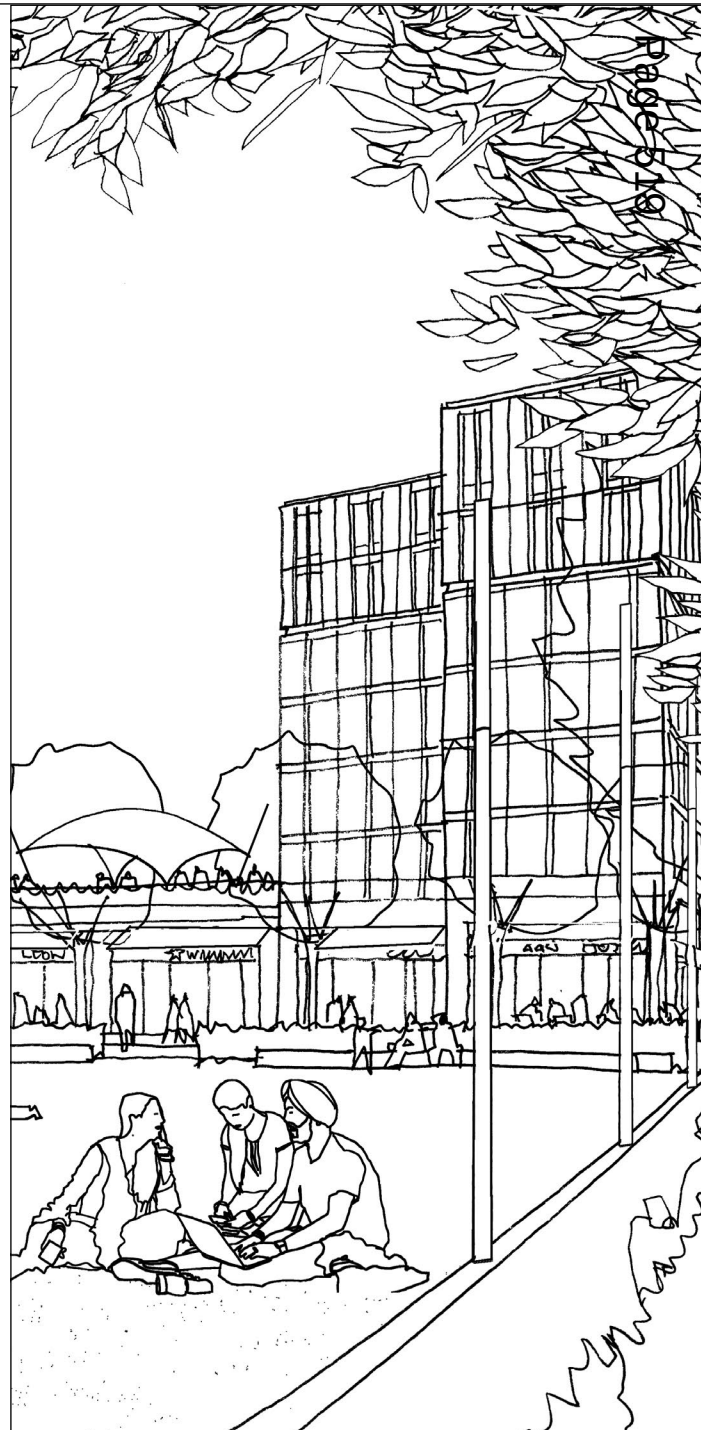


Step 7: Active Travel

6.12 Promoting a modal shift towards more sustainable forms of transport and promoting healthier transport options including walking and cycling is a central element in the delivery of sustainable development. Ensuring development prioritises sustainable travel is therefore key.

6.13 A site-wide Active Travel Strategy should be adopted across the Northern Gateway site which prioritises the following:

- A permeable network of routes across the site able to accommodate a range of different bus routes allowing for the diversion of existing routes into the site as well as accommodating the needs of new bus routes in the future.
- The identification of a network of integrated 'Transport Hubs' and 'Transport Nodes' across the site enabling safe, easy and secure interchange between bus, cycle, scooter and walking, with a hub being accessible within a 10-minute walk of all parts of the site where possible in order to create a human scale and walkable development.
- Delivery of a comprehensive, site-wide Active Travel network providing accessible, safe and enjoyable routes for all.



Development Framework Plan

6.14 The Development Framework Plan is a culmination of the above Design Principles and is an indicative interpretation of how these design principles can be realised spatially across the Northern Gateway site.

6.15 It establishes the principal spatial components of development at Northern Gateway, including the extent of indicative development areas, land uses, areas of strategic open space, key access points and primary movement routes, and demonstrates how a high-quality, sensitive and site-specific response based around urban design best-practise can be delivered on the site.

6.16 The key elements of the Development Framework Plan are as follows:

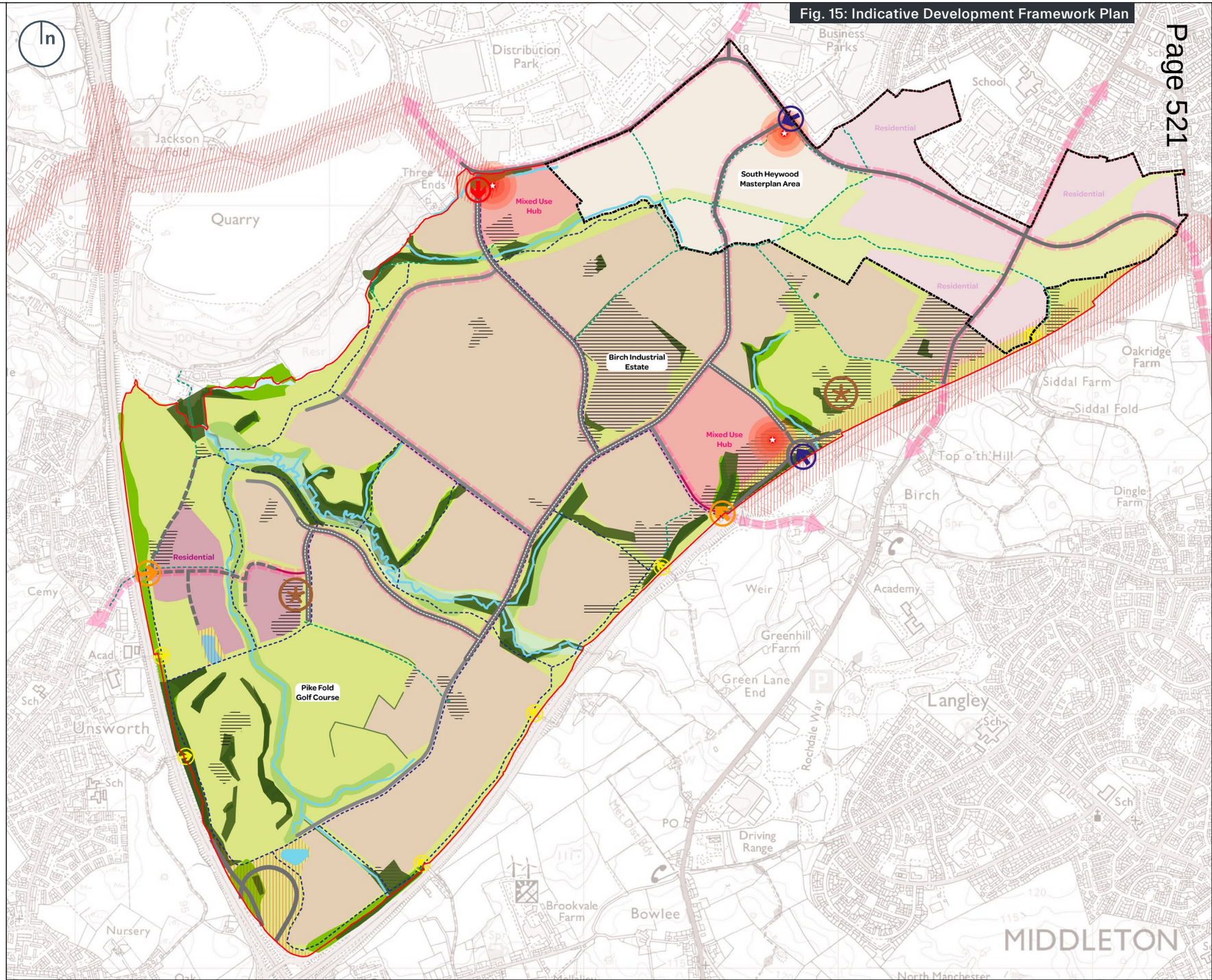
- Delivery of around 1,200,000 sqm of high-quality employment space suitable for a range of employment uses including advanced manufacturing, industrial, storage and distribution, as well as around 1,200 new homes, consisting of around 1,000 new homes at South Heywood and around 200 new homes off Castle Road, alongside other ancillary uses.
- Delivery of a permeable, safe and legible network of routes across the site creating a highly accessible and sustainable development which fully integrates into surrounding movement and transport infrastructure and promotes sustainable transport choices.
- Delivery of a structured network of green and blue routes and spaces helping to provide a meaningful and accessible recreation resource to proposed and surrounding communities, helping to support and enhance local habitats and biodiversity, and provide naturalised mitigation helping limit any negative impacts the development of Northern Gateway may have on its surrounding context.

6.17 This Development Framework Plan is illustrative in nature and should be considered as such. It is intended to support the NGDF as an illustrative but realistic interpretation of how the design principles contained within this NGDF could be interpreted and delivered to help guide and inform future proposals for the site.

6.18 The Development Framework Plan is not technically exhaustive in its approach and is based on a number of assumptions and goals which may change or evolve during the delivery of the project. Consequently, there may be other acceptable ways that the PfE policy requirements and the design principles contained within the NGDF can be interpreted and implemented which are in full accordance with the SPD but which may differ spatially from this Development Framework Plan.

6.19 The Development Framework Plan is based on a reasonable and the most up to date understanding of the site and its constraints available at the point of drafting this NGDF. Flowing from the Development Framework Plan are a series of plans relating to specific aspects of the Development Framework Plan.

Fig. 15: Indicative Development Framework Plan



Development Framework Principles

Built Form and Uses

6.20 The NGDF delivers high-quality employment space suitable for a range of employment uses as well as around 1,200 new homes alongside other complementary and supporting uses to proposed and surrounding communities. The estimated 1,200,000 sqm of employment floorspace should attract a variety of growing and emerging business sectors including (but not limited to) advanced manufacturing, logistics, industrial, data centres, storage and distribution. The delivery of around 1,200 new homes, with a range of types, sizes and tenures, including affordable housing, should be supported by community infrastructure including a primary school, sports pitches, a local retail centre and public green space. The majority of the residential component (up to 1,000 dwellings) and up to 175,460 sqm of employment space is already consented and in the process of being delivered as part of the approved South Heywood Masterplan. In addition to South Heywood, around 200 further homes should be located to the west of the site along Castle Road.

6.21 Key to the Northern Gateway Vision is the delivery of a dynamic and thriving innovation hub for advanced materials and manufacturing, as well as the opportunity to embrace the site's scale in order to accommodate a potential large or strategically significant 'giga-scale' employer.

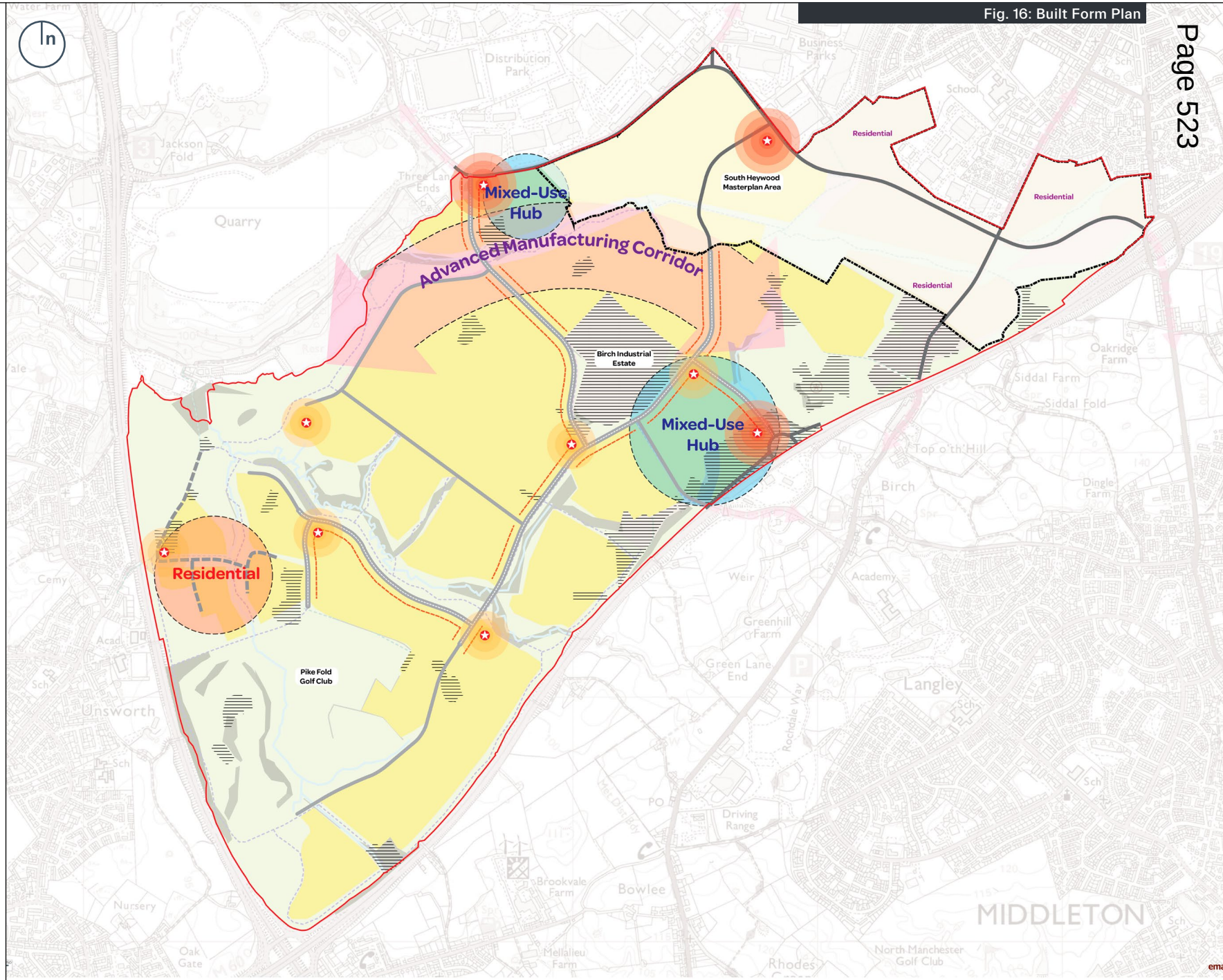
6.22 In order to create a vibrant and dynamic employment ecosystem where businesses and communities interact and thrive, advanced manufacturing uses should be clustered together. The smaller scale form of buildings associated with this use are ideally suited for areas along linear parks and near existing development where they are less likely to have a negative impact on their surrounding context. An Advanced Manufacturing Corridor to the north of Birch Industrial Estate has therefore been identified allowing opportunities for this key use to be delivered in the initial phases of the wider Northern Gateway development, as well as being located in a prominent and highly accessible part of the site.

6.23 The Development Framework Plan has also been developed to accommodate a number of large plots which provide the flexibility required for large format industrial buildings. Plots to the east of Whittle Brook could be merged into a single plot in the event a 'giga-scale' investment opportunity becomes available.

6.24 The site should feature distinctive architecture influenced by the site's vernacular strategically placed at key locations including key junctions and nodes, defining the development as a striking destination with a strong identity. These architectural features should contribute to branding Northern Gateway and the wider region. Active building uses should be clustered at gateways, transport nodes and along key routes and spaces throughout the development, ensuring buildings have a positive relationship with surrounding streets and public spaces where possible, contributing to a safe environment. Imaginative architectural solutions to large format industrial buildings should be explored including materiality, boundary treatments, increased visual permeability and dynamic lighting to better respond to surrounding context.

6.25 Mixed-use Hubs should act as the primary nodal points within the site. Mixed-use Hubs should contain a range of uses, potentially including hotel and conference facilities, a gym and creche and other related and complementary uses which deliver a vibrant meeting place at the heart of the surrounding employment uses. The Development Framework Plan currently identifies potential locations for these Mixed-use Hubs.

Fig. 16: Built Form Plan



6.26 The proposed larger Mixed-use Hub adjacent to the M62 would also include a re-imagined off-line MSA to replace the existing Birch MSA which is likely to be removed in the event a new access into the site is created in this location. In the event a new access off the M62 is not delivered or considered viable, land adjacent to the northern site access (Pilsworth Road/Moss Hall Road Junction (south)) would become the main Mixed-use Hub within the site with the existing Birch MSA being retained.

6.27 These Mixed-use Hubs will be supplemented with Transport Interchanges due to their location close to main entrance points into the site and other proposed public transport/active travel routes. Their architectural qualities and design should reflect the area's important role as both a primary hub and gateway.

6.28 The South Heywood Local Centre is another key Mixed-use Hub within the site. This Mixed-use hub is designed principally to provide convenience retail and a primary school for the consented South Heywood development but would also provide local facilities for the wider allocation, particularly in terms of the public transport and active travel connections.

6.29 Other key locations/junctions, including the Castle Road entrance to the site and key views should be defined by increases in building scale and architectural qualities to improve legibility as well as the potential for complementary uses.

6.30 Northern Gateway aspires to be one of the most sustainable employment locations in the country. Best practice standards in sustainable design and construction should maintain the aspiration to deliver a zero-carbon development through resource efficient building design and the use of innovative energy technology.

Movement and Access

6.31 The site's location immediately adjacent to the M62, M60 and M66 Motorways is one of Northern Gateway's greatest assets with regard to its accessibility and connections to the surrounding region.

6.32 Two proposed access points have been identified, one at the Pilsworth Road/Moss Hall Road Junction (south) to serve the initial phases of the employment development and one at Castle Road which will be restricted to accessing the residential development and public transport/active travel links to the wider employment development. In the event that the northern site access is not sufficient to accommodate the full quantum of development which is proposed, additional access point(s) will be needed to provide extra capacity, as well as permeability through the site and to provide resilience on the highway network. Additional access points will also provide additional routes for public transport and active travel and will ensure the site is attractive to all potential investors.

6.33 Improvements to the M62 could include upgrades to Junction 19 which could create a new point of access into the site at Birch Services with further improvements seeing additional capacity added to Junction 3 of the M66 and Simister Island Interchange. An access off Queen Elizabeth II Way could also be provided. Various local road network improvements are also likely to be required to improve access and traffic flows.

6.34 Traffic modelling will determine the precise number of additional accesses required and when they will be delivered.

6.35 The Development Framework Plan is based around a clear route hierarchy delivering a permeable, safe and legible network of routes across the site. This is based on a vision to create a highly accessible and sustainable development which fully integrates into surrounding movement and transport corridors and promotes sustainable transport choices. These routes have not yet been fixed but would be delivered in accordance with the clear route hierarchy.

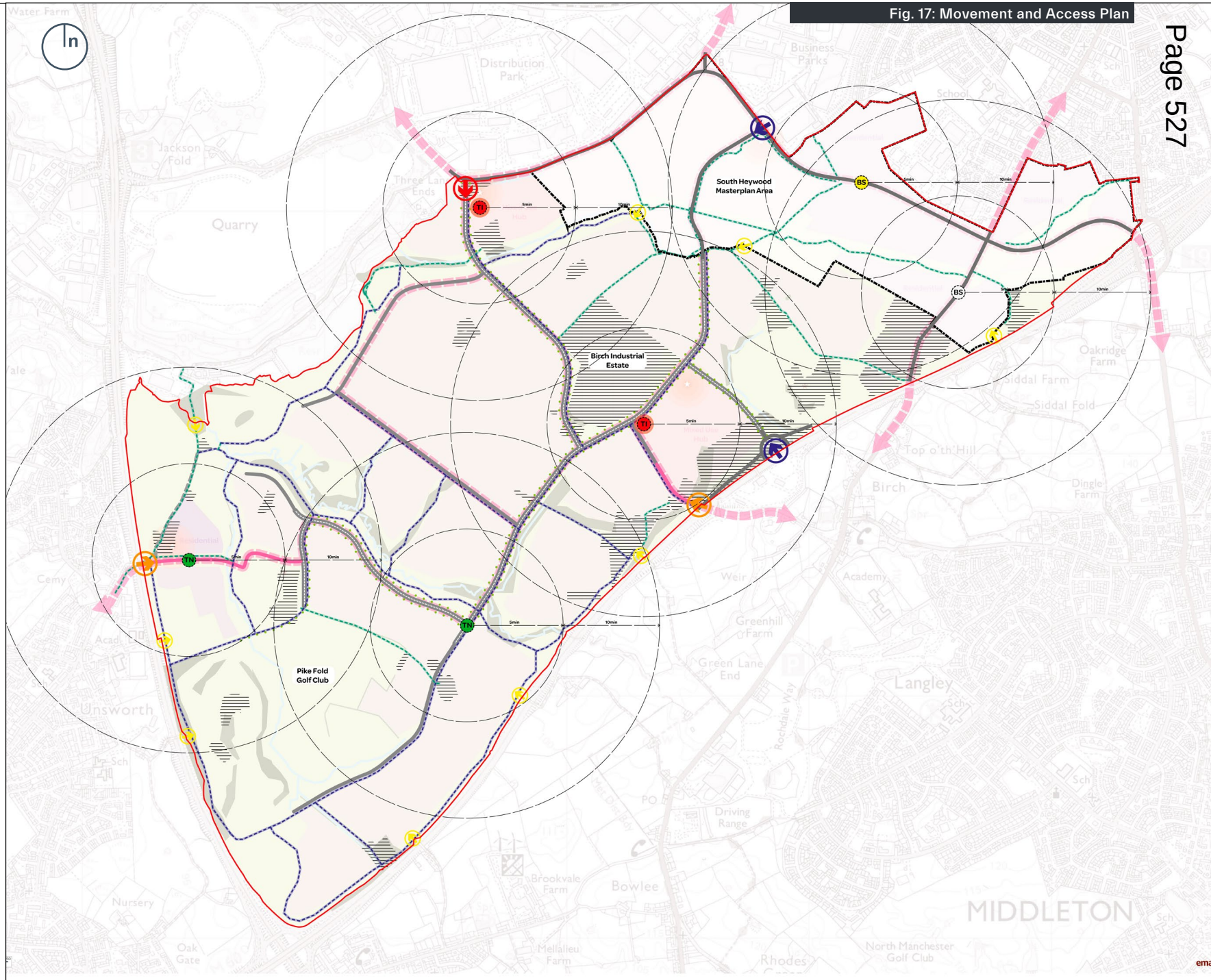
6.36 Key to this vision is prioritising the safe movement of pedestrians, cyclists and horse riders over that of road-based traffic whilst enabling the site to function efficiently as a high-quality employment site. Streets and public spaces should be designed to be accessible to all, facilitating people to become more active in their everyday lives. Building orientation and design also being considered to maximise levels of activity and natural surveillance over streets and spaces. The design and layout of buildings should also promote Active Travel, with entrances direct and open, and cycle and car parking easily accessible and walkable.

6.37 All streets across the site should be designed in accordance with Transport for Greater Manchester's (TfGM) Streets for All guidance as well as LTN 1/20 principles.

6.38 Promotion of a modal shift towards more sustainable forms of transport and healthier travel habits should also be a priority. Key to this will be a network of 'Transport Hubs' and 'Transport Nodes' across the site connected with a range of active travel links and routes. The scale and form of such Hubs and Nodes are yet to be determined but should provide access to a range of bus connections as well as safe and secure access to bike storage and change facilities, e-bike and e-scoots rental, and potential opportunities for park and ride to fully utilise first-mile and last-mile connectivity principles. The distribution and location of hubs and nodes should ensure as much of the site as possible is located within a 10-minute walking distance of either facility helping to create a walkable and accessible environment for all. Primary Transport Interchanges should be located within Mixed-use Hubs and be accessible to all bus routes passing through the site to surrounding transport hubs, whilst offering regular connections into surrounding Transport Nodes via local bus, cycle and walking connections. Transport Nodes should be located at key locations including the South Heywood Local Centre and Castle Road as well key junctions and nodal points across the site.

6.39 Where feasible, existing Public Rights of Way should be retained and upgraded in-situ, however it is expected that some routes may need to be diverted to facilitate future development. Likewise, new active travel connections will be required to mitigate the severance between existing communities to the west and south of the site caused by the M66 and M62 motorways. All routes must create comfortable, universally accessible, coherent, attractive and safe routes. Where possible, footpaths and cycle routes should be located within generous landscaped corridors thus promoting local opportunities for active recreation.

Fig. 17: Movement and Access Plan



Landscape and Public Realm

6.40 A landscape-led approach to the Development Framework Plan should see the site contained within a high-quality parkland setting offering multiple benefits: for biodiversity and natural landscape; for sport and recreation; for sustainable water management and the health and well-being of employees, residents and the wider community. Opportunities to work with natural processes and adopting nature-based solutions as part of the wider approach to managing surface water and drainage should be utilised. The site should open up substantial areas of public open space for all to enjoy. These should include a range of different typologies including formal managed areas of landscaping for amenity, sport and recreation, as well as naturalised areas of landscaping to support local wildlife, biodiversity and habitat creation across the entire site.

6.41 Green and blue infrastructure networks across the site should be formed through the retention and enhancement of identified environmental features of the existing landscape. Valuable existing natural assets, such as the brooks and their u-shaped valleys, mature trees, hedgerows and woodland blocks should be retained where possible and integrated within a series of structural landscaped corridors to deliver overall gain for the environment. Formal and naturalised landscaped corridors should connect to public open space within the approved South Heywood Masterplan, Pilsworth Reservoir to the north and green spaces within the surrounding local area to ensure development at the site is incorporated successfully into the local landscape setting.

6.42 Connected structural landscaped corridors should protect the areas of highest ecological value and form a cohesive wildlife movement network which enhances habitat connectivity on site and to neighbouring habitats off-site. Ecological improvements should include the retention and enhancement of the Whittle Brook, Castle Brook and Brightley Brook and associated riparian habitats as well as ponds, areas of woodland in the site and alongside the motorway edges. Ecological improvements should also see the installation of new attenuation basin wildlife ponds, extensive tree, hedgerow and scrub planting and enhancement of existing grassland.

6.43 The NGDF promotes and prioritises the delivery of naturalised and habitat friendly mitigation measures for drainage, land re-profiling, noise and visual matters over standard engineered solutions. Where possible, underground water drainage and storage should be avoided with the use of consolidated naturalised attenuation basins and open swales being encouraged. Engineered acoustic fences and built retaining features should also be discouraged over tree planting, earth bunds and landscaped reprofiling for site mitigation. This approach should help maximise opportunities to deliver areas of habitat and recreational value whilst also reducing ongoing maintenance burdens.

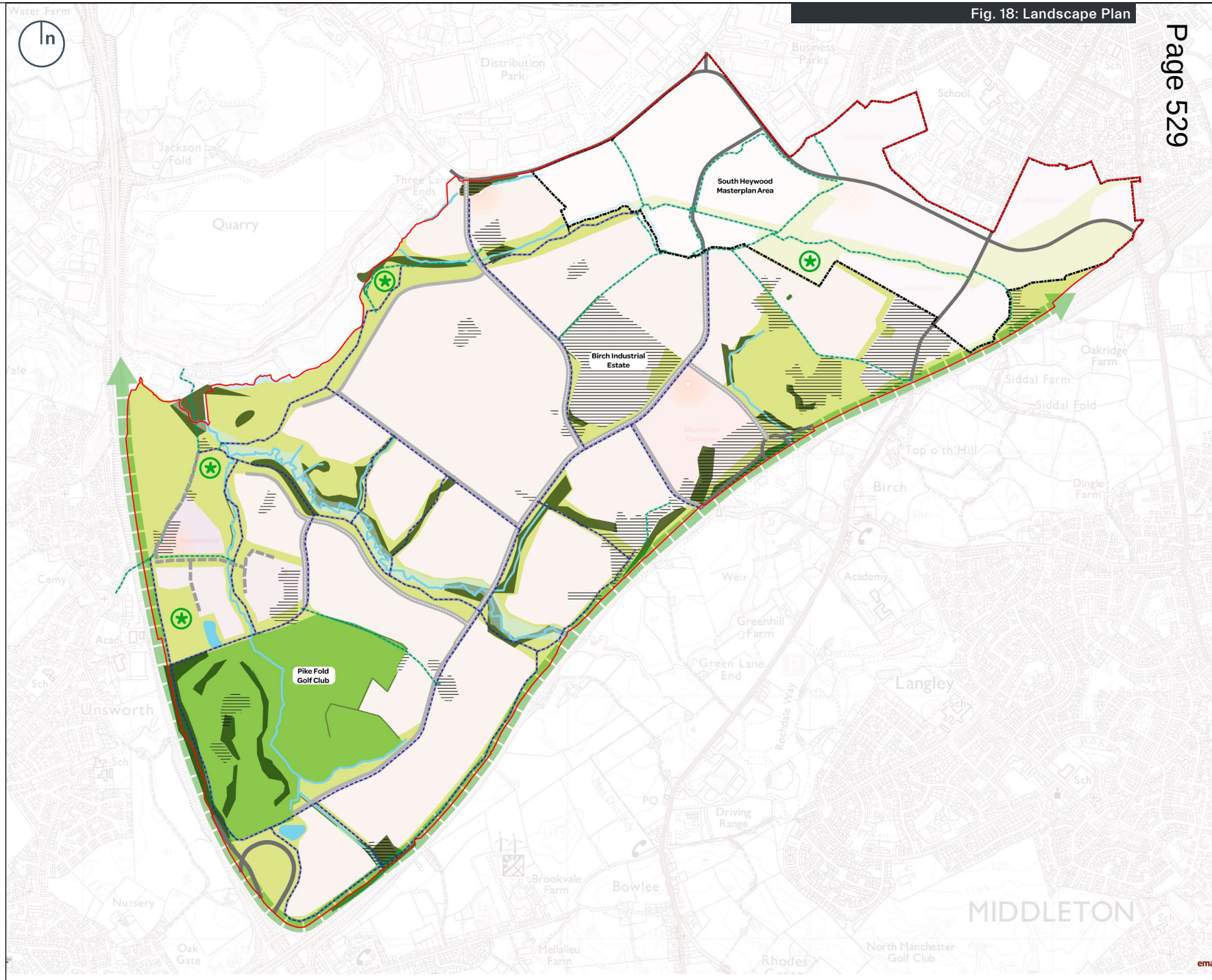
6.44 The Development Framework Plan identifies indicative locations, many of which represent significant stretches of land for example the proposed corridor located along the route of the Whittle Brook, which would allow for the delivery of some ecological mitigation measures required to achieve Biodiversity Net Gain (BNG) and these will be delivered in a phased manner as development comes forward. Given the scale of development across the allocation, it is likely that significant off-site mitigation will also be required to achieve BNG. Multi-functional green space will not always be considered suitable for mitigation aimed at achieving BNG.

6.45 Areas of landscaping, habitat creation and recreation should not be limited purely to areas of open space. Opportunities should also be explored to utilise streets, pedestrian and cycle routes and bridleways for the creation of green, blue and ecological corridors. Verges, planted boundary treatments and screening should also be utilised to contribute towards the sites wider Green Infrastructure. Features such as street running swales, rain beds and native habitat friendly shrub planting should be encouraged within the design of streets. Seating and rest areas should also be integrated into the design of streets to help promote active travel and support those with limited mobility.

6.46 The amalgamation of the built form within this ecologically rich, biodiverse setting should create a high quality and distinctive parkland destination focused on community interaction and sustainable movement. New areas of public open space embedded throughout the site could feature sports facilities, recreation hubs, walking and running trails, cycling routes, and event spaces, enriching the surrounding environment with diverse opportunities for leisure and activity.

6.47 The site should prioritise the provision of high-quality public realm providing safe, accessible and attractive streets and public spaces with a strong identity, character and a sense of place. The public realm should be activated through a range of uses to promote interaction and recreation. Measures to deter anti-social behaviour should be integrated into the design, employing both active and passive solutions such as activity, surveillance, lighting, strategic planting and appropriate materials.

Fig. 18: Landscape Plan



Design Principles and Character Areas

The Development Framework Plan demonstrates how Northern Gateway can be delivered, operate, and function

07

Atom

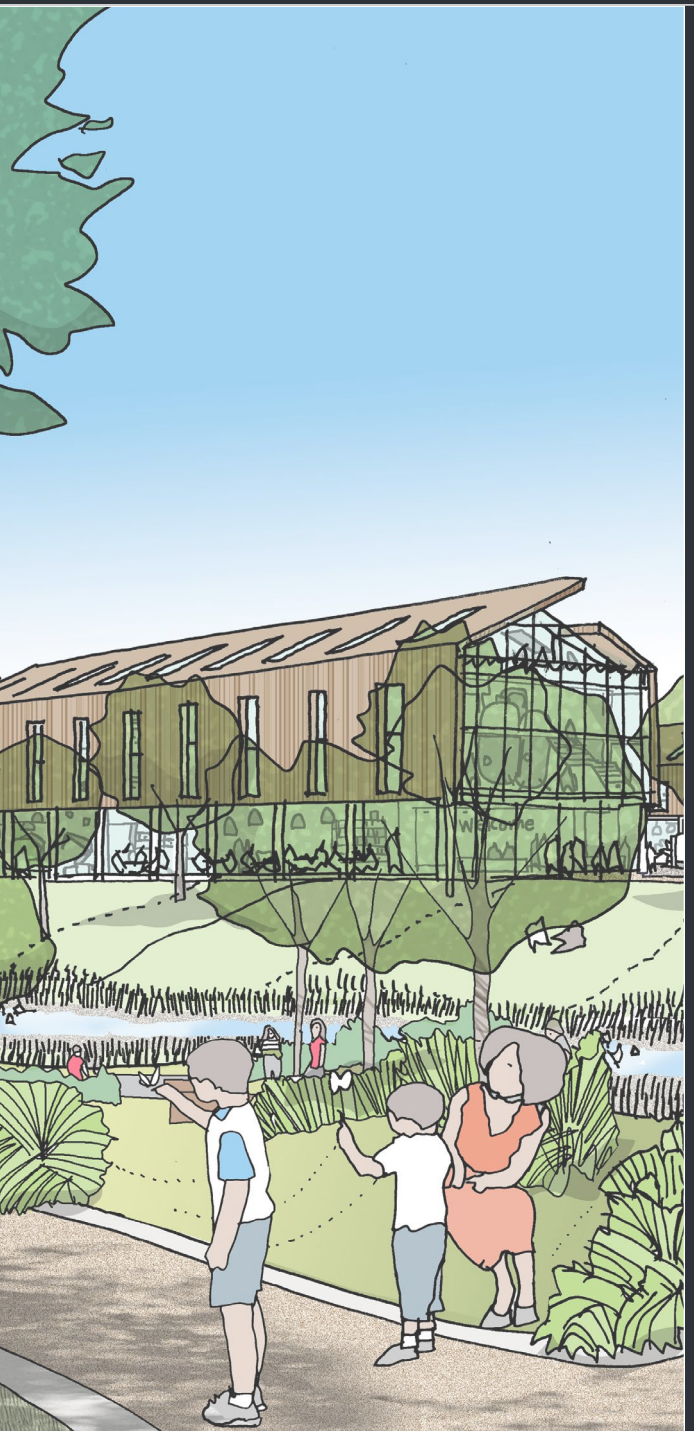
07. Design Principles and Character Areas

The Development Framework Plan demonstrates how Northern Gateway can be delivered, operate, and function in a spatial form that is policy compliant and technically sound. However, when implementing the vision for the site as a comprehensive, enjoyable and safe place which is unique to the site's attributes, it is key to explore the character and appearance of a place as well as how it functions.

7.1 With a site as large and complex as Northern Gateway, it is necessary to consider design principles in both a site-wide context as well as principles which are specific to only certain part(s) of the site. Future proposals for the Northern Gateway site need to be specific to both the wider Northern Gateway site as well as the specific design considerations relevant to individual parts of the site. When taking into consideration the number of constraints which need to be considered and the number of varying uses which will be accommodated on the site, some parts of the site will likely have completely different characteristics and functions compared to other parts of the site. This may be in response to key site attributes, constraints or proposed uses. These different areas are referred to as Character Areas.

7.2 The following chapter will discuss a range of design principles in both a site-wide and Character Area context.





7.3 The following site-wide design principles should be applied to all future development proposals within the Northern Gateway site regardless of their location with any given Character Area.[4]

Built form and Use

- **Striking building forms, design and materiality should help create a distinctive destination with a clear identity and contribute to branding Northern Gateway and the wider region.**
- **Large format industrial buildings in key prominent locations should embrace innovative elevation design solutions in a way which breaks up their visual form and reduces their impact on the surroundings.**
- **Ensure building design and form provides a positive interface with proposed adjacent uses and spaces, as well as responding to existing constraints and characteristics.**
- **Ensure building typologies create a human scaled and comfortable environment with positive relationships with public spaces.**
- **Office elements, primary entrances and other active uses within buildings should face primary routes and public realm where possible for improved legibility and to maximise levels of natural surveillance and perceived safety and security.**
- **Build forms, scale, use and appearance should positively respond to gateway locations, key junctions and nodes where possible.**

4. These design principles do not apply to the South Heywood Masterplan Area which is subject to its own Design Code.

Streets and Movement

- Primary Routes running through site should take the form of a boulevard incorporating segregated foot and cycleways as well as tree planted verges to ensure routes provide safe and enjoyable Active Travel Corridors which prioritises the movement of non-road based users as well as fulfilling their function to serve surrounding proposed uses.
- Secondary Routes running through the site should take the form of green streets incorporating segregated foot and cycleways as well as suitable landscaping to ensure routes provide safe and enjoyable Active Travel Corridors which prioritises the movement of pedestrians, cyclists and horse riders as well as fulfilling their function to serve surrounding proposed uses.
- All streets should be designed in accordance with Manual for Streets (MfS) and Streets for All principles.
- Vehicle carriageways should be reduced in width at pedestrian and cyclist crossing points and along long stretches of road to help reduce traffic speeds and create a safe and attractive crossing point and prioritise the movement of pedestrians and cyclists. These should be marked with changes in surface materials and increased levels of tree/shrub planting.
- Where feasible, consolidation of parking should be explored to ensure efficient use of land and maximise space given to other features. Large areas of car parking should be located away from streets wherever possible, or include high levels of formal landscaping and suitable boundary treatments to break up large areas of hardstanding and create a positive interface and allow for natural surveillance with and over adjacent pedestrian/cycle routes.
- Service and good yards should be located away from streets wherever possible or be screened from public view through provision of suitable levels of landscape planting so not to have a negative impact on surrounding streets.
- All pedestrian and cycle routes throughout the site should be design to be accessible to all and well-lit to provide safe and easy movement for all throughout daytime and evening hours.

Landscape

- Ensure provision of a high-quality public realm providing safe, accessible and attractive public spaces with a strong identity, character and a sense of place.
- Green and blue infrastructure networks across the site should be formed through the retention and enhancement of identified environmental features of the existing landscape. Valuable existing natural assets should be retained where possible and integrated within a series of structural landscaped corridors to deliver measurable net gains for biodiversity.
- Retention of existing vegetation of value and considered within the parcel layout where possible.
- Tree and hedgerow planting to be included in all car parks to break up the visual mass of vehicles and create an overall consistency of urban greening within the development.
- Carriageway structure to include sufficiently sized landscaped verges for tree lined streets and naturalised linear swales or raingardens to manage rainwater run-off.
- Delivery of naturalised and habitat friendly mitigation measures for drainage, land re-profiling, noise and visual matters to be prioritised over standard engineered solutions.
- The location and optimisation of nature-based solutions and holistic SUDs measures should be informed by a site wide drainage strategy which then identifies strategic interventions for each character area.

Character Areas

7.4 Each Character Area responds to its unique physical setting and reflects key attributes from the surrounding area. This helps to create distinct and memorable places within the proposed development with its own clear identity whilst helping to improve legibility and improve navigation around such a large development. Whilst they may look, feel and operate differently from each other, it is important they tie-in together in other ways to ensure the Northern Gateway development as a whole appears as a single comprehensive development.

7.5 The Development Framework Plan for Northern Gateway can be divided into six Character Areas as follows:

- Mixed Use Hub
- The Boulevard
- Core Development
- Urban Valley
- Boundary Corridors
- Castle Road

7.6 Each Character Area narrative below introduces the roles and high-level design aspirations for each Character Area and sets out key design principles which will help to guide future proposals for the site.

7.7 The objective behind this approach is to provide a coherent and cohesive design language across the entire site which is specific to the area and its existing character, and which allows the scheme to read as a single entity, whilst allowing future proposals to respond to key opportunities within the site, including gateways, improving legibility, providing suitable uses.

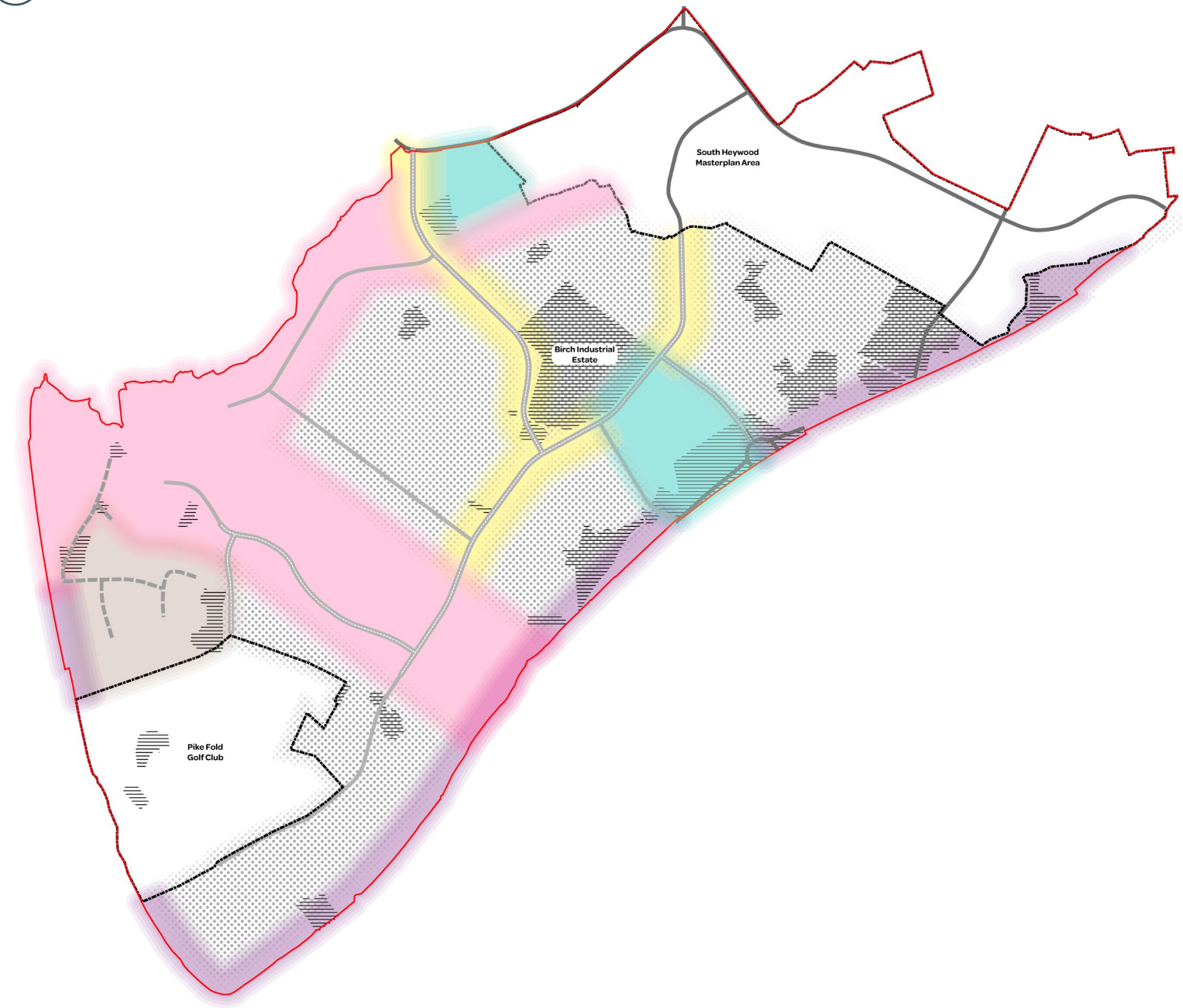
7.8 Character Areas do not have defined boundaries and commonly overlap. Larger development plots within the Development Framework Plan may include two or more Character Areas. In such situations, proposals should consider how the different Character Areas vary and ensure future proposals respond accordingly, especially along the boundaries of plots and their relationship with surrounding routes and open space.

7.9 The following section clearly set out how this should be achieved through a range of design principles, precedent images and indicative sketches to help inform future proposals. These are not designed to be exhaustive and are intended as high-level design principles on which future applications should be based.

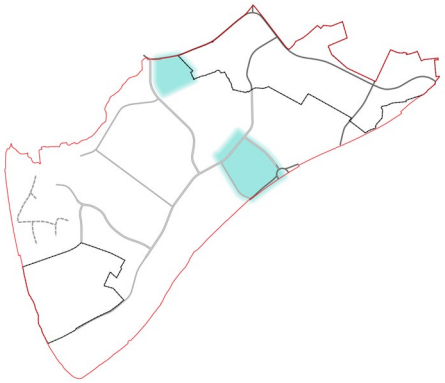
7.10 Further detail supplementing these principles should be provided in the form of a detailed Design Code(s) which will need to accompany any future planning applications for development on the site. Such Design Codes should be drafted alongside consultation with officers and key stakeholders and demonstrate compliance with the design principles contained within this NGDF SPD and any other national and local planning and design policies and guidance relevant to that proposal.

7.11 Figure 19 shows the spatial distribution of the Character Areas across the site.

Fig. 19: Character Area Plan



Character Area 1 – Mixed Use Hub



The Mixed-Use Hub Character Area serves as a primary point of arrival and a central focal point and meeting place for Northern Gateway.

7.12 The Mixed-use Hubs are located in prominent and highly accessible parts of the site near primary access points. The largest proposed hub is located to the south of the site and is defined by the M62 to the south and Birch Business Park to the north, a re-aligned Whittle Lane and Birch Farm marking the eastern and western edges, respectively.

7.13 This location has been determined due to the baseline assumption and long-term vision that a new vehicular access point will be delivered providing direct access from the Northern Gateway site on to the M62 Motorway which will act as a primary gateway into to the site. As part of this process, the existing Birch MSA will need to be removed and re-provided within the proposed Hub.

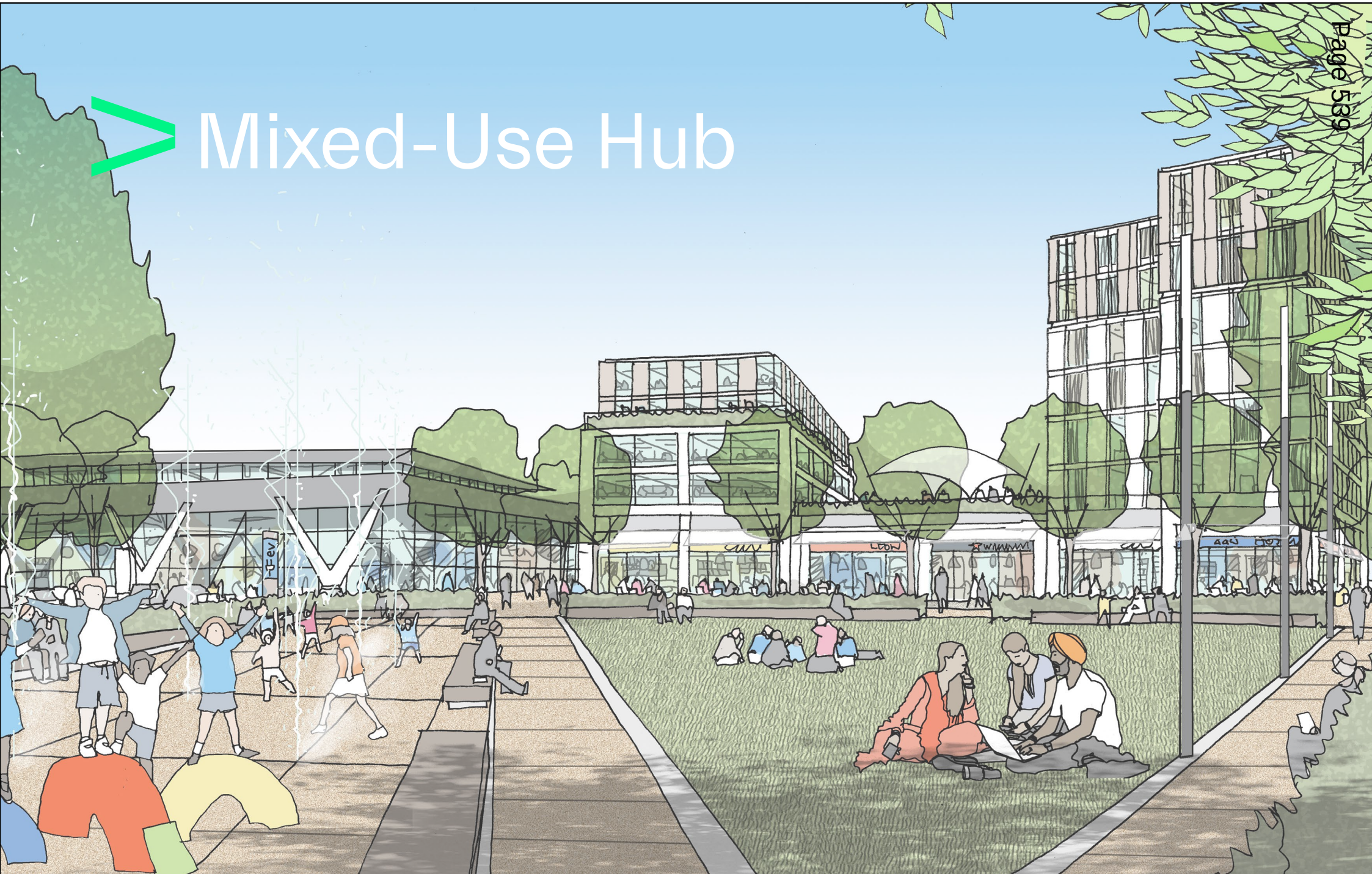
7.14 A second smaller Mixed-use Hub is located at the northern site access (Pilsworth Road/Moss Hall Road Junction (south)). It is designed to supplement the larger hub and be delivered within the initial phases of the Northern Gateway development. In the event the Mixed-use Hub at the northern site access is delivered and a new access off the M62 is no longer considered viable, the Pilsworth Road/Moss Hall Road Mixed-use Hub will act as the site's primary hub. In this scenario, the Birch MSA would be retained in situ.

7.15 The Mixed-use Hubs serve as the primary points of arrival and as central focal points and meeting places for Northern Gateway. These areas will include Transport Interchanges which will provide both regular connections to wider Greater Manchester and the potential for regular shuttle bus connections to secondary travel nodes within Northern Gateway. The Transport Interchanges will also connect to active travel routes through the site.

7.16 The Mixed-use Hubs will support the surrounding uses and compliment the proposed South Heywood Local Centre. They should contain a range of ancillary uses which could include a hotel and conference facilities, retail and commercial, a gym and creche and other related active uses to contribute to the delivery of a vibrant meeting place at the heart of surrounding employment uses.

7.17 Both the architectural and public realm design should create a high-quality, distinctive destination with a clear identity and branding to reflect the character area's role as the primary centres of Northern Gateway. Highly prominent plots are to be utilised by key uses with increased building scale and activity to create a striking gateway entrance into Northern Gateway. The Mixed-use Hubs should also promote human scaled features, have a high-quality and active public realm and benefit from green and blue infrastructure. An emphasis on comfort, relaxation, wellbeing and human need should have commercial benefits with visitors wanting to spend longer here.

Mixed-Use Hub



Page 589

Mixed-use Hubs Key Design Principles

1. Maximise opportunities for distinctive architecture to reflect Mixed-use Hubs role as primary centre within the development and gateways for the wider development.
2. Mixed-use Hubs should include provision for a range of potential complimentary and ancillary uses to the wider Northern Gateway development including provisions for a new off-line MSA (southern Mixed-use Hub only), hotels and conference facilities, gym and creche facilities and other supporting retail/ commercial uses.
3. Additional uses to be considered within the Mixed-use Hubs could include smaller format and higher density employment uses and other complementary uses such as office, research, start-up, co-working and educational uses which can help complement the vibrant character of the Mixed-use Hubs and utilise the areas high quality public transport links and accessibility.
4. Increase building scales to improve local legibility and have visual presence at key arrival points.
5. Potential highway improvements to M62 Junction 19 to establish a new primary point of entry into the site from the M62 Motorway. (southern Mixed-use Hub only)
6. Highway improvements to Whittle Lane to establish a new Active Travel route into the site connecting on to Heywood Old Road. (southern Mixed-use Hub only)
7. Allow for the provision of Transport Interchanges accessible to all bus routes passing through Northern Gateway and regular connections to wider transport hubs within Greater Manchester.
8. Primary Transport Interchanges should provide regular shuttle bus connections to Secondary Travel Nodes within Northern Gateway as well as alternative Active Travel transport options such as e-scooters and e-bike rental and potential opportunities for an integrated parking facility/multi-storey car park to support potential park and ride services.
9. Include provision for the delivery of a formal recreation space or square including potential for seating, picnic space, play, water feature and relaxation which can act as a focal point to the Mixed-use Hubs and for use by and accessible to all.
10. Routes and spaces through and around the Mixed-use Hubs should be designed to be safe and well-lit throughout daytime and evening hours, allow suitable areas for shelter from wind and whilst also allowing for outdoor seating/dining from surrounding food and beverage uses.
11. Areas of formal open spaces should be designed to be adaptable and suitable for a range of small-scale temporary uses including pop-up events and retailers.

Fig. 20: Indicative Mixed-use Gateway Character Plan



Character Precedents >

Built Form and Use



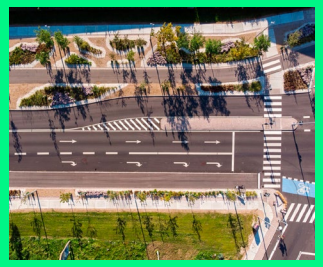









Streets and Movement






Landscape

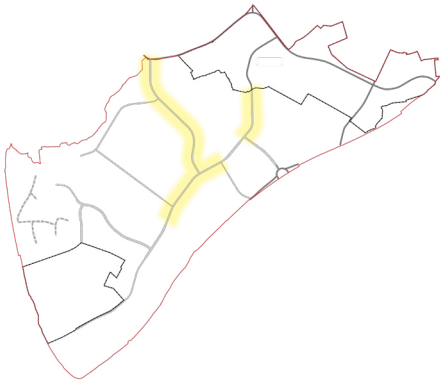








Character Area 2 – The Boulevard



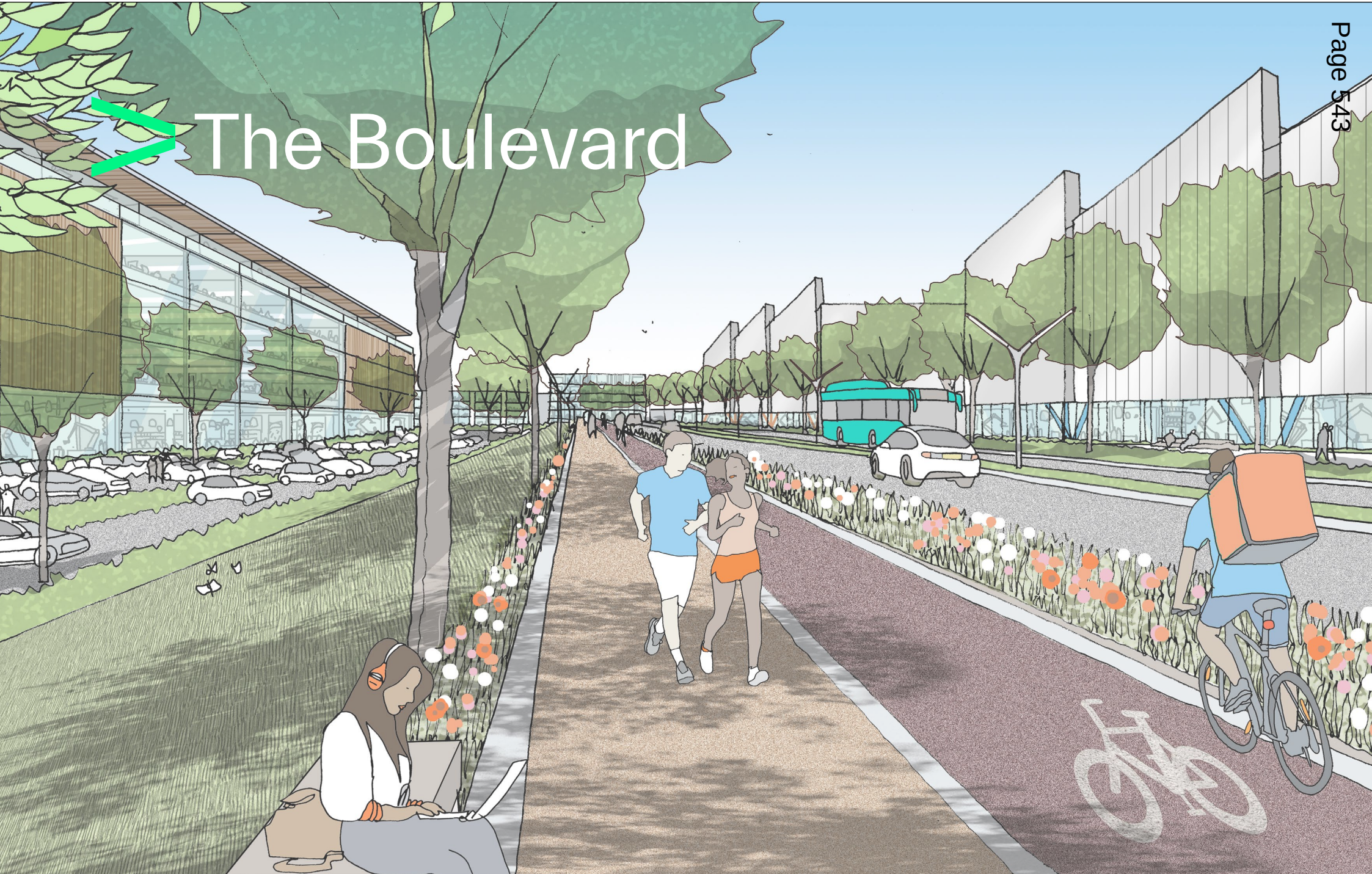
7.18 The linear configuration of The Boulevard Character Area aligns along the Primary Routes throughout Northern Gateway and is primarily focused on land to the east of Whittle Brook.

7.19 The Boulevard Character Area creates a highly prominent and accessible corridor that acts as the primary axis through the development and will form a spine for those moving through and within Northern Gateway. The Boulevard Character Area accommodates all vehicular traffic, supports sustainable public transport, and promotes active travel modes while establishing a high-quality public realm. Primary Routes running through The Boulevard incorporate Active Travel Corridors with segregated footpaths and cycleways and tree planted verges, ensuring these routes are safe and enjoyable and prioritise pedestrian and cyclist movement.

7.20 Roads and streets should be designed in accordance with MfS principles, whilst accommodating movements for large vehicles where appropriate. Carriageway widths should be as narrow as possible throughout. Crossing points should be appropriate for the anticipated speed, volume and composition of motor traffic. It is likely that the safest type of crossing would be controlled crossings.

7.21 Along the Primary Route, a series of secondary gateways, key junctions and nodes introduce variation to the streetscape. Highly visible building facades in prominent locations to include innovative elevational solutions where possible, varying their forms, scales, uses, and appearances to aid orientation. The Boulevard Character Area includes the frontages of employment buildings situated along the Primary Route. Office elements, primary entrances, and other active uses within these buildings are designed to interact positively with the Primary Route and the surrounding public realm.

The Boulevard Character Area creates a highly prominent and accessible corridor that acts as the primary axis through the development.


The Boulevard
Page 543

The Boulevard Key Design Principles

1. Ensure building design and form responds to the role of The Boulevard as the primary movement corridor through the site and will therefore be highly visible to those moving through and within the wider development.
2. Secondary Travel Nodes should provide regular shuttle bus connections around the wider Northern Gateway site as well as provision for alternative Active Travel transport options such as e-scooters and e-bike rental and potential opportunities for park and ride.
3. Boundary treatments along primary streets should be formal, low level and include high quality landscaping to ensure opportunities to maximise level of natural surveillance between surrounding uses and the street frontage. High level and visually impermeable boundary treatments along primary streets will only be permitted when screening service yards and should be screened by landscaping features.

Fig. 21: Indicative Boulevard Character Plan



Character Precedents >

Built Form and Use















Streets and Movement















Landscape







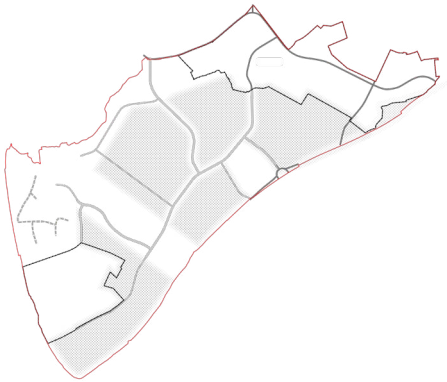








Character Area 3 – Core Development

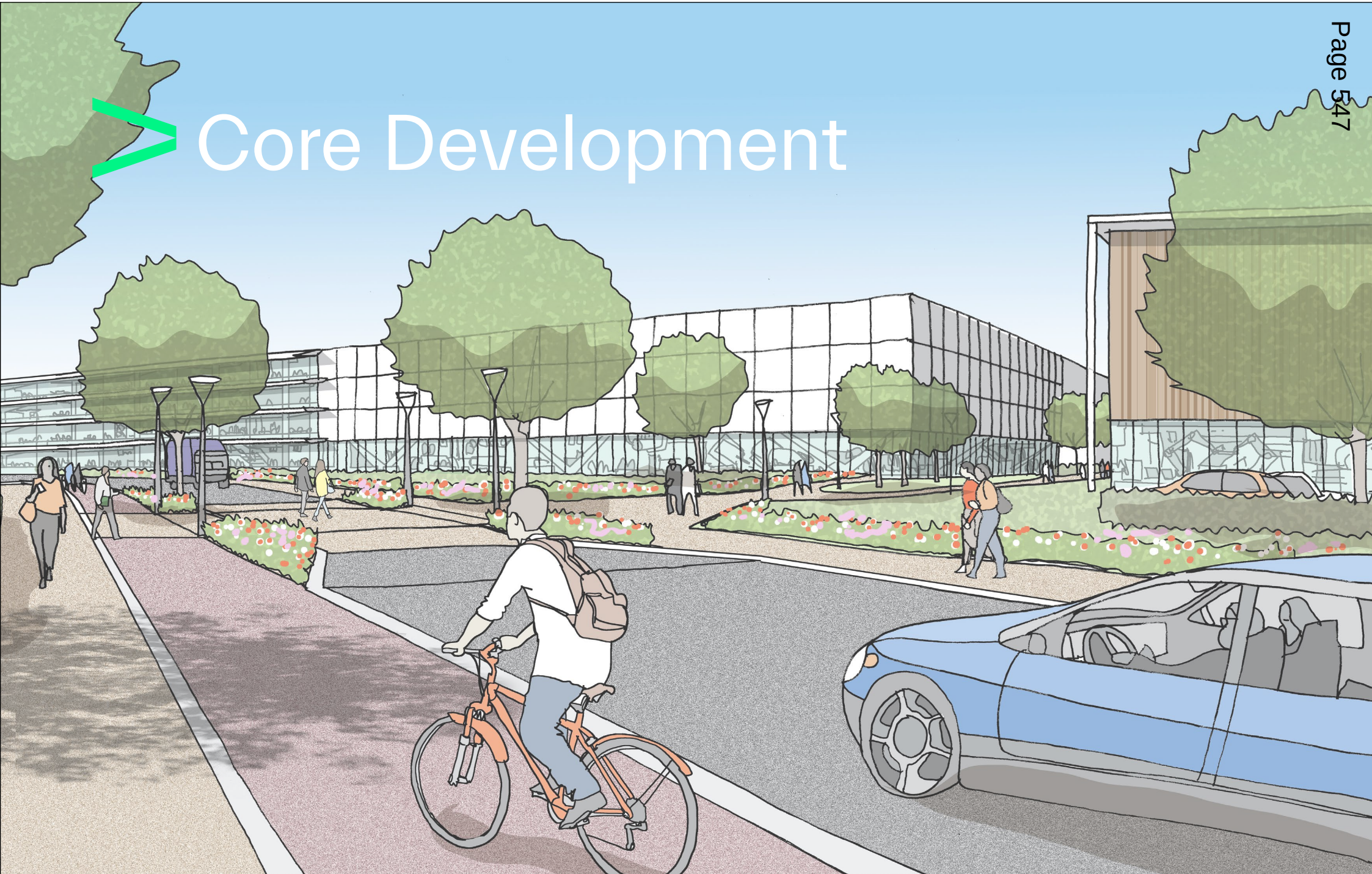


7.22 The Core Development Character Area spans the entire site, encompassing all available land outside the other four other Character Areas. Consequently, this Character Area is divided into a series of smaller areas.

7.23 The Core Development Character Area serves as the functional employment element of Northern Gateway and provides the greatest flexibility for delivering development for a variety of growing and emerging business sectors. The Core Development Character Area aids the delivery of a dynamic and thriving innovation hub for advanced manufacturing, as well as the opportunity to embrace the sites scale in order to accommodate a potential 'Giga-Scale' employer alongside logistics, industrial, storage and distribution sectors.

7.24 Secondary Routes running through the Core Development Character Area take the form of green streets incorporating segregated foot and cycleways as well as suitable landscaping to ensure routes are safe and enjoyable Active Travel Corridors. Additional footpaths and cycle routes run between development plots with suitable levels of natural surveillance to deliver a permeable and legible network of routes across the site.

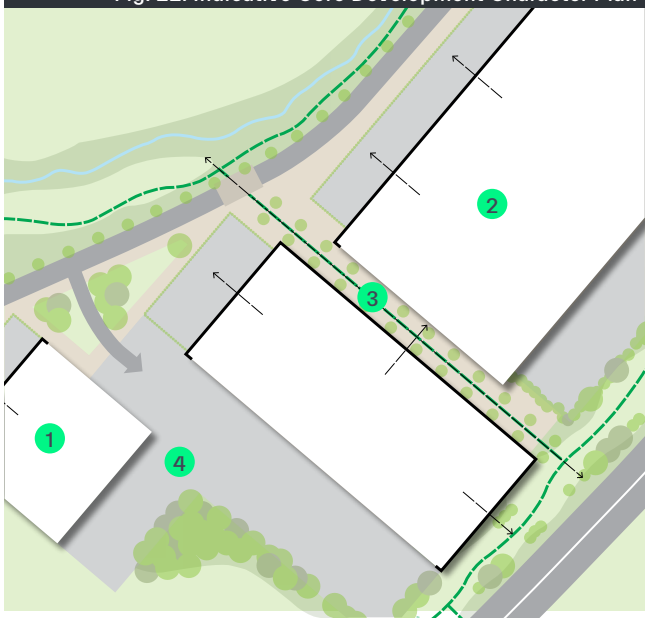
The Core Development Character Area aids the delivery of a dynamic and thriving innovation hub for advanced manufacturing, as well as the opportunity to embrace the sites scale in order to accommodate a potential 'Giga-Scale Plus' employer.


Core Development
Page 547

Core Development Key Design Principles

1. The design of smaller format Advanced Manufacturing uses should be designed to promote dynamic and thriving innovation hubs for advanced materials and manufacturing. These should include premises of different sizes to attract varied scales of business and allow for the retention of business on-site as they grow. Development should also include a range of communal and co-working facilities to promote sharing, communication and innovation.
2. The design of larger format 'Giga-Scale' should be designed to lessen their impact on the surrounding development where possible. It is possible that the site will attract large occupiers, where self-containment and security is important. In these instances, careful consideration should be given to design to ensure wider permeability with other areas of the site. This should utilise opportunities to integrate in with surrounding complementary uses, enable pedestrian and cycle permeability, and where possible, allow provide/enable shared facilities.
3. Due to the large format nature of employment-led developments such as Northern Gateway, where development allows, opportunities should be utilised to further improve permeability through the site (including links to the consented South Heywood scheme) with the introduction of additional pedestrian/cycle routes between development plots. These should be designed to include suitable levels of natural surveillance, landscape and be accessible to all users.
4. Where possible opportunities should be explored to consolidate parking and introduce shared/communal parking for smaller employment uses/buildings to reduce levels of hardstanding.
5. Areas of soft landscaping, public realm, open space and SuDS should be provided, where possible these should be in naturalised forms in order to maximise ecological opportunities and constraints. These areas have not been identified at this stage in order to maintain flexibility.

Fig. 22: Indicative Core Development Character Plan



Character Precedents

Built Form and Use

















Streets and Movement









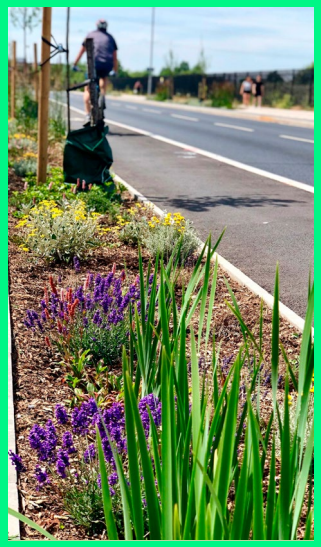






Landscape







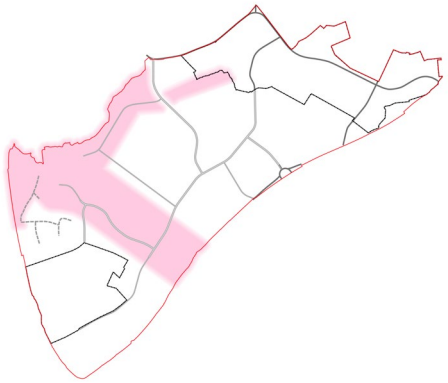








Character Area 4 – Urban Valley

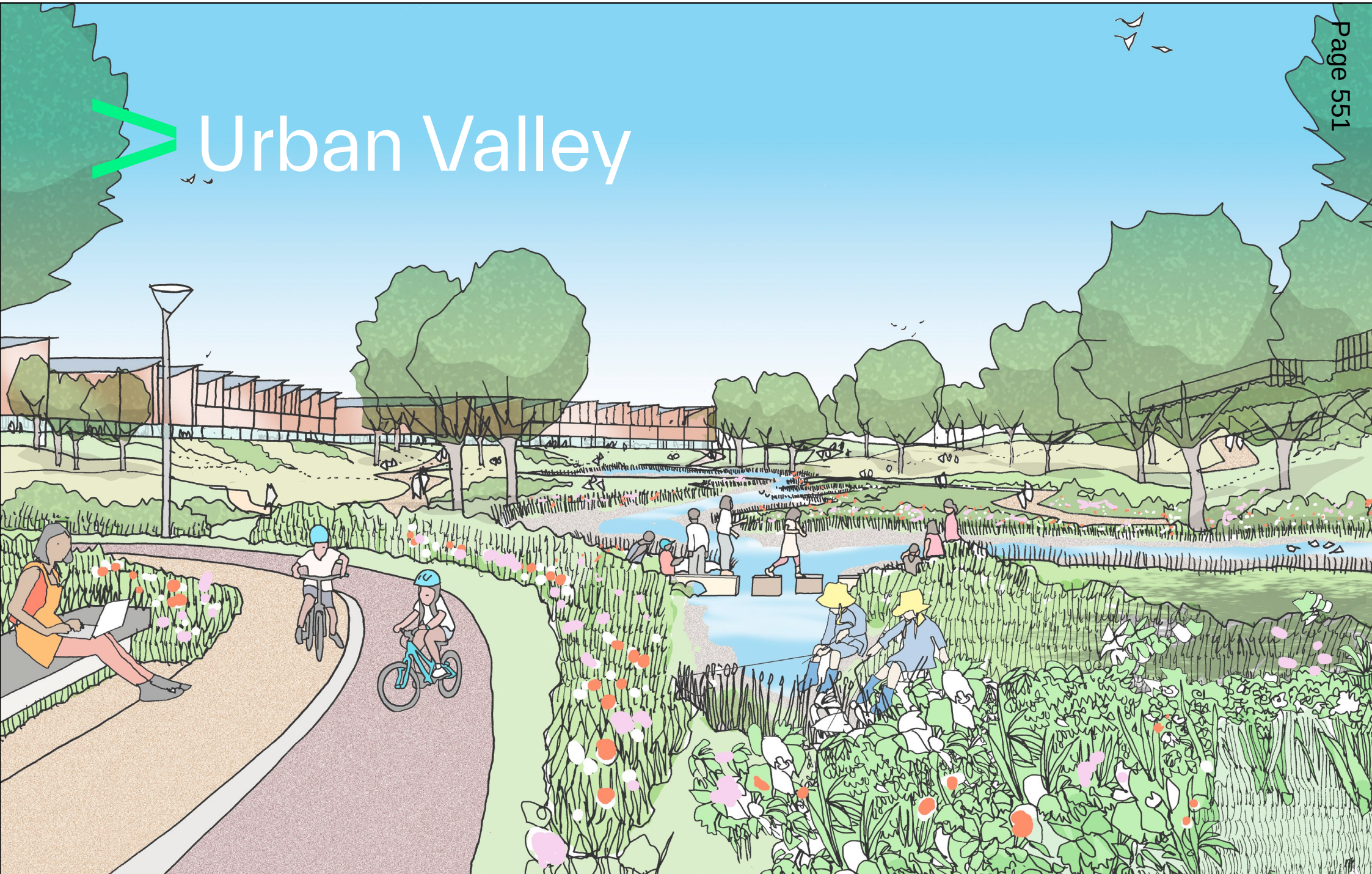


7.25 The Urban Valley Character Area aligns along the watercourses of Whittle Brook and Brightley Brook and captures development within the western extent of the northern boundary and a central region of Northern Gateway on a north-west to south-east axis.

7.26 The Urban Valley Character Area forms a high-quality parkland setting to enable new areas of meaningful and accessible public open space with diverse opportunities for sport and recreation to bring about health and well-being benefits for employees, residents and the wider community. Development here is set within the landscape setting with building form, design and appearance having a positive impact on the area's role. Walking and running trails will meander throughout the Character Area with integrated community spaces and sport provision where compatible with ecological considerations. In connection with the Boundary Corridors Character Area, Whittle Valley protects areas of the highest ecological value and forms a cohesive wildlife movement and habitat network within Northern Gateway as well as connecting to green spaces within the surrounding local area to integrate with the wider landscape setting.

7.27 The existing brooks, their tributaries and u-shaped valleys alongside woodland blocks and riparian habitat are retained and enhanced as far as possible and highlighted as distinguishing and mature landscape features. Supplementary landscape features to include naturalised and habitat friendly sustainable water management, land reprofiling solutions and further soft landscaping.

The Urban Valley Character Area forms a high-quality parkland setting to enable new areas of meaningful and accessible public open space.


Urban Valley
Page 551

Urban Valley Key Design Principles

1. Ensure building design and form responds to the role of the Urban Valley Character Area as containing some of the primary area of public open space across the site, as buildings will be highly visible to pedestrians and cyclists moving through and within the wider development.
2. Building elevations which front on to areas of public open space should embrace innovative design solutions in a way which breaks up their visual form, reduces their impacts on surrounding public spaces and maximises levels of natural surveillance.
3. Due to the large format nature of employment-led developments such as Northern Gateway, where development allows, opportunities should be utilised to further improve permeability through the site linking large areas of public open space with surrounding streets with the introduction of additional pedestrian/cycle routes between development plots. These should be designed to include suitable levels of natural surveillance, landscape and be and accessible to all users.
4. Provision of green and blue infrastructure network formed through retention and enhancement of existing natural assets, in particular Whittle Brook, Castle Brook and Brightley Brook, and integration within a series of structural green and blue landscaped corridors.
5. Including landscaped corridors to form a high-quality parkland setting for Northern Gateway offering multiple benefits: for biodiversity and natural landscape; for sport and recreation; for sustainable water management and the health and well-being of employees, residents and the wider community.
6. Parkland setting should enable new areas of high quality, meaningful and accessible public open spaces with diverse opportunities for sport and recreation
7. Landscaped corridors should connect to public open space within the South Heywood Masterplan, Pilsworth Reservoir to the north and green spaces within the surrounding local area to integrate with the wider landscape setting.
8. Landscaped corridors should protect the areas of highest ecological value, increase habitat value with various landscape enhancements and form a cohesive wildlife movement network.
9. Inclusion of naturalised and habitat friendly sustainable drainage systems to manage rainwater run-off from hard paved spaces and buildings.
10. Deliver naturalised mitigation solutions to land reprofiling and retaining features and other site-wide infrastructure requirements.

Fig. 23: Indicative Urban Valley Character Plan



Character Precedents

Built Form and Use















Streets and Movement













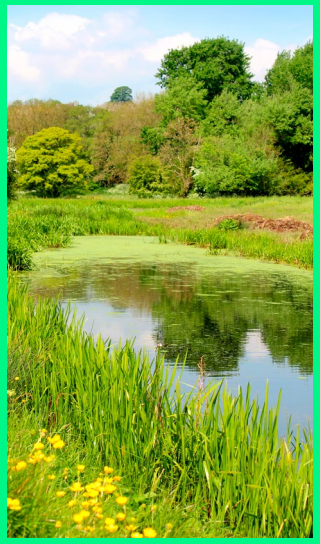


Landscape





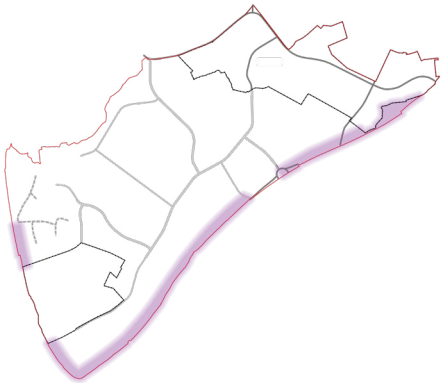








Character Area 5 – Boundary Corridors



7.28 The Boundary Corridor Character Area bounds the M62 and M66 motorways. Its linear configuration extends along the majority of the southern and western boundary, excluding Pike Fold Golf Course, the existing playing fields and Castle Road proposed residential area.

7.29 The Boundary Corridor Character Area recognises the opportunity to create a multi-functional, high-quality, safe and enjoyable peripheral linear public open space that offers numerous benefits. Rather than merely retaining tree-belts along the periphery of this side, the Boundary Corridor Character Area will instead build off this asset to create a circular traffic free green corridor for use by employees, surrounding communities and local wildlife alike.

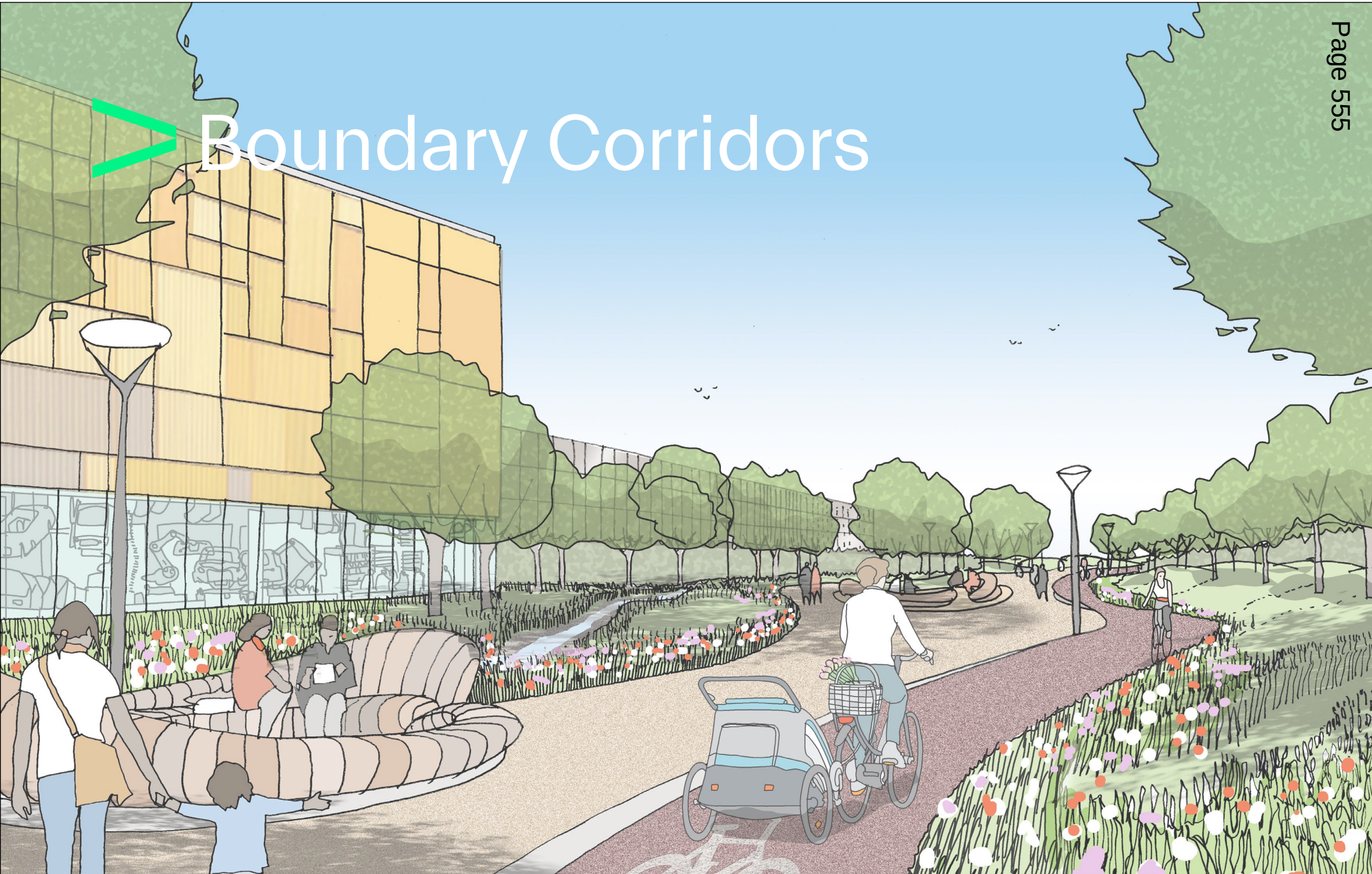
7.30 The corridor will connect a number of currently unlinked and poor-quality pedestrian and cycle routes which currently cross the motorways into the site to create a safe, attractive and legible network of routes. Where possible they should seek to enhance the quality of access points across adjacent motorways, improving safety, increasing accessibility for all active modes of transport, and provide attractive local entrance points into the site.

7.31 To reinforce existing tree with additional structural landscape planting, mitigating the impacts of the nearby M62 and M66. For cohesive habitat connection and wildlife movement benefits, the existing and proposed landscaping, combined with naturalised sustainable drainage systems, will strengthen and diversify the current habitats, thereby enhancing the ecological value of the site. For sport and recreational benefits, a perimeter pedestrian and cycle active travel network provides car-free travel routes, direct connections to existing links across the M62 and M66 and attractive running and walking trails.

7.32 Routes should be designed to suitable dimensions to ensure spaces are proportionate to adjacent buildings and provide adequate amenity and landscape value. Proposed buildings adjacent to the boundary corridors should be of a suitable scale so not to dominate the character of the area.

7.33 The well-established and mature tree belts alongside the M62 and M66 are distinctive landscape features of the Character Area to be enhanced and extended with further structural landscape planting to cover the entirety of the motorway boundaries.

The Boundary Corridor Character Area recognises the opportunity to create a high-quality, safe and enjoyable peripheral linear public open space that offers numerous benefits.


Boundary Corridors
Page 555

Boundary Corridors Key Design Principles

1. Building scale, use and form should be carefully considered where buildings sit in close proximity to adjacent proposed/existing residential uses in other to protect the amenity of residents.
2. Boundary Corridor will be largely free from road-based traffic and primarily take the form of pedestrian, cycle and Active Travel routes which connect into existing pedestrians/cycle routes across the M62 and M66 Motorways.
3. Due to the large format nature of employment-led developments such as Northern Gateway, where development allows, opportunities should be utilised to further improve permeability through the site with the introduction of additional pedestrian/cycle routes between development plots. These should offer direct routes and be designed to include suitable levels of natural surveillance, landscape and be accessible to all users. Built form to be set back from the M62 and M66 motorways to retain the existing mature boundary vegetation. Additional native tree belt planting to strengthen and diversify the existing tree belts where there has been weakening of the landscape structure.
4. Strengthened Boundary Corridor vegetation provides multiple noise, air quality and visual amenity mitigation benefits from the proximity of the M62 and M66 motorways.
5. Inclusion of naturalised and habitat friendly sustainable drainage systems to manage rainwater run-off from hard paved spaces and buildings.
6. The delivery of naturalised mitigation measures within Boundary Corridors also enhances the site's ecological habitats, connected wildlife movement corridors and Biodiversity Net Gain (BNG) contribution.
7. Boundary Corridors, within Northern Gateway, of linear green spaces with vegetation screening form separation distances transitioning between employment development and residential development.

Fig. 24: Indicative Boundary Corridor Character Plan



Character Precedents

Built Form and Use










Streets and Movement








Landscape








Character Area 6 – Castle Road

7.34 Land to the west of the site, off Castle Road, provides the opportunity to bring forward new high quality residential development within the site and set a high benchmark for future residential development within the wider Atom Valley. A new active travel route running east-west through this character area will provide the key connection point for new and existing communities to access the employment opportunities provided within the site and also the high-quality parkland provided within the Urban Valley. Existing recreation facilities will be retained and enhanced and contributions towards recreation and education provision made.

Castle Road provides the opportunity to bring forward new high quality residential development within the site and set a high benchmark for future residential development.

Castle Road Key Design Principles

- Around 200 new homes, with the exact figure to be determined subject to infrastructure requirements.
- Provision of a range of house types, sizes and custom and self-build plots to create a vibrant and varied community. This should include affordable housing in line with the Councils' adopted policies and NPPF requirements and the density of development should be in line with PfE Policy JP-H4.
- Marker buildings should provide a gateway feature at the junction with Castle Road.
- Development blocks within the area should be orientated to promote east-west connectivity and ensure that streets and open spaces are active, overlooked and safe.
- Homes along the active travel route should create a strong frontage.
- Primary vehicular access to serve all residential parcels within this Character Area will be taken from Castle Road which will require a significant upgrade.
- Links to the existing Unsworth communities and into the wider employment site will be provided through the creation of a new active travel corridor through this Character Area. This route will be restricted to local bus services and will not provide connection for other vehicles between the employment and residential parts of the site.
- The movement network should encourage the use of public transport, walking and cycling ahead of the private car by providing direct linkages and improvements to the existing network
- Pedestrian and cycle routes through the site must offer logical and convenient connections to and between key destinations beyond the site boundary.
- Access to recreation provision must be considered when designing the street network.
- Existing road accessing Garic must remain.
- The public realm throughout this character area should be high quality and help to foster a distinct identify which will also aid legibility.
- A variety of green spaces should be provided across the area ranging from private gardens, semi-private courtyard, pocket parks, informal areas of play to public open spaces. The incorporation of small-scale community orchards and allotments to aid health and well-being and enhance biodiversity will be encouraged.
- The design and integration of SuDs will be a key component in managing water across the area. Development should look to incorporate both soft and hard engineered features, which respond at various scales and include controls such as small-scale rain garden, swales, mini wetland and underground storage in addition to green roofs.

Character Precedents >

Built Form and Use









Streets and Movement








Landscape








Sustainability

Greater Manchester's ambition is to become a carbon neutral city region by 2038.



08

Atom

08. Sustainability

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury and Rochdale Councils through respective declarations of climate emergencies. Achieving this goal will reduce the need for buildings and homes to be retrofitted in the future to achieve carbon neutral goals set by Greater Manchester and the UK.

8.1 Strategic Objective 7 of PfE "playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city region" includes two specific themes of relevance to this chapter which are to:

- Promote carbon neutrality of new development by 2028, and
- Improve energy efficiency and the generation of renewable and low carbon energy.

8.2 The scale and location of the site provides an opportunity to demonstrate a commitment to net zero through the implementation of the policies within PfE and the ambitions of Bury and Rochdale Councils. The delivery of a net zero and highly sustainable employment park will support green growth within the region and help attract innovative world-class industry.

8.3 This chapter focusses on the expectations and likely benefits from the site with respect to net zero, carbon, energy, resource efficiency and climate resilience which, collectively, would make a significant contribution to climate change mitigation and address the impacts of climate change[5]. The specific policies within PfE that are relevant to this section are:

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment, and
- Policy JP-S6: Resource Efficiency.



The scale and location of the site provides an opportunity to demonstrate a commitment to net zero through the implementation of the policies within PfE and the ambitions of Bury and Rochdale Councils.

5. The policy expectations set out in this section do not apply to the South Heywood Masterplan Area which is subject to sustainability standards set out in the conditions of the outline planning permission(s).

Carbon and Energy

8.4 Development at the site must adhere to Policy JP-S2 to demonstrate how net zero has been achieved where practical and viable. The policy requires the following:

- From adoption (2024) – regulated operational carbon emissions: When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and / or off-site renewable energy sources, with any remaining carbon balance offset.
- From 2028 – the above plus all emissions 'in construction': When the amount of carbon emissions associated with a building's product and construction stages up to practical completion is zero or negative, through the use of offsets. For clarity, construction carbon is defined as life stages A1-A5.

8.5 The above definitions are adapted from the UKGBC Net Zero Carbon Buildings Framework.[6] The UKGBC Framework is due to be superseded during 2024 by the emerging UK Net Zero Carbon Building Standard[7] (UKNZCBS). Implications of this change will need to be addressed once the UKNZCBS is launched. However, initial recommendations of how the UKNZCBS can be addressed are set out within the relevant sections below.

Net Zero in Operation

8.6 PfE Policy JP-S2 requires that regulated energy usage is minimised as far as possible on site in line with the following energy hierarchy:

- Minimise energy demand
- Maximise energy efficiency
- Use renewable energy
- Use low carbon energy, and
- Utilise other energy sources.

8.7 Policy JP-S2 also requires that, for non-domestic buildings, BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue is achieved, rising to BREEAM 'Outstanding' equivalent from 2028. This requirement therefore forms the basis for how much energy and carbon emissions should be minimised directly on site.

8.8 Residual emissions after reduction will then be offset where practical and viable via a fund which will be developed by GMCA, Bury and Rochdale Councils.

8.9 From 2025, development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. It is not expected that emissions associated with unregulated energy will be offset.

8.10 It is expected that the energy strategy for the site will seek to be all-electric to ensure that energy demand is met through the increasingly decarbonising electricity grid. It is expected that heat pumps will be used to deliver the space heating and cooling demand.



6. UKGBC Net Zero Carbon Buildings Framework (2019)

7. UK Net Zero Carbon Building Standard



8.11 It is expected that on-site renewable energy will be maximised as far as possible at the site, prioritising rooftop and ground mounted solar photovoltaics, and building mounted micro-wind turbines where appropriate, practical, and viable.

Net Zero in Construction

8.12 From 2026, Policy JP-S2 requires (where practicable and viable) all new development to achieve zero carbon in construction in line with the UKGBC Framework (as defined in Paragraph 8.5 (b)), in addition to regulated energy. Construction carbon emissions should be minimised as far as possible before residual carbon is offset.

8.13 Offsetting should be limited to buildings only, which aligns with the methodology within the UKGBC Framework and emerging UKNZCBS.

8.14 Reductions in construction carbon should focus on material efficiency (e.g. 'use less') in the first instance, before exploring the use of low carbon and innovative materials.

Carbon Offsetting

8.15 In collaboration with the GMCA, Bury and Rochdale Councils are developing a Carbon Offset Fund to enable applicants to contribute to and achieve net zero.

8.16 The fund is expected to be in place shortly and should be available for any relevant planning applications within the JPA1.1 site.

Heat and Energy Networks

8.17 The site has been identified as a Heat and Energy Network Opportunity Area. As such, it will be important to explore whether installation of a site-wide heat/energy network solution is practical, financially viable, and delivers the highest carbon savings over the course of its operation.

8.18 Opportunities for using waste heat locally should be explored.

8.19 Opportunities for smart energy networks should also be considered, including:

- Energy demand and generation balance
- Energy storage
- Microgrid(s), and
- Electric vehicle charging strategy (HGV, public, and private vehicles).
- If an applicant can demonstrate that an alternative energy strategy will deliver greater benefits, then this will be considered.

Resource Efficiency

8.20 Circular economy is a key part of Greater Manchester's ambition to be a carbon neutral and leading green city region by 2038, and Northern Gateway will have a role in supporting this.

8.21 PfE Policy JP-S6 (Resource Efficiency) requires development to use sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

8.22 It is expected that circular economy measures implemented in the development will include, but are not limited to:

- Material efficiency, minimising the quantity of materials used in construction
- Use of recycled materials and materials with a high recycled content
- Use of materials which can be repurposed or recycled at end of life
- Resource (energy and water) efficiency measures during construction and operation, and
- Reduction of waste generated during construction and operation, and diversion of residual waste from landfill.

Climate Resilience

8.23 Greater Manchester will experience changes to climate in the future, including:

- Increased annual temperatures
- Increased winter rainfall, and
- Decreased summer rainfall.

8.24 Impacts associated with the above changes to climate and measures to mitigate them are set out within PfE Policy JP-S4 and must be adhered to.

8.25 Development must demonstrate how climate adaptability and resilience measures have been incorporated through design measures which are appropriate for the JPA 1.1 site and its proposed use. Design measures expected to be implemented on site include:

- Reducing overheating risk through passive measures in the first instance, using active cooling where necessary.
- Reduction of surface water flooding through Sustainable Drainage Systems (SuDS) and positive interventions within the natural riparian environment working with natural processes, without significantly embodied carbon emissions.
- Incorporating green and blue infrastructure to mitigate overheating, flood risk, and contribute to biodiversity, whilst ensuring the design of built development also reduces wherever possible impacts on the surrounding natural environment.
- Minimising water use during operation through modern design techniques which promote measures for reducing water demand and incorporating rainwater or greywater harvesting, and
- Appropriate landscaping strategy which suits current and future climate scenarios and doesn't rely on mechanical irrigation.

Environmental Accreditation

8.26 As set out within Paragraph 8.8, development should achieve a minimum of BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue is achieved, rising to BREEAM 'Outstanding' equivalent from 2028.

8.27 BREEAM provides a holistic approach to demonstrating sustainability, including categories in Energy, Water, Materials, Waste, and Pollution. The assessment process provides a robust approach to carbon and energy, resource efficiency, and climate resilience.

8.28 Applicants are therefore encouraged to achieve full certification under BREEAM, to a rating of 'Excellent' as a minimum.

8.29 Where feasible and viable, additional accreditation is encouraged to demonstrate the sustainability credentials of the site. Accreditation could include but is not limited to ActiveScore, FitWel, and WELL.

8.30 Applicants are expected to maintain dialogue with the councils throughout the application process to ensure that the net zero and sustainability approaches are policy compliant and compatible with the ambitions of GM and Atom Valley.

8.31 The measures set out may need to be reviewed following industry updates including Future Building Standard, UKNZCBS, and any further updates in national legislation and guidance.



Phasing, Infrastructure and Delivery

This requires a coherent and coordinated approach to the provision of strategic infrastructure, through the direct delivery of on-site and off-site infrastructure, and through financial contributions.

09

09. Phasing, Infrastructure and Delivery

The site is a large nationally significant location for new employment-led development. PfE anticipates the delivery of a total of around 1,200,000 sqm of industrial and warehousing space and around 1,200 homes. It is anticipated that the site has the potential to take approximately 20 years to be delivered, although the baseline assumption is that around 935,000 sqm of employment space will be delivered within the PfE plan period to 2039.

9.1 This requires a coherent and coordinated approach to the provision of strategic infrastructure, through the direct delivery of on-site and off-site infrastructure, and through financial contributions. These contributions will ensure delivery of the site provides mitigation for the impacts of the development on the surrounding communities and the environment, as well as achieving the full aspirations of PfE.

9.2 Planning permission has already been granted for up to 175,460 sqm of employment floorspace, 1,000 homes, a local centre, and a new primary school on the eastern part of the site at South Heywood, delivering an early phase of development. This chapter relates to the subsequent phasing and delivery of the remaining site.

9.3 A comprehensive Infrastructure Phasing and Delivery Strategy (IPDS) for the site has been prepared in accordance with the PfE Policy JPA1.1 and JP-D1 and should be read alongside the NGDF SPD. The IPDS will remain a 'living document' and will be subject to regular updates and amendments outside of the NGDF SPD process in order to be responsive to constraints and opportunities, and the availability of funding, as the site is brought forward.

9.4 Planning applications within the site will be required to demonstrate how the proposed development would assist in the delivery of key infrastructure and not compromise or prejudice the comprehensive development of the site. The council(s) will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site and all parcels will need to be sufficiently coordinated with appropriate infrastructure delivered at the correct time to support comprehensive development. Planning applications will need to demonstrate alignment with the infrastructure requirements, delivery and phasing principles and programme set out in the IPDS. Piecemeal planning applications which fail to deliver or contribute towards the wider strategic infrastructure will be resisted.

9.5 It is not considered practical to provide for the full infrastructure requirements across the site as part of its early development, particularly because of the scale of the site, scheme viability and longevity of its expected delivery. Therefore, infrastructure delivery will be phased through the development cycle of the site, as parcels and phases are brought forward or in response to opportunities. Opportunities to secure external funding for key infrastructure will also be pursued to expedite the delivery of the opportunity.

9.6 This includes the opportunity for the site to attract significant national and international investment, including a giga-scale opportunity. It is envisaged that the site will be promoted for such a giga opportunity and there is potential for this to be located within different parts of the site. If this opportunity does not come forward in the expected first phase of the site, then subsequent phases will still retain the potential. Implementing infrastructure throughout the site too early could constrain development parcels and investment opportunities of this scale.

9.7 The IPDS will be kept under review and updated to respond to changing needs and circumstances over time.

Phasing and Infrastructure

9.8 Given the scale of the opportunity, full delivery of the site is expected to take place over a 20-year period. Development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach is needed to be responsive to opportunities (which is one of the 12 key principles of the Northern Gateway Investment Zone summarised in Chapter 4 of this SPD).

9.9 It is anticipated that there will be different phases across the lifespan of the development and over time the phasing may change and phases may emerge, depending upon the needs of future occupiers. The approach to phasing is not necessarily intended to be chronological, but rather reflects a natural and logical way the site will come forward given the existing infrastructure and the currently envisaged timing of delivery. This approach does not restrict the potential for latter phases to be accelerated where opportunities arise, or where infrastructure allows certain phases to be advanced earlier than currently envisaged.

9.10 The overall phasing of development, including the quantum of floorspace capable of being delivered within each phase, will be influenced by the extent of available capacity within the surrounding road network (SRN) which will need to be managed with an integrated transport strategy which prioritises sustainable transport modes in accordance with the site transport vision set out in the Transport Framework Document.

Initial Phase – Employment

9.11 It is proposed that the logical and natural first phase of development (after the consented South Heywood development) will stem from the existing highway infrastructure that already exists in and around the site. The extent of the first phase and rate of delivery will be principally driven by market demand.

9.12 Local highway upgrades are required to both the northern site entrance (Pilsworth Road/Moss Hall Road Junction (south)) and the existing spine road (Whittle Lane) running south through the site to allow initial phases of development in the northern part of the site which in effect will provide an extension to the existing built development and benefit from connection to existing infrastructure to commence.

Fig. 25: Indicative extend of proposed 'Western Access Solution' works.

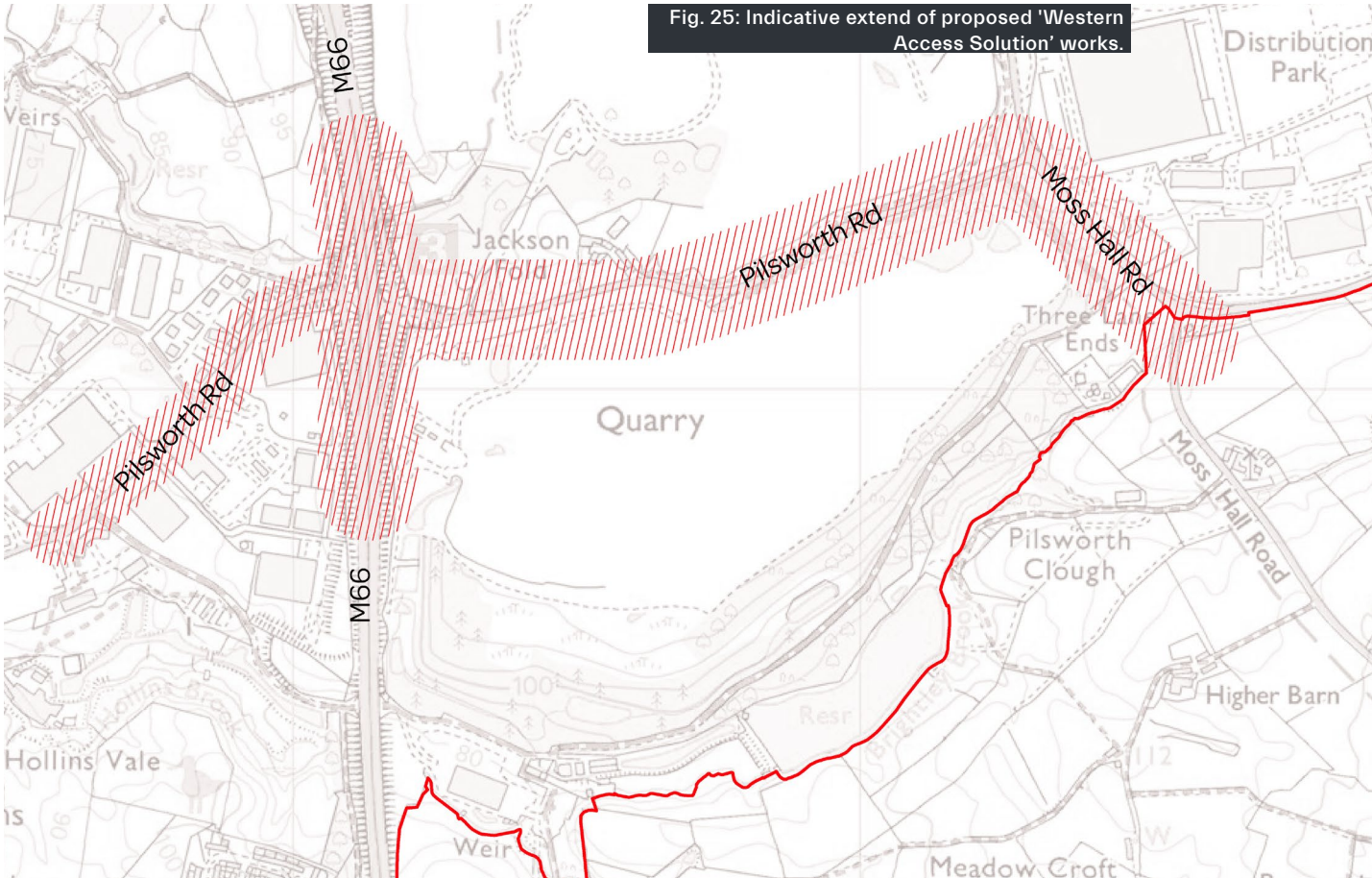
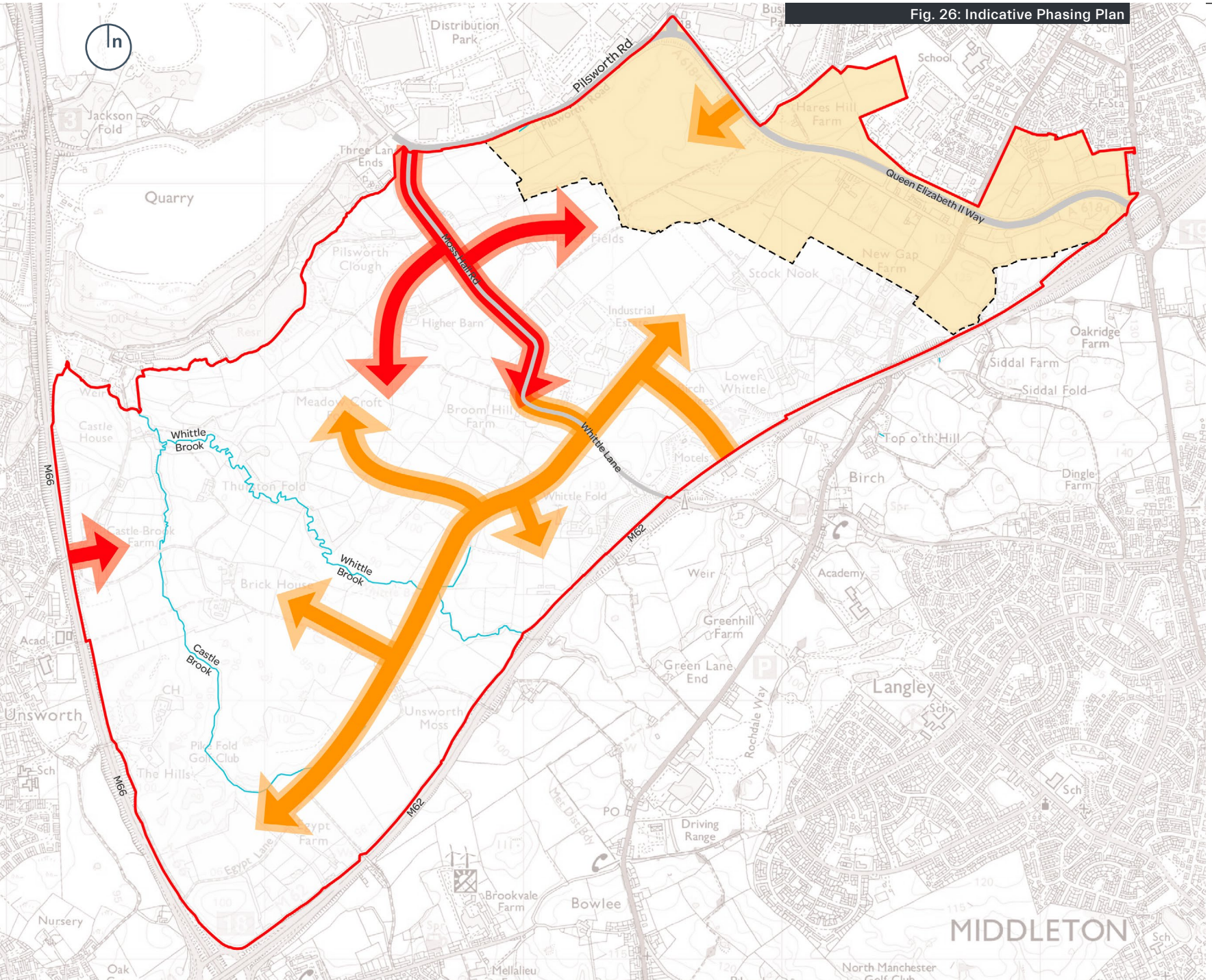


Fig. 26: Indicative Phasing Plan



9.13 A package of active travel and public transport improvements will be required to connect with nearby communities and town centres. Early planning applications within the site should deliver these interventions in a way that is proportionate and that establishes the principle of the site being accessed in line with the sustainable transport hierarchy, the Transport Framework Document and the IPDS.

9.14 It is anticipated that the next phase of development opportunities will then be provided to the development plots to the east and west of the existing spine road, generally moving in a southerly direction from the Pilsworth Road/ Moss Hall Road junction (south).

9.15 To connect these initial phases of development with the local highway network and the strategic road network, improvements to Moss Hall Lane, Pilsworth Road (East and West of the M66) and Junction 3 of the M66 will be required. This infrastructure project is known as the 'Western Access solution' and will allow for increased highway capacity as well as early provision of public transport and active travel links.

Initial Phase – Residential

9.16 Residential development in the western part of the allocation is also expected to come forward in the early phases of the development. However, this will be independent of the employment part of the site, albeit with longer term requirements to link this site with the wider development as it progresses – specifically with regards to active travel and public transport.

9.17 Primary access to serve the residential element will be taken from Castle Road and local highway upgrades at the junction between Castle Road and Pole Lane will be required to facilitate this access. A new active travel corridor from Castle Road and through the residential development will also be required as part of the residential phase, ensuring that land is safeguarded to provide connectivity to later phases of employment development outlined below.

Later Phases

9.18 As the employment development builds out from the north, further work will be undertaken to explore how later phases, and infrastructure, can be brought forward. Significant levels of investment in the SRN will be required and is likely to include a scheme of mitigation and improvement at Junction 3 of the M66 and Junction 19 of the M62. The exact requirements will be determined through joint working and detailed highways modelling with National Highways.

9.19 Public transport access from Bury and Rochdale to the site will be improved and could include:

- Introduction of local bus services to/from key communities around the site, including, Bury, Heywood, Middleton, Rochdale, Radcliffe, Whitefield and Prestwich, as well as wider connections to the City Centre and Oldham.
- Active travel routes linking the site to surrounding communities and beyond, utilising existing crossing points across the strategic road network and potentially new crossing infrastructure.
- Tram-train on the Bury-Heywood-Rochdale line to the north of the site.
- A spur into the Northern Gateway site from the Bury-Heywood-Rochdale tram-train line.

9.20 Later phases will also require internal highways infrastructure, including at least one bridge over Whittle Brook to connect the parcels with the internal spine road.

9.21 Infrastructure in all phases must enable and link active travel and public transport connections throughout the whole site, including links through the residential component of the site although general traffic movement (including cars and HGVs) will not be permitted through this route..

Flexibility and Adaptability

9.22 Due to the scale and nature of the proposed uses, and the timescales within which it is anticipated to be delivered, the NGDF and associated Development Framework Plan needs to be robust as well as flexible. The NDGF provides suitable controls and principles to suitably guide future proposals and to manage design qualities, whilst being able to adapt to changing market conditions, context as well as occupier requirements. This includes factoring possible large investor requirements.

9.23 The employment uses envisaged for the site could take the form of a larger number of smaller commercial units or a smaller number of large commercial units and will be driven by market demands and the needs of tenants. These will often require large, plateaued development plots for maximum flexibility to respond to the varied needs of occupiers and tenants.

9.24 The scale of the site represents the largest new employment site in Greater Manchester and one of the few sites across the country with the potential to be able to accommodate a large investor 'Giga-scale' opportunity. Such opportunities are significant and would need special consideration with regard to setting, impacts and form of any such development. In order to accommodate such an opportunity, the Development Framework Plan has been designed to allow a number of adjacent development plots to be merged into a single development plot whilst not having a material impact on the site-wide design principles and the wider vision.

Longer Term Development Potential

9.25 PfE policy JPA1.1 requires existing recreation facilities within the site (including Unsworth Academy playing fields and Pike Fold Golf Course) to be retained and enhanced; or where necessary, for provision to be made for replacement facilities that are equivalent or better in terms of quantity and quality in a suitable location. In this context, the Development Framework Plan presented in this NGDF assumes that Pike Fold Golf Course and the adjacent playing fields will be retained.

9.26 Notwithstanding this, there may be an opportunity in the future for development to come forward on the Golf Course and playing fields, subject to an alternative reprovision. As such, the Development Framework Plan has been designed to ensure that development doesn't inhibit future development of the golf course and/or playing fields should that part of the site come forward for development. This includes providing suitable potential points of access and through routes to ensure that any future development of the existing recreation facilities reads as part of a single comprehensive development.



Fig. 27: Development Framework Plan showing potential development on the golf course

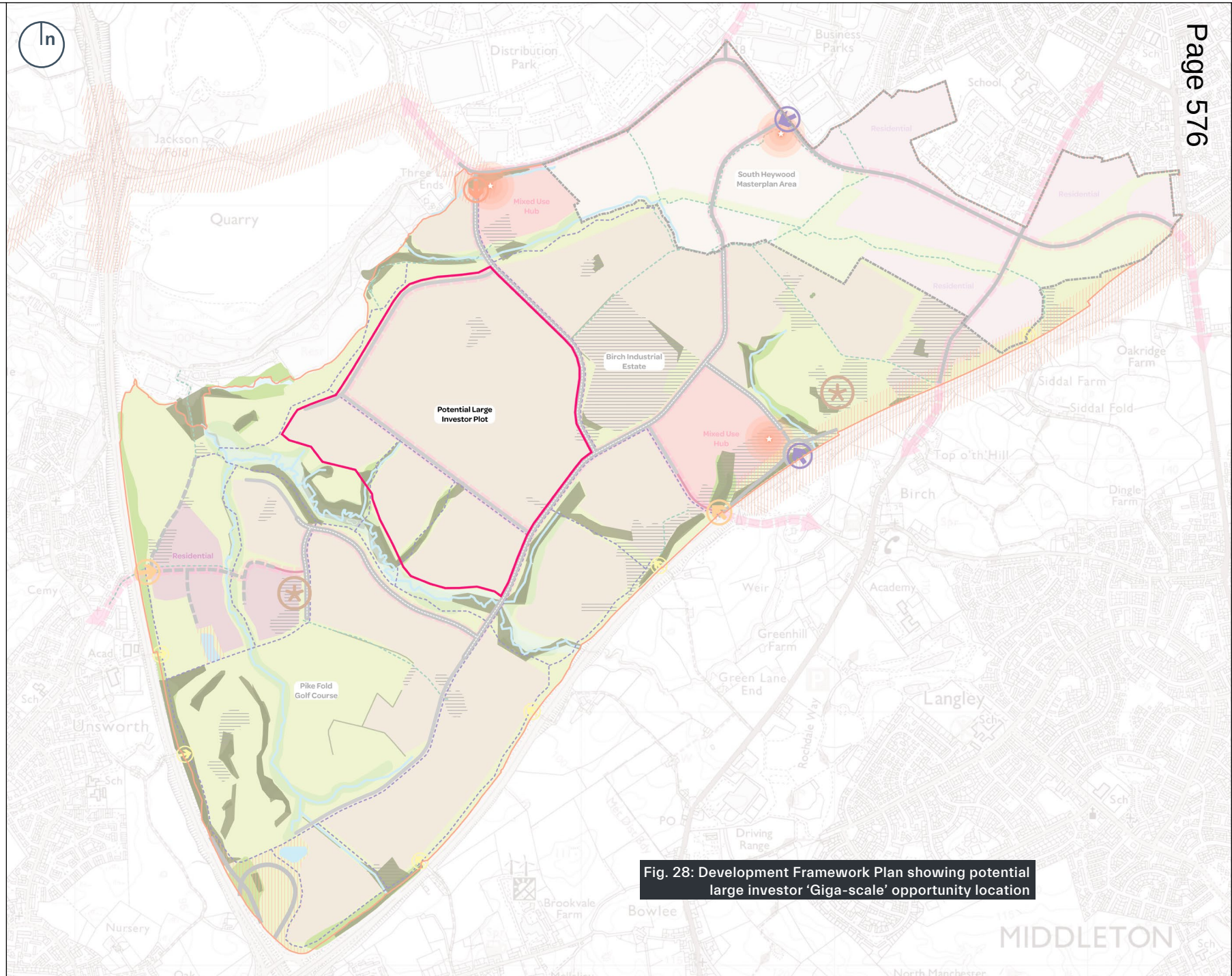


Fig. 28: Development Framework Plan showing potential large investor 'Giga-scale' opportunity location

Site-Wide Infrastructure

9.27 Whilst the provision of new infrastructure is important, there may be existing infrastructure which is required to be diverted or amended as part of the proposed development. A coordinated approach to these works would be required to support delivery including:

- **Accessibility**
  - Active Travel
  - Public Transport
  - Road Network
- **Drainage and utilities**
  - The provision and diversion of water and drainage infrastructure
  - The provision and/or diversion of electricity/gas infrastructure
  - The provision or diversion of digital and telecommunications infrastructure
  - On site Energy
- **Strategic green infrastructure and biodiversity**
- **Community infrastructure**
- **Compensatory improvements to the environment quality and accessibility of land remaining in the Green Belt.**

Delivery and Funding

9.28 A range of delivery and funding mechanisms will be required, including:

- **Developer contributions secured via Section 106 Agreements:** Developer contributions and/or delivery of infrastructure in lieu will be secured to assist in mitigating the impact of the development (or relevant phase of the development). In line with the CIL Regulations, contributions will be sought where they are necessary to make the development applied for acceptable in planning terms, and fairly and reasonably related in scale to the development.
- **Public sector funding:** The scale of infrastructure required to realise the full potential of the site will require funding from the public sector. This funding is expected to help stimulate development and support the viable delivery of some of the key infrastructure required to realise delivery of the site.

9.29 An equalisation approach will be followed to ensure that the cost of infrastructure is shared across those benefiting from it. This approach seeks to avoid the costs falling disproportionately on early phases of development or being pushed back to later phases, which would be to the detriment of the comprehensive delivery of the site.

9.30 There will also be infrastructure components that are specific to the parcels that make up the site. Pre-application discussions with the council(s) will identify parcel-specific infrastructure needs, which will be additional to those site-wide strategic infrastructure components that all development should contribute to.

9.31 Bury and Rochdale Councils, as the Local Planning Authorities, have statutory powers that can enable and facilitate the delivery of major and comprehensive development opportunities. In order to ensure that the public benefits afforded by a comprehensive approach to development are fully realised, where necessary the councils will consider the use of their statutory powers (including compulsory purchase powers (CPO) and the over-riding of third-party rights) to deliver the allocated development on a comprehensive basis.

Review

This NGDF SPD provides a clear vision and expectations for development and supporting infrastructure within the Northern Gateway JPA1.1 site.



10

Atom

10. Review

This NGDF SPD provides a clear vision and expectations for development and supporting infrastructure within the Northern Gateway JPA1.1 site.

10.1 The implementation and delivery of the NGDF will take time but engagement with key infrastructure bodies will continue as sites and projects come forward.

10.2 If circumstances change and have implications for the guidance provided in the NGDF SPD, a review will be appropriate.

10.3 The scope and content of any review would be agreed between the councils and the updated NGDF SPD would be subject to a proportionate statutory and/or public/ stakeholder consultation before being finalised. Thereafter, the updated Development Framework would be reported to a meeting of both Rochdale Borough Council and Bury Council Cabinets to seek approval.



For further information contact

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Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Northern Gateway Development Framework Supplementary Planning Document
Lead Officer (SRO or Assistant Director/Director)	Cris Logue
Department/Team	Business, Growth and Infrastructure
Proposed Implementation Date	5th March 2025
Author of the EqIA	Fran Smith
Date of the EqIA	15th January 2025

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?

The Northern Gateway Development Framework (NGDF)Supplementary Planning Document (SPD) supports Policy JPA1.1 of the Places for Everyone Joint Plan (PfE) which was adopted in March 2024.

The NGDF establishes the key principles for the development of the site and establishes a framework against which future planning applications on the site will be considered, sets out high level design principles and an approach to the delivery and phasing of infrastructure. In order to give the Framework additional planning weight in decision making, it is proposed that it is adopted as a Supplementary Planning Document (SPD).

The draft NGDF has been subject to a eight-week period of consultation in order to establish stakeholder views on its content.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?
Employees: **No** Community/Residents: **Yes** Third parties such as suppliers, providers and voluntary organisations: **Yes** – site developers, businesses If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation
Documentary Evidence: Places for Everyone Joint Development Plan and supporting evidence mdc8-appendix-a-eqia-2023.pdf
Data: Places for Everyone Joint Development Plan and supporting evidence

Stakeholder information/consultation:

Places for Everyone has been subject to consultation at various stages and has been subject to an examination by Government-appointed Inspectors.

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations Positive, Neutral, Negative
Age	Positive	PfE has been subject to an Integrated Appraisal and part of this has involved and 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		
Disability	Positive			
Gender Reassignment	Neutral			
Marriage and Civil Partnership	Neutral			
Pregnancy and Maternity	Neutral			
Race	Neutral			
Religion and Belief	Neutral			

Sex	Neutral	different groups of people. The Integrated Appraisal is available at mdc8-appendix-a-eqia-2023.pdf		
Sexual Orientation	Neutral			
Carers	Neutral			
Looked After Children and Care Leavers	Neutral			
Socio-economically vulnerable	Positive			
Veterans	Neutral			

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16

	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16

3.2 Level of risk identified	0
3.3 Reasons for risk level calculation	The impacts considered under section 2.4 show that the activity will have either positive or neutral impacts on the various groups identified.

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed	X	
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	Fran Smith	15/01/25	
Responsible Asst. Director/Director	Cris Logue	15/01/25	
EDI	Lee Cawley	14/02/25	

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details

Agenda Item 13

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Northern Gateway (MDC Approval to Consult and Joint District Memorandum of Understanding) - PART A	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. As outlined in previous Cabinet Papers, the Council is working in partnership with Rochdale Council and the Combined Authority to bring forward the Northern Gateway sites, providing a significant boost to employment opportunities and economic growth locally.

2. To aid the delivery of the sites, it is proposed that a Mayoral Development Corporation (MDC) is created to reflect the importance of the site regionally and nationally.

3. It is also an appropriate time to create more formal procedures for working with Rochdale Council in bringing the sites forward, until such time as the MDC is in place. As such, it is proposed that a Memorandum of Understanding is entered into between the two districts.

Recommendation(s)

4. It is recommended that Cabinet:

   i. Endorses the principles of the Memorandum of Understanding (MoU) which has been developed to formalise the joint working arrangements with Rochdale Council to progress work on Atom Valley and Northern Gateway.

   ii. Delegates authority to the Director of Law and Democratic Services in consultation with the Executive Director of Place and the Council Leader and Cabinet Member for Strategic Growth to develop the detail of the joint-district MoU and formalise the agreement, or any subsequent agreement which is deemed necessary.

   iii. Notes the recommendations contained within Northern Gateway Delivery Vehicle Options Paper (Deloitte) and endorses the Mayoral Development Corporation (MDC) as the preferred delivery vehicle for Northern Gateway.

   iv. Approves the boundary (Appendix A) and name of the Northern Gateway MDC, in addition to endorsement of the proposed consultees.

v. Authorises the approval to consult on an MDC as the preferred delivery vehicle for Northern Gateway to facilitate the establishment of an MDC, subject to the outcome of the consultation.

vi. Notes that a further report will be brought back to Cabinet before an MDC will be formally implemented, with more details on its Governance structure and operations.

vii. Notes Rochdale Borough Council's intention to take a similar report to their respective Executive in respect all items detailed above.

viii. That, subject to the decisions of this Council and Rochdale Council, a report will be presented to the Greater Manchester Combined Authority requesting that it endorse the proposal to consult on the establishment of a Mayoral Development Corporation as the preferred delivery vehicle for Northern Gateway.

ix. That a further report will be presented to Cabinet following the outcome of the consultation before any recommendation is made to the Greater Manchester Combined Authority to request the Secretary of State to formally establish an MDC for the Northern Gateway site.

Reasons for recommendation(s)

5. Further to Cabinet approval in September 2024 to endorse the development of joint working arrangements with Rochdale Council, approval of the principles of Memorandum of Understanding (MoU) with Rochdale Council and delegation to develop and formalise the MoU will further cement alignment of our shared commitment to work together with our partners to deliver Northern Gateway.

6. Following Cabinet endorsement in September 2024 to allow officers to explore potential delivery options for Northern Gateway, joint advice was commissioned between the Councils and Greater Manchester Combined Authority which concludes that a Mayoral Development Corporation is the most appropriate delivery vehicle to achieve our shared ambitions for the Northern Gateway. Approval to consult on the implementation of an MDC as the preferred delivery vehicle for Northern Gateway will allow the statutory process for implementation to progress – for an MDC to be established, there is a statutory requirement for a consultation to take place.

7. Approval of the proposed name and boundary of the Northern Gateway MDC will provide the material required to commence the statutory consultation process.

Alternative options considered and rejected

8. That the principles of the Memorandum of Understanding are not approved, undermining the relationship that has been built up with Rochdale Council and increasing risk to the delivery of Northern Gateway.

9. That the MDC is not endorsed as the preferred delivery vehicle for Northern Gateway. Prior to identifying an MDC as the recommended delivery vehicle for Northern Gateway, the Northern Gateway Delivery Vehicle Options Paper (Deloitte) undertook an analysis of a range of alternative vehicles. These alternative vehicles were discounted for a range of reasons, including intensive time and resources required to set up, level of risk share with the private sector, insufficient powers, difficulties in creating cross-boundary governance and reliance on pending legislation creating threats to delivery timelines based on an untested model with no best practise basis.

10. That the proposed MDC boundary and name are not approved, which would result in the consultation not being able to take place.

11. That the approval to consult on the Northern Gateway MDC is not given, meaning further work could not progress on its implementation and increasing risk to the cohesive delivery of Northern Gateway.

Report Author and Contact Details:

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Position: Major Project Manager (Northern Gateway)
Department: Business, Growth and Infrastructure
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Background

Northern Gateway Joint District Memorandum of Understanding (MoU):

12. The Council has worked closely with Rochdale Council for a number of years to ensure the site was allocated through the Places for Everyone plan. In March 2020, Rochdale Council granted planning permission for the first phase of development at Northern Gateway, a £400m mixed-use scheme at South Heywood, which included the Queen Elizabeth Way link road to J19, 1.8m sq ft of industrial and warehousing floorspace and 1,000 new homes. The new link road opened to traffic in late 2022 and Rochdale has since funded the extension of this highway improvement scheme along Pilsworth Road. Around 300 family homes are either occupied or under construction as part of the first phase of Northern Gateway.
13. Going forward, the recent policy interventions and funding opportunities necessitate more structured and formalised working, resourcing and governance arrangements with Rochdale Council and GMCA to realise the opportunities and to reflect the sites status as part of the Greater Manchester Investment Zone.

14. Districts have agreed that the strong working relationship that has developed now needs to be formalised to ensure the successful joined up, collaborative, open and transparent governance and delivery of development in the area. To reflect this, in September 2024 Cabinet endorsed the development of formal joint working arrangements with Rochdale Council. This work has now been progressed, and the principles of a joint district MoU are presented within this report for approval.

15. The draft joint-district MoU is based on the principles set out in this report and provides the basis for a collaborative arrangement between Bury Council and Rochdale Council in the governance and delivery of Northern Gateway and associated infrastructure projects. Subject to the approval of the principles and the delegation of the development of the MoU, the document will be formalised to ensure both districts collaborate to address key issues as the creation of an MDC is developed.

16. The MoU is based on the foundation of the Northern Gateway Strategic Development Vision, which was endorsed by Cabinet in September 2024, and endorsed by the Atom Valley MDZ Board July 2024.

17. The geographical scope of the MoU relates to the proposed MDC boundary as presented at Appendix A.

18. The draft MoU presents a series of partnership principles which relate to the development and delivery of the Northern Gateway site, and surrounding developments, which as detailed as follows - Members are asked to consider the principles presented below for approval,:

17.1 Commitment to governance arrangements (as endorsed at September 2024 Cabinet);

17.2 Pooling of Skills / Staff Resources:

- Best endeavours to provide adequate resources as required
- Includes resources currently committed to as listed below, plus the recruitment of a Northern Gateway Project Director (2-year fixed term initially), with the proposal being for this role to become MDC Chief Executive upon establishment of an MDC:

    - Major Project Manager (Northern Gateway) – Bury / Rochdale Councils
    - Major Project Manager (Western Access) – Bury Council
    - Head of Strategic Growth (0.5fte) – Rochdale Council
    - Graduate Regeneration Officer (0.75fte) – Bury Council

- Resources may also include access to officers with specialisms including Legal and Procurement
- Annual review due to nature of the work and subsequent variation in the precise level of staffing needed.

17.3 Bids for Funding / Pooled Budgets:

- Collaborative approach to infrastructure funding bids
- Proactively promoting Northern Gateway within GM's investment priorities
- Commitment to match funding (where it is agreed districts are the most appropriate source of match and to a maximum of 50%)

17.4 Future receipts from retained business rates:

Working closely with GMCA, further development work will take place to ensure the terms of the Investment Zone relating to the re-investment of future business rates growth to support growth in the advanced machinery and materials sectors are satisfied.

Districts will work with the GMCA to explore a mechanism for borrowing against future locally retained business rates from across the site. Further approvals will be needed by Cabinet on Investment Zone funding and any future proposals for pooling and retaining business rates.

17.5 Planning Policy Guidance:

With respect to the Northern Gateway, a Development Framework (NGDF) has been produced by the districts. The NGDF has been the subject of statutory public consultation and is before Members for adoption as a Supplementary Planning Document. Once adopted, the NGDF SPD will establish the key principles for the development of the site and establish a framework against which future planning applications on the site will be considered. It will also help districts ensure that the ambitions for the site are realised and the benefits to the communities of Bury and Rochdale are maximised.

The Districts will continue to explore further opportunities for the shared development of joint planning policy guidance documents to ensure a consistent quality of development and place making is delivered across the Northern Gateway site.

17.6 Development Management – Planning Decision Making:

The principle of a joint district planning committee to manage strategic planning application spanning land across both Districts is being explored and will be the subject of a further report to both Councils. Whilst the details are to be determined and agreed, a joint committee would allow any applications received for the site within a set of pre-determined criteria, to be determined from a cross-boundary perspective, to ensure timely decision making and a consistent standard of development is achieved.

17.7 Coordinated approach to marketing and promotion:

Districts will jointly collaborate through the communications and marketing teams to take relevant workstreams forward, and where relevant will link in with the Atom Valley governance structure.

17.8 Maximise Social Value:
Work together to evolve and ensure compliance with a Northern Gateway Social Value Strategy, which will set principles for the coordinated delivery of social value.

19. In line with the Partnership Agreement Principles outlined above, the draft MoU presents the agreement that districts will:

- comply with their respective obligations in this Agreement;
- act at all times in good faith and in line with the principles of being open, transparent, joined up and collaborative;
- notify the other parties of any information relevant to the site (on or off-site) or that could impact the realisation of the delivery of the Strategic Development Vision;
- provide sufficient level of resource to deliver key milestones as set out in the Northern Gateway Business Plan, and other workstreams from time to time, and to comply with the obligations;
- respond promptly to requests for support, review and appraisal, approval or consent and not to unreasonably without or delay consent for any matter which its consent is required under the Agreement;
- enter into all necessary legal agreements (including any necessary agreements with the Joint Venture and other third parties) required to deliver the Project.

20. The draft MoU outlines that there may be some areas of work where one district takes responsibility, which will be determined due to physical administrative boundaries.

21. Delegation is sought for the Director of Law and Democratic Services in consultation with the Executive Director of Place and the Council Leader and Cabinet Member for Strategic Growth to develop the detail of the joint-district MoU and formalise the agreement, or any subsequent agreement which is deemed necessary.

22. Subject to any subsequent decisions taken by the Councils and the Greater Manchester Combined Authority to establish a Mayoral Development Corporation for the Northern Gateway (see below), the terms of any collaboration between the Districts will need to be reviewed and refreshed.

Mayoral Development Corporation (MDC):

23. In July 2024 GMCA Executive agreed to the 'in principle' establishment of a Northern Gateway MDC and subsequently in September 2024 Cabinet authorised officers to explore potential delivery options for Northern Gateway, including exploration of Mayoral Development Corporation (MDC). The GMCA Executive meeting report also highlighted a series of alternative delivery approaches for Northern Gateway to be explored to ensure an appropriate delivery vehicle is identified to enable the accelerated delivery of the programme, by providing a clear framework with the necessary governance and resource arrangements to support.

24. Consideration of an MDC for Northern Gateway was previously made but it was concluded this was premature until such time the Places for Everyone Plan secured the formal release of the site for development, with the formation of the non-statutory Atom Valley Mayoral Development Zone (MDZ) being the preferred route to increasing its importance within Greater Manchester. The circumstances have now changed due to the adoption of the Places for Everyone Plan in March 2024.

25. Development Corporations can be important tools for delivering large-scale development, including mixed-use regeneration, transformational urban extensions, and new settlements. In the right circumstances, these powerful vehicles can bring a number of advantages to complex projects, including:

    - a focus on coordination and consistent delivery from a dedicated body with a specific purpose to develop and deliver a strategic vision for a defined area;
    - Highly visible public sector commitment coupled with broad public- and private-sector expertise at board level as a driver for private investment; and
    - Powers to facilitate the delivery of the project.

26. Deloitte were commissioned to develop a Delivery Vehicle Options Appraisal to build upon recommendations contained within GMCA's Executive Report to provide robust evidence to enable decision making on the appropriate delivery vehicle for Northern Gateway, which will support delivery of the strategic allocation.

27. The Delivery Vehicle Options Appraisal assessed a series of options and refined these into a shortlist – the shortlist was then analysed, including consideration of the complexity of this being a cross-boundary scheme.

28. Deloitte's assessment concluded the delivery vehicle with the greatest ability to support the effective delivery of Northern Gateway is an MDC. This stems from the MDC's capacity to maintain local accountability and explore potential enhanced powers, alongside a series of additional benefits:

    - Retains local accountability and local community input;
    - Provides delivery and governance stability in the long-term;
    - Streamlines private sector engagement by acting as a "front door";
    - Boosts the profile of the Northern Gateway programme;

- Ring-fences and provides sufficient resources for delivery;
- Convenes the public sector by establishing a single institutional platform;
- Has the ability to explore powers such as, land assembly, plan-making and financial incentives for accelerated delivery;
- Has previous examples to use as a benchmark and does not rely on pending legislation.

29. Alternative delivery mechanisms were discounted for a range of reasons, including intensive time and resources required to set up, level of risk share with the private sector, insufficient powers, difficulties in creating cross-boundary governance and reliance on pending legislation creating threats to delivery timelines based on an untested model with no best practise basis.

30. The designation of Mayoral Development Corporations is governed in Greater Manchester by the Localism Act 2011 Part 8, Chapter 2, as modified by the Schedule to the Greater Manchester Combined Authority (Functions and Amendment) Order 2017 (the Act).

31. This provides that the Mayor may designate a Mayoral development area only if consultation has taken place and been concluded in accordance with the Act. Authorisation is sought within this Report to endorse the Mayor carrying out this consultation.

32. Cabinet approval is sought for the following to be included as part of the consultation:

    32.1. MDC Name: *Atom Valley Northern Gateway Mayoral Development Corporation*

    32.2. MDC Boundary: See Appendix A

33. Subject to approval, the consultation will take place for no less than 21 days.

34. Consultation on the Northern Gateway MDC will allow statutory and additional consultees to provide a response to the proposals, and for these responses to be reflected as part of subsequent work to progress the implementation of the MDC, including the development of a constitution and confirmation of resources.

35. Statutory consultees are as follows:

    - Members of the GMCA;
    - MPs whose parliamentary constituency contains part of the proposed area;
    - Each district council whose areas are within the proposed boundary (in this case Bury and Rochdale).

36. In addition to these mandatory statutory consultees, the Mayor is able to consult with any other person they consider it to be appropriate to consult. It is proposed that the consultation will be extended to all residents and businesses in the proposed MDC area, and:

    - Council Members in each district for the proposed area.

37. It is proposed that the consultation will also be publicly accessible through the GM Consult engagement platform, providing information about the proposal, in addition to appropriate supporting materials.

38. The Mayor must have regard to any comments made in response by the consultees; and in the event any comments received are not accepted by the Mayor, the Mayor must publish a statement giving the reasons for non-acceptance.

39. In alignment with the consultation, a Business Case will be developed to further define the detail of the key matters for determination to further support the proposed creation of an MDC. The Business Case will contain details of a developed rationale for intervention; purpose, aims and objectives of an MDC; governance and decision-making; financial considerations; risks and resources.

40. Should the recommendations in this Report, and its equivalents for Rochdale and GMCA be approved a Shadow MDC Board will be established in advance of an approval to implement of an MDC to provide an interim position to enable Northern Gateway to move forward at pace.

41. Further reports will be brought to Cabinet with recommendations following conclusion of this workstream.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

42 A key part of the Places for Everyone Plan is to rebalance the Greater Manchester economy by significantly boosting the economic output from the north through the delivery of new housing and employment that will benefit both Bury and its residents. The plan sets out strategic site allocations that will guide future growth and development in the Borough. The 'Let's Do It' strategy specifically refers to Places for Everyone as having a key role to play in the delivery of its objectives and priorities, in addition to the Corporate Plan 2024/25 seeks to deliver the Vision for 2030 which is for the Council to Achieve Economic Growth.

43 As Bury's largest employment allocation within the Places for Everyone plan, Northern Gateway supports delivery of the Vision 2030 and 'Let's Do It!' to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation through the development of

employment space to enable job creation and upskilling of residents, leading to economic growth:

Local – The project will generate jobs for local people, enhance economic regeneration and provide links with existing and new communities.

Enterprise - the project will drive economic growth and inclusion by creating more employment space for existing businesses to expand into and to encourage more local, national and international businesses to open in the Borough; helping to ensure residents have the best chance to access good jobs.
Together – Ensuring sustainable access into the site to maximise inclusivity and access to opportunities for members of the local community and working with partners to maximise social value opportunities to shape outcomes.

Strength - the project will provide space for new and expanding local business within a site that is well connected to local communities. This will provide opportunities for community wealth building through new business start-ups, increased local spend and the adoption of new skills whilst providing opportunity for all through provision of sustainable transport modes.

Equality Impact and Considerations:

*Please provide an explanation of the outcome(s) of an initial or full EIA and make **specific reference regarding the protected characteristic of Looked After Children**. Intranet link to EIA documents is here.*

44 The attached Equality Impact Assessment concludes that impacts are positive and will continue to be assessed as the project progresses.

Environmental Impact and Considerations:

*Please provide an explanation of the carbon impact of this decision. Please include the impact on both **Carbon emissions** (contact climate@bury.gov.uk for advice) and **Biodiversity** (contact c.m.wilkinson@bury.gov.uk for advice)*

45 Environmental impacts and concerns will be assessed and monitored as project delivery commences and will be in-line with existing Council policies. The Northern Gateway Development Framework will seek to meet policy requirements, including physical, social and environmental impacts including biodiversity net gain.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Memorandum of Understanding is not approved, undermining the relationship that has been built up with Rochdale Council and increasing risk to the delivery of Northern Gateway.	• Establish Memorandum of Understanding between to formalise joint working arrangements between partners; • Continue to develop proposals to implement a Northern Gateway delivery vehicle.
The proposed MDC boundary and name are not approved, which would result in the consultation not being able to take place and further work to implement a Northern Gateway delivery vehicle not being progressed.	• Seek approval of proposed MDC boundary and name from Cabinet; • Undertake consultation in respect of an MDC.
That the approval to consult on the Northern Gateway MDC is not given, meaning further work could not progress on its implementation and increasing risk to the cohesive delivery of Northern Gateway.	• Seek approval of proposed MDC boundary and name from Cabinet.

Legal Implications:

A Mayoral Development Corporation (MDC) is a statutory body established under Part 8 of the Localism Act 2011, and if within the GMCA's area, the Greater Manchester Combined Authority (Functions and Amendment) Order 2017.

The object of an MDC is to secure the regeneration of its area. An MDC may do anything it considers appropriate to secure the regeneration of its area. MDCs may request specific powers in respect of land, planning, compulsory purchase and discretionary rate relief.

In respect of land an MDC may (or may facilitate): acquire by agreement land in its area or elsewhere, regenerate or develop land; bring about the more effective use of land; and provide buildings or other land. Land may be transferred to an MDC from a council whose land is in the area of the MDC, Homes England or a government department (under a transfer scheme made by the Secretary of State).

An MDC may be the local planning authority for the whole or part of its area for the purposes of any one or more of certain planning functions. The relevant constituent council whose area the MDC relates must consent to this and a statutory consultation process must also be followed. If an MDC becomes the local planning authority for an area in place of a constituent council, it may make arrangements for: the discharge of any of its relevant planning functions by that council (although does not prevent the MDC from also exercising those functions); or for that council to give assistance in connection with the MDC's discharge of its planning functions.

An MDC has the power to acquire land compulsorily if authorised by the Secretary of State (SoS), provided that the Mayor has consented before the submission of the CPO to the SoS. An MDC may determine the amount of discretionary rate relief from non-domestic rates (i.e. business rates). This is subject to the consent of the Mayor and a statutory consultation process.

Details of the consultation process is set out in this report, this consultation is statutory and must be complied with alongside a report to GMCA post consultation, along with a notification and publication procedure. Once the Secretary of State has been notified an order will be issued to establish the MDC as a statutory instrument.

Further advice will be provided to Members when this matter returns to Cabinet

.

Financial Implications:

There are no immediate financial implications arising from the report however the finance team will continue to work closely with the NG project team management to assess any implications as this progresses.

Appendices:

Appendix A – Boundary of Joint-District MoU and Proposed MDC Boundary (Part A)

Background Papers:

Places for Everyone Plan – available on request.

Cabinet Report July 2022 and associated Appendices – Available on request.

Cabinet Report Sept 2024 - Northern Gateway Governance - Investment Zone – Available on request.

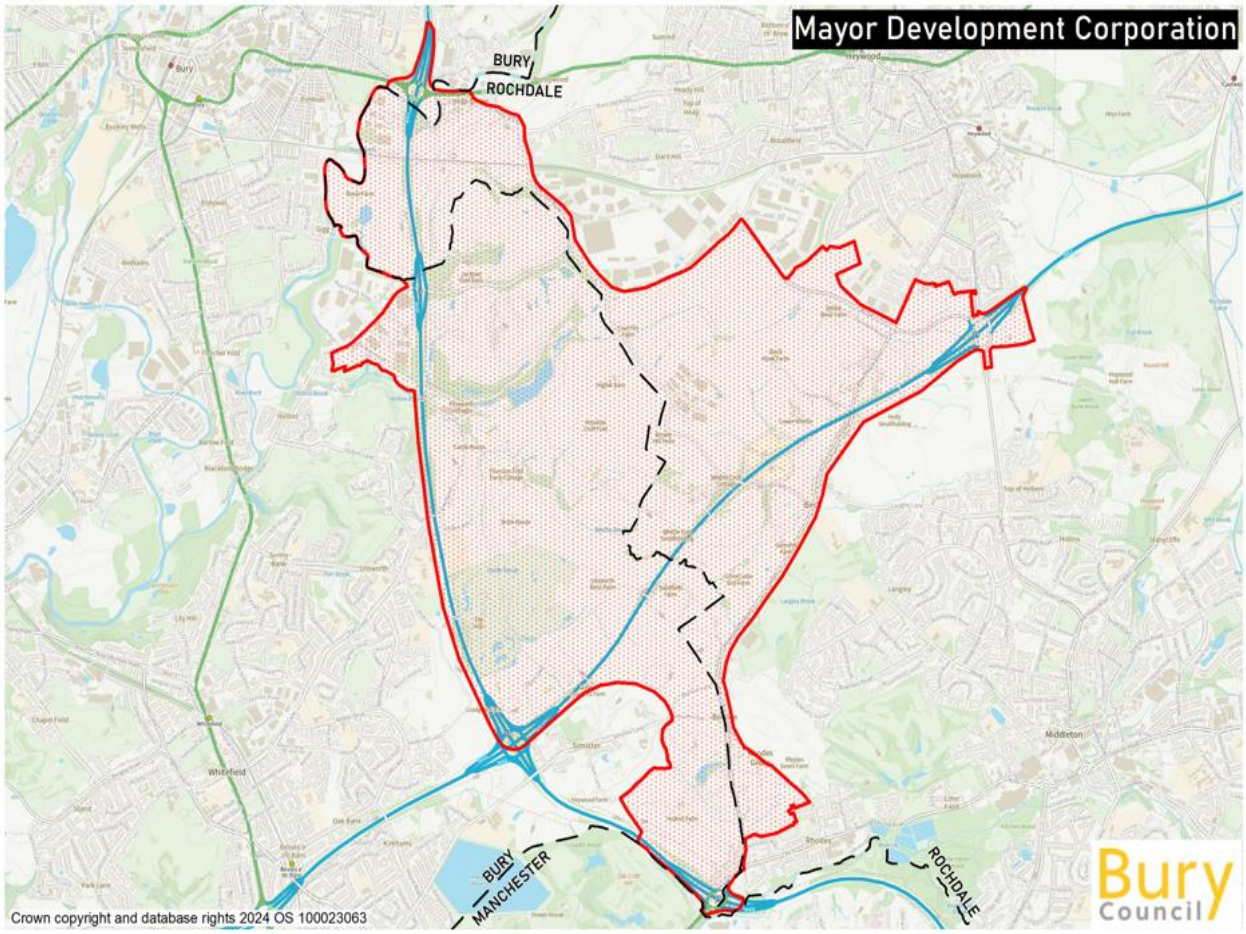
Northern Gateway Delivery Mechanism Options Appraisal Report (Deloitte) - Available on request.

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

Term	Meaning
MDC	Mayoral Development Corporation
MDZ	Atom Valley Mayoral Development Zone
PfE	Places for Everyone
MoU	Memorandum of Understanding

Appendix A: Boundary of Joint-District MoU and Proposed MDC Boundary

The plan below shows the boundary for which the contents of the joint-district Memorandum of Understanding will cover, and also the proposed boundary for the Atom Valley Northern Gateway MDC:



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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 Infrastructure	
Proposed policy	Following adoption of Places for Everyone Plan: A Joint Development Plan Document for nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) 2022-2039 (The Places for Everyone Plan), progression of the Northern Gateway (PfE; JPA1.1 and JPA1.2) as follows: - endorsement of the principles of the Memorandum of Understanding (MoU) which has been developed to formalise the joint working arrangements with Rochdale Council to progress work on Atom Valley and Northern Gateway; - endorsement the Mayoral Development Corporation (MDC) as the preferred delivery vehicle for Northern Gateway; - Approval of the boundary and name of the Northern Gateway MDC; - endorsement of the proposed consultees; - Authorisation of the approval to consult on an MDC as the preferred delivery vehicle for Northern Gateway.	
Date	24 February 2025	
Officer responsible for the 'policy' and for completing the equality analysis	**Name**	Hollie Good
	Post Title	Major Project Manager: Strategic Planning and Infrastructure
	Contact Number	0161 253 5282
	Signature	H. Good
	Date	24 February 2025

2. AIMS

What is the purpose of the policy/service and what is it intended to achieve?	'Places for Everyone' (PfE) sets out a plan for homes, jobs, and the environment across nine of the ten Greater Manchester districts (excluding Stockport). It sets 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 is proposed that the Plan will cover a timeframe up to 2039. Whilst one of the key purposes of PfE is to make provision for the homes and jobs needed across the plan area 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 a world-leading city-region. Northern Gateway (JPA1.1 and JPA1.2) is a strategic allocation within PfE. Further to Cabinet approval in September 2024 to endorse the development of joint working arrangements with Rochdale Council, approval of the Memorandum of Understanding with Rochdale Council will now further cement alignment of our shared commitment to work together with our partners to deliver Northern Gateway. Following Cabinet endorsement in September 2024 to allow officers to explore potential delivery options for Northern Gateway, joint advice was commissioned between the Councils and Greater Manchester Combined Authority which concludes that a Mayoral Development Corporation is the most appropriate delivery vehicle to achieve our shared ambitions for the Northern Gateway. Approval to consult on the implementation of an MDC as the preferred delivery vehicle for Northern Gateway will allow the statutory process for implementation to progress. Approval of the proposed name and boundary of the Northern Gateway MDC will provide the material required to commence the statutory consultation process.
Who are the main stakeholders?	The main stakeholders involved in PfE are local residents, developers, landowners, businesses, planning and development consultants, statutory consultees, infrastructure providers, interest groups and representative bodies.

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	PfE has been subject to an Integrated Appraisal and part of this has involved and 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	PfE 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 Plan has also been subject to an Integrated Appraisal and part of this has involved and 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	PfE has been subject to an Integrated Appraisal and part of this has involved and 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	A number of the development allocations state that they will provide housing for elderly people. PfE has also been subject to an Integrated Appraisal and part of this has involved and 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.
Sexual orientation	No	No	PfE has been subject to an Integrated Appraisal and part of this has involved and 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	PfE has been subject to an Integrated Appraisal and part of this has involved and 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	PfE has been subject to an Integrated Appraisal and part of this has involved and 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	PfE has been subject to an Integrated Appraisal and part of this has involved and 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.

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	PfE 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. Subject to Members providing approval to consult, consultation materials will be developed in accordance with Council policies to ensure equality of opportunity to engage in the consultation process.
Need to foster good relations between people	No	

who share a protected characteristic and those who do not (eg. by tackling prejudice or promoting understanding)		

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**
Following consultation on two previous drafts in 2016 and 2019		

(then referred to as the GMSF), and the invitation for representation on the Publication Plan in 2021 and proposed modifications in 2023 the Inspectors have issued their conclusions that the Plan is sound and legally compliant subject to their recommended modifications.		

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

No

5. CONCLUSIONS OF THE EQUALITY ANALYSIS

What will the likely overall effect of your policy/service plan be on equality?	Positive
If you identified any negative effects (see questions 3a) or discrimination what measures have you put in place to remove or mitigate them?	N/A
Have you identified any further ways that you can advance equality of opportunity and/or foster good relations? If so, please give details.	No
What steps do you intend to take now in respect of the implementation of your policy/service plan?	Following Members approval of the adoption of Places for Everyone, the Plan became a key part of Bury's statutory development plan and its policies will be used in the determination of planning applications. Following adoption, there was a six-week period for applications to challenge the plan through a Judicial Review.

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 PfE Joint Plan 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.

Agenda Item 14

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Care at Home Re-Tender	
Report of	Deputy Leader and Cabinet Member for Health and Wellbeing	

Summary

The Care at Home service supports the vulnerable people of Bury with their assessed needs under the Care Act 2014. This includes support with personal care, moving and handling, nutrition and hydration, and medication.

The service supports approximately 841 people each day and delivers circa 10,866 hours of home care each week.

The Council spend on Care at Home in 2023/24 was approximately £9.1m and there are no additional increased financial implications as the service is already budgeted for in the Care in the Community budget.

Care at Home contracts normally last 3, 4, or 5 years so the expenditure incurred over these periods of time are significant and for this reason, the process of designing the specification and identifying providers is in depth, comprehensive, and lengthy.

The current service was commissioned in October 2021 for a period of three years and extended for a further 12-months until October 2025.

It is now necessary to seek permission to start the process which will ultimately result in the procurement of a new Care at Home contract in Bury starting in October 2025.

Recommendation(s)

1. Approval to commence the re-tender (open tender process) for a new Care at Home service to start in October 2025 for a period of 3 years with the option to extend for one year plus one year, at a cost of approximately £10m a year.
2. Delegate the authority to approve the service specification to the Director of Adult Social Services and Community Commissioning.
3. Return to Cabinet in September 2025 to request approval to contract awards.

Reasons for recommendation(s)

The Council has a legal duty to follow Procurement Law and fair purchasing processes.

Alternative options considered and rejected

Alternative options are not applicable due to Procurement Law and the requirement to complete a re-tender exercise.

Report Author and Contact Details:

Name: Stephanie Boyd
Position: Commissioning Manager
Department: Health and Care
E-mail: s.boyd@bury.gov.uk

Background

The main aim of the Care at Home service is to provide proactive and personalised care within the individual's home and community. This means that the service provider should work in a person-centred way and respond to a person's changing needs to preventing crisis situations from occurring. This should address the person's social-care related quality of life as well as their wider wellbeing (for example housing, social inclusion, and environment) in line with their assessed needs and individual outcomes.

The key principles behind this service include reducing, preventing, and/or delaying the need for further care and support, promoting the statutory principle of individual wellbeing, and introducing positive behavioural change to encourage independence where possible in line with the Let's Do It! Strategy and a strengths-based approach to support.

The Council spend on Care at Home in 2023/24 was £9,139,875 and there are no additional increased financial implications as the service is already budgeted for in the Care in the Community budget.

Consultation Findings

A 6-week public consultation ran from Monday 04 November to Sunday 15 December 2024.

Commissioners wrote to 841 people who receive Care at Home asking them, along with family and friends, to complete a survey and offered the opportunity to attend consultation sessions, both online and face-to-face.

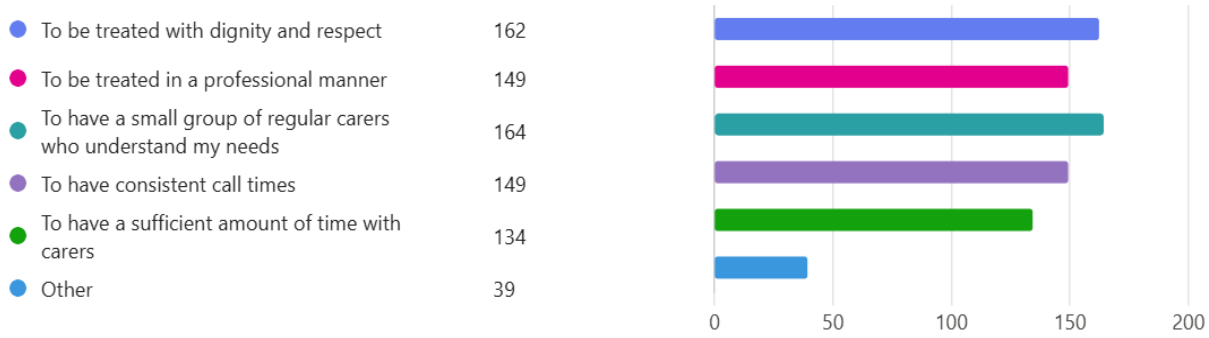
The same survey was open to Providers, Social Workers, Health Colleagues, Bury VCFA, Healthwatch, and other partner agencies. They too were offered the opportunity to attend online and face-to-face consultation sessions.

176 survey responses were received in total with the majority of respondents (53%) being a family member or friend. Please see the chart below for a further breakdown:



When thinking about Care at Home, the top two most important things for people included being treated with dignity and respect and having a small group of regular carers who understand the person's needs.

Please see the chart below for a further breakdown:



In addition, respondents highlighted many other areas of importance, such as continuity of care, and suggestions were made for service improvement. It was clear throughout the feedback that people who receive Care at Home and family members need a better understanding of what Care Workers can and cannot do, and for expectations to be managed from an early stage.

Please refer to Appendix 1 for a detailed summary of the anonymised consultation findings.

The bullet points below provide an overview of the subjects that were discussed during the online and face-to-face consultation sessions:

- The need for new and improved Key Performance Indicators (KPIs)
- The potential need for a Lot 3 for people who have complex needs
- The potential need for the Trusted Assessor Model
- Discussions regarding whether 30-minutes should be the minimum call time for personal care
- Opportunities to run various pilots related to technology enabled care (TEC) and blended roles
- The need for a Welcome Letter for people who receive Care at Home.

Please refer to Appendix 1 for a detailed summary of the discussions.

The analysed consultation findings along with desktop research will inform the updated service specification.

All key stakeholders, with the exception of providers due to market competition rules, were invited to join a 'co-production working group' which met weekly throughout January 2025 to update and co-produce the relevant documentation. The Community Commissioning Team are leading this work with input from Brokerage colleagues, Healthwatch colleagues, and the Chair of the Bury Older People's Network (BOPN).

Links with the Corporate Priorities:

In line with the Let's Do It! Strategy, the new Care at Home model will support people to live independently and well at home for as long as possible:

Local: Support people to live independently in their homes and communities for as long as possible.

Enterprise: Opportunities for any capable local suppliers to join the Care at Home provider framework.

Together: Improve health and well-being by working with communities and residents.

Strengths: The promotion of personal resilience and capabilities, and also the current and potential social and community networks, to make sure that people stay connected and independent.

Equality Impact and Considerations:

Please provide an explanation of the outcome(s) of an initial or full EIA and make ***specific reference regarding the protected characteristic of Looked After Children****. Intranet link to EIA documents is here.*

A full EIA has been completed which has highlighted potential impacts across several characteristics. All impacts have been considered and mitigating actions will be put in place to remove these impacts. With mitigations there are no adverse equality impacts. No direct impact on Looked After Children.

Please see Appendix 2 for Equality Impact Assessment.

Environmental Impact and Considerations:

Please provide an explanation of the Environmental impact of this decision. Please include the impact on both ***Carbon emissions*** *(contact climate@bury.gov.uk for advice) and* ***Biodiversity*** *(contact c.m.wilkinson@bury.gov.uk for advice)*

In line with the Council's target to be carbon neutral by 2038, thorough planning will ensure the new Care at Home model is streamlined across the 'zoned areas' to ensure unnecessary travel by providers does not take place. As part of the tender process,

we plan to ask providers how they will help the Council to be carbon neutral (for example, the use of electric vehicles, bike/walking routes, energy efficient office spaces, and climate change awareness amongst staff). No direct impact on biodiversity.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The Council will not be compliant with Procurement rules and legislation.	Advice from Corporate Procurement and Legal colleagues is that the Council is complying with relevant rules and legislation.
We will miss deadlines due to tight timeline.	Project plan and timeline to be reviewed regularly by the Project Group.
Lack of communication with key stakeholders.	Communication plan and stakeholder map to be followed.
The use of Artificial Intelligence (AI) in bids.	Explore adding AI restrictions into the tender documentation.
Disruption for staff and customers of current providers who are unsuccessful.	Commissioners will support a smooth transfer for customers moving to new providers and TUPE may be applicable for some staff. Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice.

Legal Implications:

1. This tender will commence using the open tender process to invite all potential bidders in the market to apply to deliver the Care at Home Services.
2. After contract award to the successful bidders, contracts will be entered into with each successful provider which will allow the Council to monitor and maintain service standards.

Financial Implications:

To be completed by the Council's Section 151 Officer.

Although the recommendations set out in this report do not create additional budget pressure on the Health & Adult Care Directorate budget it is important that Finance and HAC Directorate colleagues work collaboratively to ensure that the Councils Home Care service provision benchmarks positively against its regional neighbours with regards to unit cost and home care client activity.

As part of the monthly budget monitoring cycle, Finance and Budget holders will track the expenditure linked to Home Care ensuring that all expenditure aligns to the funding provided. Any financial risks/pressures identified will be highlighted to the

Director of Adult Social Services as part of the monthly budget monitoring conversation whereby an action plan will be deployed to mitigate any financial risks/ pressures.

Appendices:

Appendix 1: Care at Home Re-Tender Consultation Findings

Appendix 2: Equality Impact Assessment

Background papers:

N/A

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

Term	Meaning
KPI	Key Performance Indicator (a mechanism to measure performance)
TEC	Technology Enabled Care (technology to support care)
AI	Artificial Intelligence (the simulation of human intelligence processes by computers)
BOPN	Bury Older People's Network (a mechanism for older Bury residents to have their voices heard on things that matter to them)
TUPE	Transfer of Undertakings (Protection of Employment)

Care at Home Re-Tender Consultation Findings

A 6-week public consultation ran from Monday 04 November to Sunday 15 December 2024.

Commissioners wrote to 841 people who receive Care at Home asking them, along with family and friends, to complete a survey and offered the opportunity to attend consultation sessions, both online and face-to-face.

The same survey was open to Providers, Social Workers, Health Colleagues, Bury VCFA, Healthwatch, and other partner agencies. They too were offered the opportunity to attend online and face-to-face consultation sessions.

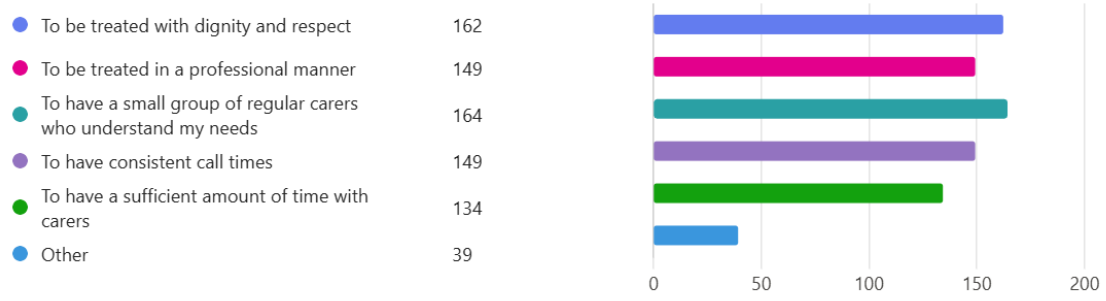
Survey Feedback

176 responses were received in total with the majority of respondents (53%) being a family member or friend. Please see the chart below for a further breakdown:



When thinking about Care at Home, the top two most important things for people included being treated with dignity and respect and having a small group of regular carers who understand the person's needs.

Please see the chart below for a further breakdown:



Under ‘other’, respondents believe it is important to:

- Keep the same Care at Home provider, for continuity of care, particularly if the person has a mental health condition and/or confusion.
- Have a service that is well led with good customer service, particularly when concerns are raised.
- Have open lines of communication.
- Have consistent Care Workers so they understand the needs of people they care for.
- Have Care Workers with clear spoken and written English language skills.
- Have well-trained Care Workers who understand the importance of good hygiene.
- Have Care Workers who are helpful, friendly, kind, understanding, and patient.
- Have Care Workers who are professional, responsible, trustworthy, and reliable.
- Have Care Workers who respect people’s homes.
- Have Care Workers who are proactive and liaise with other professionals when needed.
- Have Care Workers who wear the correct uniform, ID badge, and PPE.
- Have Care Workers who provide some social engagement and emotional support.
- Have medication administered correctly.
- Have food cooked properly.
- Recognise and respect the role of unpaid carers.
- Have accessible online notes for people who receive Care at Home and families.
- Have flexible care as and when needed.
- Improve the understanding of how minute billing works.
- Improve the understanding of why carers use their phones during care calls.

Please note these bullet points are a summary of key messages only.

One family member wrote:

“Above ALL to have a friendly and kind carer who will show an interest in mum as a person, not simply a 'patient'. Some friendly chat and a smile is SO important.”

When asked how the Care at Home service could be improved, respondents suggested:

- Improved hospital discharge processes.
- Improved communication when visits are delayed or changed.
- Introduce a cap on how many individual Care Workers a person can expect to see in a week.
- Improved quality assessments.
- Ensure Care Workers are not rushed and have plenty of time on each visit.

- Local Authority to base their pay rate on The Homecare Association's calculation for the Minimum Price for Homecare in England of £28.53 per hour.
- Framework agreement to allow new suppliers to join at regular intervals.
- More Dementia training and better understanding of various disabilities and health conditions.
- Better understanding of the local area.
- Diverse staff to meet the needs of different people.
- Some suggestions included adding shopping, cleaning, hairdressing, getting out and about, and other services into Care at Home.
- A suggestion to include a night-time emergency response service.
- A suggestion for the service to be ad hoc and only pay for visits when needed.

Please note these bullet points are a summary of key messages only.

One person wrote:

"To have regular getting up times. Lying in bed wondering what time someone is coming to you can be distressing if they come too late."

Further comments and feedback included:

- Suggestion to call paid staff 'Care Workers' and unpaid family or friends 'Carers'.
- The importance of maintaining independence.
- Inconsistency of care standards.
- The need for consistency in Care Workers and call times was emphasised throughout the feedback.

Please note these bullet points are a summary of key messages only.

One person wrote:

"I am very satisfied with the care agency which takes care of me extremely well."

Another wrote:

"There is a huge discrepancy in the standard of care according to which carer comes. There is a huge lack of CONSISTENCY in the company's standards despite their literature stating all the carers are trained."

One last key message that was highlighted throughout the feedback was the fact that people who receive Care at Home and family members need a better understanding of what Care Workers can and cannot do, and for expectations to be managed from an early stage.

Provider and Partner Agency Consultation Sessions

Please note that all of the information below stems from conversations during the consultation period, they are suggestions, ideas, and comments only. No decisions regarding changes have been made at this stage.

Discuss new and improved Key Performance Indicators (KPIs)

- The Council will have a legal obligation to publish x3 KPIs and performance against them for Care at Home from February 2025.
- Visits should be within tolerance of offered times (30 minutes either side).
- Punctuality and contact time are important. The first call must always be on time. We must consider that there will be genuine reasons/ emergencies that cause lateness.
- Suggestion to move away from Brokerage offering times, as these often change.
- Suggestion for providers to offer times following their assessments.
- Suggestion for KPI linked to continuity of care.
- Suggestion for random audits as part of the Quality Assurance Framework.
- Welcome letter will manage expectations.
- Quality based KPIs are important.
- Suggestion for KPI linked to medication using E-Mar.

Discuss whether there is a need for 'Lot 3' for people who have complex needs

- We need to clarify what we mean by 'complex'
- Providers who were part of these discussions feel they are often able to manage people who have complex needs if they are given the right information at the right time.
- Providers need a full picture to consider if they can meet needs, they need time to do this, they need time to look at rotas and time to discuss needs in team meetings.
- A phone call from Brokerage or the Social Worker would be better than an e-mail.
- Providers would benefit from improved relationships with Social Workers (possibly via Brokerage).
- 'Additional Information' section on the Domiciliary Care Request Form (DCR) should be better used.
- Basic information can sometimes be missing from DCR and Support Plans.
- We need a definition of 'complex'
- Previously 'complex' meant people with a specialist Physical Disability, Learning Disability or Mental Health condition and this went to Complex Care Panel.

- Care Quality Commission (CQC) registration is needed for specific areas now. Providers can no longer tick all the boxes on their CQC registration without having the correct policies and procedures in place for specialist areas.

Discuss the Trusted Assessor Model (allow providers the freedom and authority to decrease packages of care)

- Social Work Assessments can sometimes be limited and do not always reflect the needs of the person, particularly when people are being discharged from hospital and there are discharge pressures.
- People do not always know the details about their care when they are discharged from hospital.
- Screening by Integrated Discharge Team (IDT) is not always completed.
- Often care can be reduced once a person returns home from hospital.
- The right package of care is needed at the right time.
- If a Bury resident is in a different hospital, the host hospital can complete the assessment and send to Bury. This is a Greater Manchester (GM) arrangement which they call a Trusted Assessment, but it is actually a GM system-wide document, so the terminology can be confusing.
- Discharge to assess is a process and the trusted assessment is part of the process.
- Reablement is also part of the process.
- Providers pick up reablement cases when the reablement team have not got capacity.
- Could the providers be part of the discharge to assess process?
- Some of the providers would like to do their own trusted assessment.

Discuss whether 30-minutes should be the minimum call time for personal care

- Suggestion that 30-minutes should be the minimum for people with dementia.
- Suggestion that 30-minutes should be the minimum where medication is involved.
- Some people will not want 30-minutes when they are charged by the minute.
- Some people/ families request reductions due to costs.
- Some Support Plans ask for too many tasks to be completed in 15-minutes.
- Suggestion for Brokerage to complete more scrutiny of support plans.
- Suggestion for Social Workers to go out with providers as part of their induction process.
- 15-minutes become the target, and the quality of care can be lost.
- If calls take longer than planned, this has an impact on other calls throughout the day.
- Suggestion to change the % of suspended payments (Brokerage to take on).
- There needs to be a clear mission/ vision of the service.
- 80% of people in this discussion agree that 30-minutes should be the minimum call time. 20% of people think 20 to 25 minutes.

- All the details need to be considered, getting out of the car, getting the key out of the key safe/ wait for the person to answer the door, saying hello before the care starts.
- It is important for provider managers and social workers to go out and see what tasks can be achieved in 15-minutes.
- 15-minute visits can be very rushed and takes away from person-centred care.
- We need to balance quality and cost.
- In Bury we have a lot of 15-minute visits, we are an outlier.
- Tasks are at the discretion of the social worker, there is nothing formal about what can be completed in 15-minutes. Guidance for social workers would be helpful.
- Historically 15-minutes was more of a welfare check, but it has become the norm for personal care/meals etc.
- A suggestion that meals cannot be prepared within 15-minutes.
- A suggestion that medication cannot be administered safely within 15-minutes, especially if there is an issue and contact is needed with the pharmacy etc.
- Suggestion that the Medication Policy needs to be reviewed.
- A change of circumstances form can be completed if an increase is needed.
- Social Worker Managers need evidence for increases and decreases and there is a difference between a need and a wish.
- A lot of reviews are still being completed without the provider.
- A suggestion that prevention should be part of the visits and if there is extra time when practical tasks are completed, this could be used for social interaction.
- The other side of the coin to this is that some people do not want the extra social interaction, especially when they are paying, and there are alternative options for social support provision.
- It is often family members who scrutinise invoices.
- More complaints re care workers staying over time since minute billing was introduced.
- Increasing visits can sometimes be difficult to fit into rotas. If the visit goes over the threshold, the provider does not get paid. Admin issues for provider.
- It is easier to decrease a visit than increase.
- Suggestion that providers should be trusted to decrease visits.

Consider running pilots related to:

Technology Enabled Care (TEC)

- It would be useful to have TEC in place sooner to tailor care packages (dementia front runner model).
- TEC cannot replace care, and more work is needed around the understanding of this (providers and social workers).
- TEC sessions would be useful.
- Some providers are keen to trial new TEC.

- Expand use of AI and virtual care calls.
- My Home Helper is one option.
- Suggestion about whether we could pilot 'virtual care calls' potentially if someone doesn't need physical support, possibly for welfare type calls and a reminder to wear care link pendants etc.
- There are monitoring pieces of TEC that we could also potentially pilot (canary system is one).
- We must be mindful of digital inclusion and exclusion. Beginning with a telephone is sometimes a good starting point.
- A comment that the criterion for care is high in Bury and there might not be many people suitable for virtual care calls.

Blended roles

- Barriers to upskilling the workforce when there is minute billing.
- District Nurses raised capacity issues around shadowing previously.
- It would need to take a phased approach with the correct resources.
- Some 'complex' providers already do blended roles.
- Blended roles pilots did run a couple of years ago in Bury, but there was a false start due to District Nurses feeling they did not have capacity to train care staff. Plus, issues around COVID.
- Blended roles has been successful in Tameside, and we are expecting a re-launch in GM.
- Blended roles is in the current service specification, and we are likely to leave this in so that we can participate in the potential re-launch.
- One issue is that people do not pay for District Nurses, but they do pay for care.

Reablement

- The Trusted Assessor role would need to support a pilot related to reablement.
- Improving and maintaining independence takes time, particularly those recently discharged from hospital.

Public Consultation Sessions

Despite 841 people who receive Care at Home being invited to online and face-to-face consultation sessions along with their families, friends, and other interested parties, the attendance was extremely low. However, the Chair of the Bury Older People's Network did attend, and the following discussions took place:

General Discussion

- Most older people want repetition, familiarity, and continuity.
- People should automatically go back to their previous provider after a hospital stay.
- 15-minute visits are a potential health and safety risk due to not having enough time to cook food properly.
- Good quality care and good staff retention go hand-in-hand.
- Identifying unpaid carers is essential.

Welcome Letter

- Include useful contact numbers.
- What to expect.
- What not to expect.
- People who receive Care at Home should receive a copy of their support plan, and the tasks should be followed.
- Tolerance times should be explained.
- People should be aware that Care Workers use their mobile phones for ECM and care notes (there is not always a hard copy file).
- Ring doorbells are not considered when querying clock in/out times.
- Zero tolerance of abuse towards Care Workers.
- People cannot choose their favourite Care Workers, and they must understand the need for a rota system.

Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Care at Home Re-Tender
Lead Officer (SRO or Assistant Director/Director)	Adrian Crook (Director of Adult Social Services and Community Commissioning)
Department/Team	Health and Care
Proposed Implementation Date	N/A
Author of the EqIA	Stephanie Boyd (Commissioning Manager for Older People and Ageing Well)
Date of the EqIA	17 December 2024

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?

Summary

The Care at Home service supports the vulnerable people of Bury with their assessed needs under the Care Act 2014. This includes support with personal care, moving and handling, nutrition and hydration, and medication.

The service supports approximately 841 people each day and delivers 10,866 hours of home care each week.

The council currently spends approximately £10m a year on Care at Home and our contracts normally last 3, 4, or 5 years at a cost of up to £50m. For this reason, the process of designing the specification and identifying providers is in depth, comprehensive, and lengthy.

The current service was commissioned in October 2021 for a period of three years and extended for a further 12-months until October 2025.

It is now necessary to seek permission to start the process which will ultimately result in the procurement of a new Care at Home contract in Bury starting in October 2025.

Recommendation(s)

1. Approval to commence the re-tender process for a new Care at Home service to start in October 2025.
2. Delegate the authority to approve the service specification to the Director of Adult Social Services and Community Commissioning.
3. Return to Cabinet in September 2025 to request approval to contract awards.

Reasons for recommendation(s)

The Council has a legal duty to follow Procurement Law and fair purchasing processes.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?
Employees: No. The recommendations relate to potential changes for care at home providers and customers. Community/Residents: Yes. Third parties such as suppliers, providers, and voluntary organisations: Yes.

If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation

Advice from Corporate Procurement and Legal colleagues is that the Council is complying with relevant rules and legislation.

Data from Equality Impact Assessment for Care at Home Service Review completed in May 2024:

Protected Characteristic	Bury Population Data (from the JSNA)	Care at Home Customer Data (from Liquid Logic)
Age	Bury has 114,526 (59.1%) working age adults (18-64 years). There are 35,447 (18.3%) older adults in Bury (65 years and over).	Age 18 to 64 – 183 (22.3%) Age 65 to 74 – 119 Age 75 to 84 – 224 Age 85 and over – 294 (77.7%)
Disability	19% of the population report having a disability.	Data unavailable. However, everybody receiving this service has Care Act eligible needs.
Gender Reassignment	The question on gender identity was new for Census 2021. It was a voluntary question only asked of those aged 16 years and over. The question asked, "Is the gender you identify with the same as your sex registered at birth?" with 3 answer options of Yes, No or to write in their gender identity. 94.4% of the population aged 16 years and over in Bury answered Yes.	Data unavailable.

	Race	Asian, Asian British or Asian Welsh – 10.6% Black, Black British, Black Welsh, Caribbean or African – 1.9% Mixed or Multiple ethnic groups – 2.6% Other ethnic group – 1.9% White: English, Welsh, Scottish, Northern Irish or British – 78.2% White: Other – 3.5%	African – 3 (0.37%) Any other Asian background – 9 (1.1%) Any other black background – 1 (0.1%) Any other ethnic group – 4 (0.5%) Any other mixed background – 1 (0.1%) Any other white background – 19 (2.3%) Caribbean – 5 (0.6%) English / Welsh / Scottish / Northern Irish / British – 697 (85%) Irish – 8 (1%) Not known – 45 (5.5%) Not stated – 1 (0.1%) Pakistani – 23 (2.8%) White and Asian – 1 (0.1%) White and Black Caribbean – 3 (0.37%)
	Religion and Belief	Buddhist - 0.3% Christian – 48.8% Hindu – 0.5% Jewish – 5.5% Muslim – 9.9% Sikh – 0.3% Other religion – 0.3% No religion – 29.4% Not answered – 4.9%	Buddhist – 1 (0.1%) Christian – 381 (46.5%) Jewish – 33 (4%) Muslim – 25 (3%) None – 55 (6.7%) Other – 23 (2.8%) Sikh – 1 (0.1%) Unknown – 301 (36.7%)
	Sex	The population of Bury is 51% female and 49% male.	Female – 511 (62.3%) Male – 309 (37.7%)
	Sexual Orientation	The question on sexual orientation was new for Census 2021 and was voluntary only asked of those aged 16 years and over:	Don't know/refused – 66 (8%) Gay/Lesbian – 4 (0.5%) Heterosexual/Straight – 437 (53.3%) Missing – 312 (38%)

	Heterosexual/Straight – 90.6% Gay/Lesbian – 1.6% Bisexual – 1% All other sexual orientations – 0.3% Not answered – 6.5%	Other – 1 (0.1%)
Carers	The percentage of people providing unpaid care in Bury is 9.2%.	Informal Carer (without an active carers support plan) – 331 (40.4%) Formal Carer (with an active carers support plan) – 119 (14.5%)

A 6-week public consultation ran from Monday 04 November to Sunday 15 December 2024.

Commissioners wrote to 841 Care at Home customers asking them, along with family and friends, to complete a survey and offered the opportunity to attend consultation sessions, both online and face-to-face.

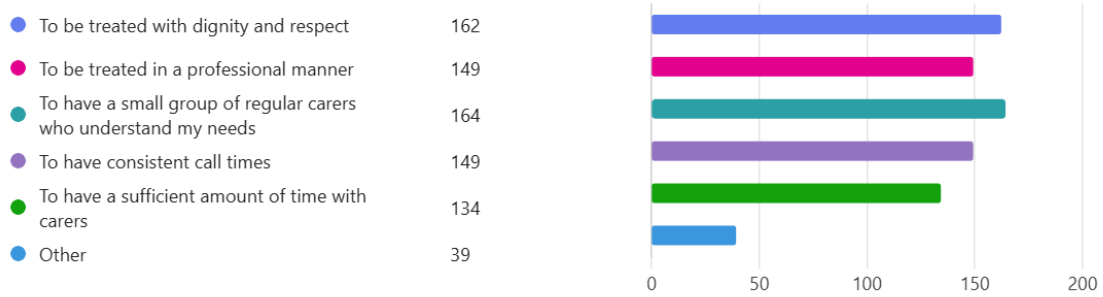
The same survey was open to Providers, Social Workers, Health Colleagues, Bury VCFA, Healthwatch, and other partner agencies. They too were offered the opportunity to attend online and face-to-face consultation sessions.

176 survey responses were received in total with the majority of respondents (53%) being a family member or friend. Please see the chart below for a further breakdown:



When thinking about care at home, the top two most important things for people included being treated with dignity and respect and having a small group of regular carers who understand the person's needs.

Please see the chart below for a further breakdown:



In addition, respondents highlighted many other areas of importance, such as continuity of care, and suggestions were made for service improvement. It was clear throughout the feedback that customers and family members need a better understanding of what Care Workers can and cannot do, and for expectations to be managed from an early stage.

Please refer to Appendix 1 for a detailed summary of the anonymised consultation findings.

The bullet points below provide an overview of the subjects that were discussed during the online and face-to-face consultation sessions:

- The need for new and improved Key Performance Indicators (KPIs)
- The potential need for a Lot 3 for people who have complex needs
- The potential need for the Trusted Assessor Model
- Discussions regarding whether 30-minutes should be the minimum call time for personal care
- Opportunities to run various pilots related to technology enabled care (TEC) and blended roles
- The need for a Customer Welcome Letter

Please refer to Appendix 1 for a detailed summary of the discussions.

The analysed consultation findings along with desktop research will inform the updated service specification.

All key stakeholders, with the exception of providers due to market competition rules, were invited to join a 'co-production working group' which will meet weekly throughout January 2025 to update and co-produce the relevant documentation. The Community Commissioning Team will lead this work with input from Brokerage colleagues, Healthwatch colleagues, and the Chair of the Bury Older People's Network (BOPN).

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups?
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic?
- Could the proposal affect the usage or experience of a service because of a protected characteristic?
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal?
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation?
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)?
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council?

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations

				Positive, Neutral, Negative
Age	All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Impact with older customers that a change/transition in care team may cause anxiety, confusion, and uncertainty.	As described in the data section above, a disproportionate cohort of older people are more likely to use care at home services.	Clear comms with all customers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic. Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if they have built up a relationship of trust with their provider.	Neutral.
Disability	All customers will still receive the same level of	Disproportionate cohort of people with disabilities are	Clear comms with all customers affected via a letter including e-mail address and phone number for any	Neutral.

	support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Potential impact in lost knowledge of the cared for person and reasonable adjustments in place during a transition to a new care team. Changes in care team may cause some disabled customers anxiety, confusion, and uncertainty.	more likely to use care at home services.	queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic. Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if they have built up a relationship of trust with their provider.	
Gender Reassignment	All customers will still receive the same level of	Data unavailable.	Clear comms with all customers affected via a letter including e-mail address and phone number for any	Neutral.

	support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Transgender customers may have built up a relationship of trust with current care team. There may be some anxiety and uncertainty in protecting trans history and/or disclosing trans history to new care provider teams.		queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic. Commissioners will work with customers and take a customer led approach to those who have a trans history to manage any transition (this would include or exclude trans history information depending on the persons choice). Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, a transgender person may have built up a relationship of trust with their	

			carers and may wish to keep their current provider.	
Marriage and Civil Partnership	No evidence to suggest impact.	N/A	N/A	Neutral.
Pregnancy and Maternity	No evidence to suggest impact.	N/A	N/A	Neutral.
Race	All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Potential Impact around language barriers during transition to new care team provider. Impact in maintaining any cultural arrangements that may be in place with	Whilst there are some variations between Bury population data and Care at Home Customer data there is nothing to suggest a significant disproportionate impact.	Clear comms with all customers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, to support a protected characteristic (for example, female only carers for cultural reasons). Where required a translation service is accessible to both commissioners and customers to assist in the communication of any transition in care team.	Neutral.

	current care team.		Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if they have the same language or cultural needs as their carers, they may wish to keep their current provider.	
Religion and Belief	All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Impact in maintaining any cultural and religious arrangements that may be in place with current care team.	Whilst there are some variations between Bury population data and Care at Home Customer data there is nothing to suggest a significant disproportionate impact.	Clear comms with all customers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic (for example, female only carers for religious reasons or protected times of day/week for worship/praying).	Neutral.

			Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if they have built up a relationship of trust with their provider.	
Sex	All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Potential impact in maintaining gender appropriate care when changing care teams.	Whilst there is a variation between Bury population data and Care at Home Customer data there is nothing to suggest a significant disproportionate impact.	Clear comms with all customers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic (for example gender appropriate carers where possible). Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if	Neutral.

			they have built up a relationship of trust with their provider.	
Sexual Orientation	All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). Customers may have built a relationship of trust with their care team around sexual orientation. A change in care team may cause some anxiety or uncertainty around 'coming out' and building trust with a new team.	Whilst there are some variations between Bury population data and Care at Home Customer data there is nothing to suggest a significant disproportionate impact.	Clear comms with all customers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic. Commissioners will work with customers and take a customer led approach to manage disclosure or non-disclosure of sexual orientation depending on the persons choice. Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if	Neutral.

			they have built up a relationship of trust with their carers, particularly around sexual orientation, they may wish to keep their current provider.	
Carers	All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice).	Disproportionate impact is expected due to the cohort of people who use care at home services.	Clear comms with all customers/carers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic. Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if they have built up a relationship of trust with their provider.	Neutral.
Looked After Children and Care Leavers	No evidence to suggest impact.	N/A	N/A	Neutral.

Socio-economically vulnerable	No evidence to suggest impact.	N/A	N/A	Neutral.
Veterans	No evidence to suggest impact.	N/A	N/A	Neutral.

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date
	No actions identified at this stage.		

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16
	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4

	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16

3.2 Level of risk identified	Low risk
3.3 Reasons for risk level calculation	A low risk level has been calculated for the following recommendations: 1. Approval to commence the re-tender process for a new Care at Home service to start in October 2025. 2. Delegate the authority to approve the service specification to the Director of Adult Social Services and Community Commissioning. 3. Return to Cabinet in September 2025 to request approval to contract awards. The reasons for the low risk level are: • Advice from legal services confirms that the Council is complying with Procurement rules and legislation. • All customers will still receive the same level of support, but for some it may be delivered by a different provider which will involve a transition (all customers will have a choice). • Clear comms with all customers/carers affected via a letter including e-mail address and phone number for any queries. This will be checked by the Council's Comms Team to ensure it is accessible. Providers will be asked to offer support to customers who need it. • Commissioners will support a smooth transfer by ensuring consent by the customer and all relevant paperwork in place for the new provider, particularly the support plan as this will include specific individual requirements, such as reasonable adjustments to support a protected characteristic. Customers will also have the option for a personal budget to choose their provider or a personal assistant of choice, for example, if they have built up a relationship of trust with their provider.

Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed		
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed	x	Bury Council must follow procurement rules and legislation. All customers will still receive the same level of support, but for some it may be delivered by a different provider. All customers will have a choice and reasonable adjustments will be made to support protected characteristics managed in a sensitive manner.
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	S.Boyd	17 Dec 2024	
Responsible Asst. Director/Director			
EDI	Lee Cawley	04/02/25	QA Complete. Potential negative impacts have been identified for a number of specific characteristics and circumstances however mitigations have been identified and will be put in place to remove or minimise the potential negative impacts therefore most likely impacts will be neutral

EqIA Revision Log

5.2 Revision Date	Revision By	Revision Details
17 Dec 2024	S.Boyd	Previous EIA re the Care at Home Review was completed on 22 May 2024. The May document has been updated to reflect the Care at Home Re-Tender which is the next stage of the work. The considered impact on equality and protected characteristics has not changed.

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Agenda Item 15

Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Sale of New Summerseat House, Ramsbottom	
Report of	Leader and Cabinet Member for Strategic Growth	

Summary

1. This report recommends that New Summerseat House in Ramsbottom is disposed of via auction. The site is part of the Asset Transformation Programme (formerly the Accelerated Land and Property Disposal programme) and has been vacant for many years. The disposal of this site will bring forward the restoration of this listed building, end problems caused to local residents by the empty building attracting anti-social behaviour and remove ongoing liabilities to the Council for security and maintenance. Disposal of the site will bring forward a capital receipt.

Recommendation(s)

That Cabinet:

2. Notes the intention to dispose of New Summerseat House via auction subject to the auction reaching the reserve price.

3. Delegate the agreement of the reserve price to the Director of Law and Democratic Services and the Executive Director (Place).

4. Delegate the final signing of all contracts required to complete the transaction to the Director of Law and Democratic services. It should be noted that when the gavel falls a binding legal agreement is formed with an obligation to complete usually within 20 working days.

Reasons for recommendation(s)

5. To bring forward the sale of New Summerseat house in a timely manner thereby reducing ongoing liabilities to the Council and to bring the site forward for redevelopment.

Alternative options considered and rejected

6. **Option 1 – Do nothing**

In this scenario the property would be left vacant, its condition would further deteriorate, and the property would continue to attract anti-social behaviour. The Council would be responsible for ongoing security and maintenance costs. This option would not ensure the renovation of the

listed building and possible redevelopment of the site. As such, this option has been discounted.

Option 2 – Dispose at auction

This option would see the property asset disposed of in a timely manner with a capital receipt received in the summer of 2025. The disposal will remove the ongoing liabilities to the Council for security and maintenance and bring the site and listed building forward for redevelopment.

Report Author and Contact Details:

Name: Roger Frith
Position: Head of Land and Property
Department: Business Growth & Infrastructure
E-mail: rfrith@bury.gov.uk

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7. **Background**

7.1 New Summerseat House has been vacant since 2016 when its former use as a Pupil Referral unit ceased. Since that time the buildings have significantly deteriorated and the property suffers from ongoing issues of anti-social behaviour. In addition the Council has been responsible for maintenance and security costs for which there is no existing budget.

7.2 There has been three attempts to sell the property via an informal tender process but each time the sale has not completed for a variety of different reasons. Information regarding the last tender process was contained in a Cabinet report dated 6 September 2023.

7.3 It is proposed now to take this property to auction. A disposal at auction will ensure we meet our best value obligations and provide a certainty of sale. (Once bidding has closed and the gavel falls a binding legal agreement is formed and the matter should be completed within 20 working days.) The disposal will remove ongoing liabilities, bring the site forward for redevelopment and bring forward a capital receipt.

7.4 It should be noted that a sale via auction is unlikely to achieve the same values as the previous informal tenders but given that completion takes place 20 working days following the auction this will provide a certainty of completion which has been missing in the previous informal tenders.

7.5 As the site is a significant site containing a listed building, we will use a national auction house rather than a regional one to promote the site to a

wider range of bidders. The guide price proposed is £700,000 and a reserve price will be fixed a week before the auction.

7.6. The guide price is an indication within 10% upwards or downwards of where the reserve price may be set at the time of going to auction. The guide price is not an indication of the anticipated sale price or a valuation. The reserve price is the minimum price at which the property can be sold.

7.7 Once bidding has closed and the gavel falls a binding legal agreement is formed and the matter should be completed within 20 working days.

Links with the Corporate Priorities:

Please summarise how this links to the Let's Do It Strategy.

8. The proposal will provide a certainty of sale, aid with the redevelopment of empty buildings and mitigate the current costs of security and maintenance which the Council is incurring.

Equality Impact and Considerations:

Please provide an explanation of the outcome(s) of an initial or full EIA and make ***specific reference regarding the protected characteristic of Looked After Children****. There must be a signed off EIA template appended with a full analysis or explanation as to why an analysis is not needed for the report to be put forward to cabinet.*

Intranet link to EIA documents is here.

Sign off to be completed by the Council's Equality, Diversity and Inclusion (EDI) Manager (contact l.cawley@bury.gov.uk *for advice).*

9. Not required as this proposal would not materially affect people or service provision

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Environmental Impact and Considerations:

Please provide an explanation of the Environmental impact of this decision. Please include the impact on both ***Carbon emissions*** *(contact climate@bury.gov.uk for advice) and* ***Biodiversity*** *(contact c.m.wilkinson@bury.gov.uk for advice)*

10. None

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
That the property does not reach the reserve price at auction	The property will be resubmitted to the next available auction date.
Lack of control over future use of property	Any proposal brought forward by a purchaser will have to obtain planning permission and comply with any planning restrictions on the site.

Legal Implications:

To be completed by the Council's Monitoring Officer.

11. The Council is required to obtain best value for any sale under S.123 Local Government Act 1972. Selling at auction ensures this happens but a guide price and reserve (minimum sale price) should be agreed with the Auction House. Often a 'difficult' or unusual property will achieve a better price at auction than by private tender.

If the property does not sell the costs incurred will be born by the council, there are also additional cost payable to the Auction House.

The contract is exchanged on the day of the Auction; as the gavel falls. Ahead of the Auction, the Council must be willing to provide a contract which is already signed on behalf of the Council to the Auctioneer for him to hold and exchange at the end of the Auction.

The purchaser will be required to sign the contract and pay the deposit before leaving the Auction House. The Council must therefore have all necessary authorities in place before the Auction as the Council will also be committed to the sale.

The date of completion is agreed in the contract (the period to be decided by the Council) thus providing certainty.

The Council must be willing and able to vacate the Property by the completion date before taking to Auction.

Financial Implications:

To be completed by the Council's Section 151 Officer.

12. Finance supports the disposal of this property at auction due to the historic issues with previous sales, the ongoing liabilities and the opportunity to bring in a capital receipt in a timely manner.

Appendices:

Please list any appended documents.

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

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

Term	Meaning

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Agenda Item 16

Classification:	Decision Type:
Open	Key

Report to:	Cabinet	**Date:** 07 February 2025
Subject:	Extension of Substance Misuse Service Contract	
Report of	Cabinet Member for Health and Wellbeing	

Summary

1. The Council currently commissions Greater Manchester Mental Health (GMMH), an NHS provider, to deliver its substance misuse treatment service. GMMH lead a partnership model; the adult service is provided through GMMH or 'Achieve Bury' as it is branded locally. GMMH subcontract Early Break, to provide the children's and young people substance misuse service, as well as Big Life, to provide the assertive outreach and criminal justice work. The Council is also fortunate to have Intuitive Thinking Skills, who deliver recovery focused programmes and Great Places, who provide housing support, as part of the partnership.

2. The substance misuse contract originally cost £1,308,000 per annum. The contract began in September 2019 and was a three-year contract with two optional plus one years (3 +1 +1). The first three years of the contract ended on 31st August 2022, followed by the approval of two optional 12-month extensions ending on 31st August 2024.

3. In anticipation of the end of the contract, on 7th November 2023 Cabinet approved "a direct award to the current provider, GMMH, for a period of 3 years (with the right to extend at the Council's discretion for two further years) at a total estimated cost of £4,284,000 for the initial 3 years, and £1,428,000 per annum thereafter (subject to inflation and Agenda for Change pay increases)". It had been assumed that this new contract was intended to commence on 1 September 2024.

4. Following an agreed cabinet paper taken on 7th November 2023, further discussions took place during 2024 with GMMH for the overall contract value for Bury's substance misuse services at £1,428,000 per annum. Prior to a contract formally being signed GMMH informed us of a shortfall in costs and revised annual costings for the new core contract, which were costed at approximately £190,000 per annum. The increase was attributed to several factors, including the rising costs of overheads, Agenda for Change (AfC) uplift and increase in workforce and management on costs.

5. While the original contract was in its final 12-month extension year to 31 August 2024, and following agreement, the original contract was extended for an additional six-month period (1st September 2024 – 31st March 2025) to align to the end of the 24/25 financial year with a one off £70,000 payment to uplift the value per annum to meet workforce and management on costs, agenda for change uplifts and rising overheads, this was funded through the Supplementary Substance Misuse Treatment Grant (SSMTRG) underspend (at no extra cost to the council). The six month extension was also intended to allow us to align the contract to financial years, national grant funding schemes, and to a partnership model with GM neighbouring authorities (Bolton, Salford and Trafford) that also have GMMH as their substance misuse provider. This allows for economies of scale of work, shared posts and back-office functions when entering into a revised contract from 1 April 2025.

6. Following further negotiations, Public Health reduced the proposed contract costs and provisionally agreed a new annual costing for the substance misuse service contract of £1,560,000 per annum for the financial year 2025/26. This equated to a total that is £132,000 per annum above the originally agreed contract fee. This was approved by Cabinet members in November 2024.

7. Shortly after approval at Cabinet in November 2024, GMMH advised Bury Council that they needed to review the new annual cost £1,560,000 and outline the level of provision and the model they can offer within this revised budget. GMMH also proposed an increase in the management rate from 8% to 14% which we deemed unreasonable. Despite various discussions, GMMH has been unable to commit to operate within the available financial envelope while maintaining the expected staffing model and level of provision within this set budget.

8. In addition, during this period, our partner LA's, Bolton, Salford and Trafford Councils have received the same response from GMMH. Given the significant increase in management costs, our partnering LA's, Bolton, Salford and Trafford Council have also found this unfeasible. As a result, all three areas have been unable to agree on a direct award contract and are instead extending their original contracts for a final 12 months before ending their own arrangement with GMMH. Bolton, Salford and Trafford will now be retendering their substance misuse services for April 2026 onwards.

9. GMMH may not be the provider for Bolton, Salford and Trafford after April 2026, therefore if Bury were to continue with a direct award with GMMH we would be at significant risk of a depleted service. This is because we have a number of joint posts across the 4 areas and we also benefit from shared back-office functions and economies of scale, all of which would be lost if GMMH was not the provider in the neighbouring areas.

10. In February 2025, Bury Council wrote to GMMH chief executives to formally request a reduced management fee rate for the 12-month extension (April 2025-March 2026). The outcome of this letter is still pending, and Public Health are awaiting a formal response to determine whether the reduction can be applied for a final 12-month period. This would ensure Bury aligns with the management rates agreed upon by Bolton, Salford and Trafford with GMMH for the same period. Bury Council is disappointed to have only provisionally secured a 12-month extension despite working towards a direct award for a 3+1+1 contract since November 2023.

11. Once the final 12-month contract extension is secured, the lead commissioner will explore options with partner Local Authorities to identify the most cost-effective solution to reprocuring four substance misuse services across Greater Manchester. Options to be considered include a joint cluster LA contract for five years, allowing for shared resources and reduce overhead costs with a future provider.

Recommendations

Cabinet is recommended to:

- Extend Bury Council's current substance misuse contract with GMMH for a final twelve months, from 1st April 2025 – 31st March 2026 and not proceed with a direct award to the current provider for a longer term.
- Agree for Public Health colleagues to explore competitive retender opportunities from 1 April 2026, including partnering with other Local Authorities whose substance misuse contracts with GMMH also expire on 31st March 2026.

Alternative options considered:

Tender for new provider(s)

1. Pros:

- Allows direct comparison to other providers.
- Reduced management fee rates to enabling more investment in workforce and staffing
- Ensures the Council is achieving best value for money and maintains service quality for our residents.
- Supports cluster commissioning with other GM Local Authorities, ensuring a consistent service offer, whilst reducing commissioning, legal and procurement capacity demands across all four LA's.
- Enables better value for the same cost, whether through price reductions, improved service quality or added value over a long term contract.
- Would align with current / planned projects and external funding streams, such as OHID grants.
- Maintains the partnership between partnership authorities (Bolton, Salford and Trafford) who will also be ending their contract with GMMH. This currently

allows for economies of scale of work, shared back-office functions and a peer support approach across all organisations involved.
- Cluster commissioning model is successfully used for Bury's Sexual Health contract, where Bury, Oldham and Rochdale Councils collaborate.
- The retender process will consider the various elements of the substance misuse service which includes adults, young people, and assertive outreach. This may mean we consider tendering for more than one provider to cover all service needs effectively.

2. Cons:
- Disruption to current service users and staff. Anecdotal reports from the last tender in 2018 demonstrated that implementation of a new provider can cause disruption to service users and lead to low staff morale.
- Potential disruption to performance.
- Loss of Addictions services at GMMH, with all four LA areas ending their contract with the trust as of 31/3/26.
- The council will need to procure services under the new procurement Act (2023) under the Provider Selection Regime (PSR) which will change process to procure health services and adhere to new processes and legislation.

Reasons for recommendation

1. Extending the current contract for a further 12 months will ensure continuity for ongoing projects and funding streams while future options are considered.
2. Public Health acknowledges that a 12-month extension will provide an opportunity to explore all options for future service provision, including potential procurement alongside other GM LA's. While the service configuration and provider may change, this review will ensure that future provision delivers the highest quality and best value for money for residents.
3. Public Health is committed to working closely with GMMH during the 12-month extension period on develop a sustainable service that meets the needs of Bury residents and retains the local bury workforce within a future long term contract with the successful provider(s).

Proposed Procurement Route

4. It is proposed that the Council continues with its current contract provider GMMH for a further 12 months until 31/3/2026. Legal Services have advised that it is in order to make a direct award to GMMH in reliance on the *Hamburg* case exception, now codified as Regulation 12(7) of the Public Contracts Regulations 2015. That Regulation permits a direct contract to be awarded between the Council and an NHS or other public sector body, without competition. It is subject to ensuring the contract is in the public interest and that the public services they each have to perform are provided to achieve common objectives.
5. The 12 month extension will allow consideration of procurement options and implementation of a procurement process to appoint a new provider from 1 April

2026, and approval will be sought from Cabinet in due course in order to proceed with the chosen procurement option.

Budget Provision

6. Annual budget provision is available from Public Health funding (£1,367,360), with £192,640 of funding available from Children's which contributes to the Children's & Young People's substance use element of the contract via Early Break.

Report Author and Contact Details:

Name: Aimee Gibson
Position: Public Health Practitioner
Department: Public Health
E-mail: a.gibson@bury.gov.uk

Links with the Corporate Priorities:

Achieve are very client and community focused, which aligns well with our Let's do it strategy and neighbourhood approach.

The proposal of extending the contract for 12 months will support key ambitions of the Let's do it strategy:

- A better future for the children of the borough
- A better quality of life
- A chance to feel more part of the borough

Equality Impact and Considerations:

The local data around inequalities relating to substance misuse have been analysed, as well as discussions had with relevant partners to gauge the local situation. This has been taken into account when looking at where the inequalities lie and where there are gaps within the current system / pathways to try and reduce these inequalities. This will involve continuing current workstreams and projects that are ongoing with Achieve, as well as utilising external, additional funding. We are confident that GMMH and partners take into account equality and protected characteristics in their day to day work and governance. The completed Equality Impact Assessment based on the current contract / provider can be found in the background papers section.

Please see the below links to the GMMH Advancing Equity and Inclusion Strategy and the GMMH Patient Carer Race Equality Framework.

Advancing Equity and Inclusion Strategy | Greater Manchester Mental Health NHS FT (gmmh.nhs.uk)

Patient Carer Race Equality Framework (PCREF) | Greater Manchester Mental Health NHS FT (gmmh.nhs.uk)

Environmental Impact and Considerations:

GMMH have an established Green Plan running from 2022 to 2025 which has been developed through comprehensive consultation with various members of staff and external partners. The Green Plan has 114 specific targets which covers 9 keys areas of focus for the trust:

- Workforce and System Leadership
- Sustainable Models of care
- Digital Transformation
- Travel and Transport
- Estates and Facilities
- Medicines
- Supply Chain and Procurement
- Food and Nutrition
- Adaptation
- Have they made a commitment to carbon neutrality of zero carbon?

In line with the targets outlined by the NHS in the Delivering a Net Zero National Health Service Report GMMH is fully committed to reducing its greenhouse gas emissions to Net zero through two clear targets from the report which will be delivered the Trust Green Plan:

- Net zero by 2040 for the emissions we control directly.
- Net zero by 2045 for the emissions we can influence.

Where applicable, and within the remit of the contract, GMMH will carry out the necessary upgrades around the targets set out with in the Trust Green Plan.

GMMH is currently not a carbon literate organisation, the Energy & Sustainability Manager (recently new in post) has been looking at the options available to GMMH to either deliver a Carbon Literate accredited course or options to deliver an in-house workshop that is more specific to the NHS targets, GMMH Green Plan and dynamic workforce. GMMH are a local supplier and therefore will travel less, approximately 5 miles (depending on exact location). Where possible equipment will be reused if a new contract is agreed. If equipment is needed, careful consideration will be given to procurement routes.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Provider not performing to expectations or service specification.	Quarterly contract monitoring meetings with the provider, as well as regular

	meetings to discuss various other projects and/or relevant matters.
The contract will be subject to future inflation costs and NHS Agenda for Change costings if it is continued and therefore, the price of the contract may increase if extended.	The contract will be subject to future inflation costs and NHS Agenda for Change costings if it is continued and therefore, the price of the contract may increase if extended.
High level of workforce vacancies and/or staff sickness over 12 month extension period due to uncertainty surrounding retender process and outcome of the future successful provider(s).	Early staff engagement and communication to keep informed of potential changes. Provide reassurance of TUPE. Work with provider to address staff concerns and reduce uncertainty. New contract procured will be for a minimum of five years increasing to seven years. Build a robust transition plan into the procurement process.
Provides an opportunity to explore all options for future service provision, including potential procurement alongside other GM LA's.	While the service configuration and provider may change next year, this review will ensure that future provision delivers the highest quality and best value for money for residents.

Legal Implications:

The proposed direct award for one year to GMHH is compliant with the Public Contracts Regulations 2015 and Regulation 12(7) in particular which permits such contracts to be entered into between two public sector authorities in the public interest where certain conditions are fulfilled.

Financial Implications:

The increased cost of this contract has been taken into account as part of the budget setting process for 2024/25, and 2025/26 as negotiations were ongoing at this time and provision is available within the public health budgets.

However, following approval at Cabinet in November 2024, GMMH advised Bury Council that they needed to review the new annual cost £1,560,000 and outline the level of provision and the model they can offer within this revised budget. Additionally, GMMH proposed an increase in the management rate from 8% to 14% which we have found unreasonable.

Despite various discussions, GMMH has been unable to commit to operate within the available financial envelope while maintaining the expected staffing model and level of provision within this set budget. This follows a 6% increase in management fees applied to the direct award cost breakdown compared to the original contract with Bury Council in 2019.

In February 2025, Bury Council wrote to GMMH chief executives to formally request a reduced management fee rate. The outcome of this letter is still pending, and Public Health are awaiting a formal response to determine whether the reduction can be applied for a final 12 month period. This would ensure Bury will also aligns with the management rates agreed upon by Bolton, Salford and Trafford with GMMH. Bury Council is disappointed to have only secured a 12 month extension despite working towards a direct award for a 3+1+1 contract from November 2023.

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

1. Evaluation of Achieve and partnership model 2022 – final report with executive summary
2. Community Care, Radcliffe – feedback
3. Equality Impact Assessment – substance misuse service
4. GM market research document – available on request.
5. Quarterly substance misuse service performance reports can be provided on request.

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

Term	Meaning
GMMH	Greater Manchester Mental Health
SSMTRG	Supplemental Substance Misuse Treatment and Recovery Grant
HMT	HM Treasury
OHID	Office for Health Improvement and Disparities
GM	Greater Manchester
PSR	Provider Selection Regime

Agenda Item 17

Classification: Open	Decision Type: Key

Report to:	Cabinet	**Date:** 05 March 2025
Subject:	Unit 4 System Upgrade & Transformation Strategic Partner Contract Award	
Report of	Cabinet Member for Finance and Transformation	

Summary

1. This report is a follow on from the Unit 4 Contract Award Report approved by Cabinet on 25 September 2025 and Unit 4 System Upgrade & Transformation Report approved by Cabinet on 12 February 2025.

2. As stated in the September Cabinet report, the move to a new cloud-based Unit 4 ERP Financial Management System is a key part of the Council's transformation and improvement journey, building on improvements already made through the adoption of Let's do it principles and implementation of the digital strategy, including the roll-out of Microsoft 365 council wide, the upgrade of I-Trent and rationalisation of applications and migration. Some of the anticipated benefits will both directly support and enable the transformation of the finance service as well as providing much more efficient and effective ways of working across the whole council.

3. Following approval by Cabinet on 12 February 2025 to proceed with the full transformation delivery option required to deliver the implementation of the Unit 4 cloud-based ERP Financial Management System and the transformation programme.

4. Due to the existing system being unsupported after 2026, a key milestone will be a 'go live' date of 1 April 2026 for the new financial year 2026/27, with some of the new Unit 4 modules being implemented post 'go live'.

5. There now remains just over 12 months to undertake the design, build, testing & implementation phases, given these tight timelines a key task is to secure the immediate appointment of a Strategic Partner to provide the necessary resource and commence the activity for a successful implementation.

6. Due to the tight timelines, a Strategic Partner will be appointed through the Crown Commercial Services (CCS) G-Cloud 14 Lot 3 framework (RM1557.14), to provide the necessary specialist technical and service transformation support throughout the life of the project.

7. Following a search on the CCS G-Cloud 14 framework three suppliers were long listed.

8. In January 2025 officers held engagement sessions with the three respective suppliers, that resulted in two of the suppliers being shortlisted for evaluation.

9. The evaluation stage of the G-Cloud 14 procurement process, using the Most Economically Advantageous Tender (MEAT) criteria to select the supplier has now been completed and this report is seeking approval to award the contract to the successful supplier.

Recommendation(s)

10. Cabinet is asked to:

- Approve the award of the Strategic Partner to the successful supplier.

- Approve the one-off capital investment cost to be incepted into the capital programme, to be funded from a combination of earmarked reserves and/or capital receipts

Reasons for recommendation(s)

11. The current Financial Management System is nearing the end of its lifecycle, which limits efforts to modernise. Challenges include fragmented financial processes, reliance on manual tasks, and a lack of self-service options for staff and suppliers. There are also number of inherent risks and compliance concerns regarding the existing system alongside high reliance on manually based financial transaction activities which is affecting the efficiency of the finance service and the wider organisation.

12. As stated in the September Cabinet report, Unit 4 have informed clients that the current on-premises version of Unit 4, which the council operates will be unsupported after 2026 and therefore this creates a burning platform to change and modernise the Financial Management System, but also an opportunity to drive through financial transformation programme throughout the Council.

Alternative options considered and rejected

13. None

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Links with the Corporate Priorities:
14.

Equality Impact and Considerations:
.
15.

Environmental Impact and Considerations:
16.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Legal Implications:

17. The recommended route is compliant with the Public Contract Regulations 2015 and the Council Contract Procedure Rules.

18. The Framework provides that all call-off contracts awarded through the framework will be for an initial period of up to 36 months, with the option to extend by up to 12 months. The Council must therefore reserve the right to extend in the initial terms of the contract, whilst noting that under Regulation 32 (6) its exercise is only available in exceptional circumstances

Financial Implications:
.
19. The financial implications are set out in Part B of the agenda which is deemed to be exempt from publication.

Appendices:

Background papers:
Please list any background documents to this report and include a hyperlink where possible.
Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning

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Agenda Item 19

MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED AUTHORITY HELD ON FRIDAY 31TH JANUARY 2025 AT STOCKPORT TOWN HALL

PRESENT

Mayor of Greater Manchester	Andy Burnham (in the Chair)
Deputy Mayor (Police, Crime & Fire)	Kate Green
Bolton	Councillor Nicholas Peel
Bury	Councillor Eamonn O'Brien
Manchester	Councillor Bev Craig
Oldham	Councillor Arooj Shah
Rochdale	Councillor Neil Emmott
Salford	City Mayor Paul Dennett
Stockport	Councillor Mark Hunter
Tameside	Councillor Eleanor Wills
Trafford	Councillor Tom Ross

ALSO IN ATTENDANCE:

Chair of GM Overview & Scrutiny	Councillor Nadim Muslim
GM Active Travel Commissioner	Dame Sarah Storey

OFFICERS IN ATTENDANCE:

Group Chief Executive Officer, GMCA, GMFRS & TfGM	Caroline Simpson
Group Deputy Chief Executive	Andrew Lightfoot
Group Monitoring Officer	Gillian Duckworth
Group Treasurer	Steve Wilson
GMCA Director of Governance & Scrutiny	Julie Connor
Bolton	Sue Johnson
Bury	Lynne Ridsdale
Manchester	Paul Marshall
Oldham	Shelley Kipling

Rochdale	Steve Rumbelow
Salford	Melissa Caslake
Stockport	Paul Richards
Tameside	Harry Catherall
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
TfGM	Martin Lax
TfGM	Danny Vaughan
TfGM	Fran Wilkinson
GMCA	Nicola Ward
GMCA	Lee Teasdale

GMCA 01/25 APOLOGIES

That apologies be received and noted from Cllr David Molyneux (Wigan), Tom Stannard (Manchester) & Michael Cullen (Stockport).

GMCA 02/24 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Andy Burnham, Mayor of Greater Manchester, opened the meeting by noting the welcome announcement that a new North Manchester General Hospital would be built during phase 1 of the new hospital building programme. The importance of this hospital for the north of the city region could not be underestimated. The existing estate was of Victorian origin and the residents of North Manchester deserved a much improved fit for purpose 21st century world class hospital. It was agreed that this was only a first step and that further investment was needed to modernise other hospitals in the region such as Wythenshawe and Stepping Hill.

There had also been a welcome announcement that the Chancellor of the Exchequer had now given in-principle support for the Old Trafford Regeneration Scheme as part of the pipeline of investment being brought forward. This would bring a wide array of benefits for the region, not least of which would be the removal of freight from the

Castlefield corridor, as well as the sports, leisure and entertainment development possibilities.

The Mayor of Greater Manchester stated that the Stockport MDC had provided a good model for development in the region, with Councillor Hunter stating that Stockport would be more than happy to provide learning and advice from their development work.

Some caution was expressed about the investment of public money towards schemes that could be funded by private investment. The Mayor of Greater Manchester stated that he fully understood these concerns and provided assurance that there would be maximum transparency and clarity around the use of all public monies on the regeneration scheme.

Caroline Simpson, Group Chief Executive Officer, GMCA, GMFRS & TfGM, provided an update on the announcement of £630m of integrated settlement monies for the region as part of the devolution trailblazer. Reports would be brought back to the GMCA on the next phase and the flexibilities around the funding.

A first cross-Whitehall task and finish group had been held on 30th January. This group sought to see how the devolution journey could go even deeper and further. Updates from the group would be reported back to the GMCA as appropriate.

RESOLVED /-

1. That the announcement made by the Secretary of State for Health & Social Care of Phase 1 of a new North Manchester General Hospital, and the benefits that this will bring to residents of the area be welcomed.

2. That the Chancellor of the Exchequer's in-principle support for the Old Trafford regeneration scheme, and the multiple benefits for the whole region that would arise from this be noted.

3. That the update on the announcement of £630m integrated settlement monies for Greater Manchester be received and welcomed.

4. That updates from the cross-Whitehall trailblazer task and finish group will be reported back to the GMCA as appropriate.

GMCA 03/25 DECLARATIONS OF INTEREST

RESOLVED /-

There were none.

GMCA 04/25 MINUTES OF THE GMCA MEETING HELD ON 13 DECEMBER 2024

RESOLVED /-

That the minutes of the GMCA meeting held on 13 December 2024 be approved as a correct record.

GMCA 05/25 MINUTES OF THE GMCA OVERVIEW & SCRUTINY COMMITTEE HELD ON 11 DECEMBER 2024

RESOLVED /-

1. That the minutes of the GMCA Overview & Scrutiny Committee held on 11 December 2024 be noted.

GMCA 06/25 GMCA BEE NETWORK COMMITTEE MINUTES – 12 DECEMBER 2024

RESOLVED /-

That the minutes of the GMCA Bee Network Committee held on 12 December 2024 be noted.

GMCA 07/25 GMCA STANDARDS COMMITTEE – MINUTES OF THE MEETING HELD ON 13 DECEMBER 2024

RESOLVED /-

1. That the proceedings of the meeting of the GMCA Standards Committee held on 13 December 2024 be approved as a correct record.

GMCA 08/25 GMCA WASTE & RECYCLING COMMITTEE – MINUTES OF THE MEETING HELD ON 22 JANUARY 2025

RESOLVED /-

1. That the proceedings of the meeting of the GMCA Waste & Recycling Committee held on 22 January 2025 be noted.

GMCA 09/25 GMCA AUDIT COMMITTEE – MINUTES OF THE MEETING HELD ON 22 JANUARY 2025

RESOLVED /-

1. That the proceedings of the meeting of the GMCA Audit Committee held on 22 January 2025 be noted.

GMCA 10/25 PROPOSED COMBINED AUTHORITIES (ADULT EDUCATION FUNCTIONS) ORDER 2025

Gillian Duckworth, GMCA Group Solicitor & Monitoring Officer, presented a report seeking consent to the making of a proposed Order by the Secretary of State to grant a further funding power in relation to Adult Education to the GMCA.

The Department for Education (DfE) transferred statutory adult education functions to combined authorities via statutory instrument so they could decide, at a local level, which qualifications they wished to fund to support skills development in their areas. The DfE were now proposing to make a new Order to amend existing delegated functions to add a further education funding power.

RESOLVED /-

1. That consent be given to the making of the proposed Order Combined Authorities (Adult Education Functions) (Amendment) Order 2025.

GMCA 11/25 STRENGTHENING THE STANDARDS AND CONDUCT FRAMEWORK FOR LOCAL AUTHORITIES IN ENGLAND – MHCLG OPEN CONSULTATION

Gillian Duckworth, GMCA Group Solicitor & Monitoring Officer, presented a report informing of the current open consultation being undertaken by the Ministry of Housing, Communities and Local Government (MHCLG) addressing possible changes to the ethical framework for elected members and to seek agreement as to whether to provide a formal response on behalf of the GMCA and if so, to agree the content of that response.

It was noted that each authority could additionally make their own individual submissions, and it was advised that any additional submissions for the GMCA led response could be sent to the Group Monitoring Officer ahead of the final submission date.

RESOLVED /-

1. That the submission of a consultation response on the government consultation entitled “Consultation: Strengthening the Standards and Conduct Framework for Local Authorities in England”, to MHCLG be agreed.

2. That the contents of the consultation response on behalf of the GMCA be agreed.

3. That any additional submissions for the GMCA led response can be sent to the Group Monitoring Officer ahead of the final submission date.

GMCA 12/25 MAYORAL GENERAL BUDGET AND PRECEPT PROPOSALS 2025/6

Andy Burnham, Mayor of Greater Manchester, presented a report setting out the proposals for the Mayoral General Budget and precept for 2025-26 for consideration by the members of the GMCA. The proposals being made included the budget for the Fire Service which had previously fallen to the GM Fire and Rescue Authority to determine.

The Mayor noted the disappointing settlement figure received for the Fire Service and advised that he and Deputy Mayor Kate Green would make the argument to government that there would need to be consideration around vital funding for fire services under increasing demands as part of the spending review.

Councillor Nadim Muslim, Chair of the GM Overview & Scrutiny Committee, was invited to feedback on the Committee's comments following their consideration of the budget and precept proposals. The Committee had highlighted their concerns that the report had arrived late reducing their ability to fully scrutinise the report, and sought a minimum time frame for the receipt of the report in future. Other matters highlighted by the Committee included the importance of residents being able to see the improvements in their bus services, that further scrutiny of A Bed Every Night would be welcomed given increasing demands, and that overall that the Committee would like to see an evident culture of efficiency, highlighting where savings and cost minimisation had been sought across the GMCA in each future budget report. The Mayor of Greater Manchester expressed apologies for the lateness of the paper and committed to establishing a minimum time for budget scrutiny papers in future.

Discussion took place regarding the lack of system warnings ahead of the flooding that took place in the region on New Year's Day. A review group had now been established under the leadership of CFO Dave Russel to see how the system could collectively learn lessons from the incident, with a particular focus on data sharing and flood awareness.

Members highlighted the increasing frequency of flooding incidents in South Manchester related to the River Mersey. Events that had previously been considered once in a 100 years, had now happened 3 to 4 times in a 5 year period. Work would

need to take place with the Environment Agency and United Utilities to look at flood mitigation in much greater detail, with different kinds of modelling to those seen before. Consideration of this would be a key part of ongoing work on the Integrated Water Management Plan. The Mayor advised that similar work was also taking place following flooding incidents at Platt Bridge.

The Mayor of Greater Manchester advised those present that he had been in discussion with Sir John Cunliffe who was leading a review of the regulation of the water industry for the government. The plan was to hold a major stakeholder session in Manchester, and details around this would be circulated to GMCA members.

RESOLVED /-

1. That it be noted that the Mayor proposed to increase the Mayoral General Precept by £16 to £128.95 (for a Band D property), comprising of:

   Greater Manchester Fire and Rescue Services - precept of £86.20 **(£5 increase);**

   Other Mayoral General functions - precept of £42.75 **(£11 increase).**

2. That the following be noted:

   i) the overall budget proposed for the Fire and Rescue Service,

   ii) the use of the reserves to support the revenue and capital budgets, and the assessment by the Treasurer that the reserves as at March 2026 are adequate,

   iii) the proposed Fire Service capital programme and proposals for funding,

   iv) the medium-term financial position for the Fire and Rescue Service covered by the Mayoral precept

3. That the detailed budget proposals for other Mayoral functions be noted.

4. That the use of reserves as set out in Paragraph 3.3 of the report be noted.

5. That consideration be given to the submission of any written comments to the Mayor in line with the legal process and timetable described in this report;

6. That it be noted that at its meeting on 7 February 2025 there will be an updated budget submitted, consistent with the precept proposals, to reflect final tax base and collection fund calculations and the final baseline funding settlement.

7. That the concerns raised about the disappointing fire budget settlement figure and the need for further Fire & Rescue Service funding solutions appropriate to the increasing scale of demand be noted.

8. That the comments raised through the GM Overview & Scrutiny Committee be received.

9. That it be noted that a review group has been instigated on data sharing amongst partners following the new year's days flooding incidents.

10. That as part of the Integrated Water Management Plan, a review take place of the frequent flooding incidents along the River Mersey in the south of the region.

11. That details will be circulated ahead of the launch of the Sir John Cunliffe led review of the regulation of the water industry with a stakeholder event in Manchester.

GMCA 13/25 ACTIVE TRAVEL ANNUAL UPDATE

Dame Sarah Storey, Active Travel Commissioner, presented a report seeking the approval of the the 2024 Annual Active Travel Report and agreement around the Active Travel Priorities for 2025.

Thanks were expressed at all involved in the successes to date and particular areas of focus for the next year were highlighted. These included a renewed focus on funding the schemes that enabled greater numbers of people to do their business actively, addressing the quality of pavements for walking, developing a strategic cycle network properly linking up centres and residential areas, delivering 100 school streets by

2028, and publishing an expansion plan for cycle hire, including incorporating the payments into the wider Bee Network multi-modal ticketing.

RESOLVED /-

1. That the Greater Manchester Annual Active Travel Report be approved.

2. That the Commissioner's Mission Priorities as laid out in the report and in the Greater Manchester Annual Active Travel Report be endorsed.

GMCA 14/25 GM CLEAN AIR PLAN – JANUARY 2025 UPDATE

Councillor Eamonn O'Brien, Portfolio Lead for GM Clean Air, presented a report that provided an update on the Greater Manchester Clean Air Plan following the government's acceptance that the assessment that an investment-led, non-charging Greater Manchester Clean Air Plan would achieve compliance with nitrogen dioxide levels on the local road network in the shortest possible time and Greater Manchester would not need to implement a charging Clean Air Zone (CAZ).

In terms of the taxi trade. Whilst not the full amount sought, some funding had been secured for cleaner taxis. Officers had been tasked with looking more comprehensively at the taxi trade on this issue, looking at ways in which they could be further support to transition to electric vehicles and be further attracted to registering their vehicles with locally licensed vehicles. It was made clear that support would only be provided to locally licensed taxis.

Concerns were raised around the planned alternative usage of existing signage and ANPR cameras. Given the rationale for the signage no longer existed, did this signage not now simply add to 'street clutter' and was removal not the best option? On ANPR cameras, was there a risk that if they were taken over by GMP that this would create issues around civil liberties, and any alternative usage needed to be weighed carefully in the balance with such issues.

It was advised that GMP had already been in an agreed position to make use of the cameras for investigative purposes and the detection of crime and had already assisted in the solving of some serious crimes. This would allow a continued usage by

them rather than any full-scale change of use – there would of course be a full consultation around this, GMP would be asked to fully evidence their case, and the GM Ethics Committee would fully consider all issues around civil liberty concerns. In terms of signage, the signs were in strategic locations, and it was considered that they could be used by TfGM to promote clear air initiatives such as local park and ride schemes for example, but again a full consultation process would take place.

RESOLVED /-

1. That it be noted that the government confirmed it has accepted the assessment that an investment-led, non-charging Greater Manchester Clean Air Plan will achieve compliance with nitrogen dioxide levels on the local road network in the shortest possible time and by 2026 and Greater Manchester will not need to implement a charging Clean Air Zone (CAZ).

2. That it be noted that the investment-led package of £86m confirmed by government consists of:

    - £51.1m towards bus investment, including 40 zero emission buses, 77 Euro VI standard buses and charging infrastructure;
    - £5m for local traffic management measures;
    - £8 million to support moving Greater Manchester's taxi fleet to cleaner vehicles;
    - Up to £21.9m for administration, delivery, monitoring and other associated costs.

3. That it be noted that a new direction from the government is expected to be issued to the Greater Manchester authorities imminently which will allow TfGM to understand the detailed breakdown of the funding awarded for Development, Administration, Risk & Contingency.

4. That it be noted that proposals on funding to support Greater Manchester's taxi fleet move to cleaner vehicles, including timelines for next steps, such as fund opening, will be presented at a future meeting.

5. That it be noted that TfGM and the GM Authorities are working together to assess the potential alternative use of signage, timelines for next steps will be presented at a future meeting.

6. That it be noted that a public consultation on the use of the cameras for potential law enforcement activity related to the detection of crime is anticipated for the summer of 2025, subject to a review of the financial, technological and legal options available to facilitate a change of use.

7. That it be noted that the GM Air Quality Administration Committee will consider a report at its meeting on 5 February 2025.

GMCA 15/25 GREATER MANCHESTER'S APPROACH TO DELIVERING OUR GROWTH AMBITION

Councillor Bev Craig, Portfolio Lead for Economy, presented a report setting out our approach to driving forward ambitious plans for growth in GM over the next 10 years.

GM was gearing up for a new decade of growth and would use its distinctive collaborative approach to deliver on massive ambitions for the city-region – so that all residents could thrive.

The ambitions were backed up by credible plans and a proven track record in delivery. The region would build on the strength of existing public private partnerships in GM to further develop innovative investment models, unlocking pension fund and institutional capital to derisk projects and unlock private investment. To maximise the productivity of the GM economy, it would require bravery, innovation and the taking of risks. This required a long-term view and for the CA and Local Authorities to back and invest in the city region, taking a 'patient capital' approach to investment.

The approach to investment sought to ensure GM remained the best place for the private sector to invest with confidence in the future and with a clear vision driven forward by strong leadership by the public sector.

RESOLVED /-

1. That the preparation of the rewritten GMS and underpinning Delivery Plan for Spring 2025 be endorsed.

2. That endorsement be given to preparing Greater Manchester's Spending Review submissions to Government, setting out our asks for Government to work alongside us in delivery of our collective ambition.

3. That endorsement be given to establishing a Place Advisory Panel, involving national experts, to support the progress of development proposals from our integrated pipeline, ensuring that these support delivery of the outcomes in the GMS and push the boundaries of what has previously been possible.

4. That endorsement be given to establishing partner forums in early 2025 from across the developer, construction and investor community to set out our plans and call the industry to action.

5. That endorsement be given to progressing plans to strengthen our delivery capacity through the development of a GM Delivery Vehicle and GM Academy.

6. That endorsement be given to developing the approach to the GM Investment Pot to maximise what can be delivered through public sector support and intervention and maximise the private capital that can be leveraged into Greater Manchester.

7. That endorsement be given to establishing the appropriate programme governance to oversee and direct our overall plans for growth, ensuring accountability and transparency of our approach.

GMCA 16/25 GREATER MANCHESTER FIRE PLAN

Kate Green, Deputy Mayor for Safer and Stronger Communities presented a report that provided an update on the production of the Greater Manchester Fire and Rescue Service (GMFRS) Fire Plan for 2025-29. This plan outlined the strategic priorities and commitments of GMFRS over the next four years. The report provided an overview of

the engagement activities that had already shaped the draft and would continue to shape the final version of the Fire Plan, ensuring it met the needs of the city region's communities and helped to deliver the city-region's wider plans.

RESOLVED /-

1. That the contents of the draft plan found at Appendix A be noted.

2. That the consultation and the presentation slide pack found at Appendix B be shared with interested stakeholders and encouragement be given to them to share their views / feedback.

GMCA 17/25 PUBLIC SWITCHED TELEPHONE NETWORK (PSTN) UPDATE

Councillor Nick Peel, Portfolio Lead for Digital, presented a report providing an update on the risks of the implementation of the Public Switched Telephone Network (PSTN) Switchover and their mitigating activities, following incidents and concerns impacting vulnerable residents across the city region.

The significant importance of all districts entering into the Data Sharing Agreements was highlighted, and an offer of support was made to any district that required it ahead of sharing the Agreements.

RESOLVED /-

1. That encouragement be given to GM Local Authorities to sign Data Sharing Agreements with telecom providers (using the agreed LGA national template) to mitigate risks for vulnerable people, including those in receipt of private telecare services; and to review PSTN switchover readiness drawing upon the Guidance published by Government on 18th November 2025.

2. That monitoring take place of incidents of frauds related to the digital switchover to inform and influence the national communications campaign launched next year and understand the scale of the problem.

3. That the GMCA will maintain oversight of the risks associated with the PSTN switchover at least until January 2027 when switchover will be completed.

4. That it be noted that the GMCA can offer assistance wherever it is needed to the local authorities yet to sign the Data Sharing Agreements.

GMCA 18/25 GM RAIL REFORM & DEVOLUTION – THE VISION AND DELIVERY PROGRAMME FOR RAIL IN GREATER MANCHESTER

Andy Burnham, Mayor of Greater Manchester, provided an overview of the strategic context for rail reform, the case for change, the vision for GM Rail, and the outline programme of activity and milestones to deliver GM's ambitions for rail as part of the Bee Network.

RESOLVED /-

1. That endorsement be given to the development of a robust, evidence-based GM Rail Vision and programme for the future of rail across Greater Manchester in conjunction with GM Local Authorities.

2. That endorsement be given to the ambition and tranche-based approach to the integration of the 8 priority rail corridors into the Bee Network Rail by 2028.

3. That endorsement be given to the development of an Outline Business Case for Rail Reform, to assess and develop a preferred way forward for meeting the objectives set out in this paper, and identify the legislative and funding reforms, required to deliver GM's growth agenda.

4. That endorsement be given to the proactive engagement with Government in relation to the English Devolution and Rail Reform Bills, with particular regard to finalising the statutory role for the Combined Authority in the specification of services, fares and customer standards.

5. That endorsement be given to the development of further work to unlock the benefits of the Old Trafford Regeneration scheme through the relocation of the freight terminal at Trafford Depot.

6. That endorsement be given to the development of the Spending Review submission, working with Government, to ensure the opportunities set out in this report are prioritised and delivered.

7. That it be noted that the HM Treasury has now signed off the business case for tranche 1 of rail reform.

GMCA 19/25 TRANSPORT INFRASTRUCTURE PIPELINE

Andy Burnham, Mayor of Greater Manchester, presented a report updating on progress in delivering a pipeline of transport infrastructure improvements to support the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth.

The report included an update on the ongoing work that is taking place between TfGM, GMCA and GM Local Authorities in relation to the potential reprioritisation of CRSTS1 funding, with a particular focus on strengthening the alignment between transport infrastructure and growth in the context of the GM Growth Plan and the opportunities afforded by the inclusion of CRSTS1 in the GM Integrated Settlement. The report also made a number of recommendations to support the continued development and delivery of the transport infrastructure pipeline.

RESOLVED /-

1. That the current position, recent progress and key milestones on the transport infrastructure pipeline be noted.

2. That the emerging proposals for the reprioritisation of CRSTS1 funding as detailed within section 2 be noted.

3. That approval be given to the allocation of CRSTS1 funding to enable a number of time-critical priorities to be advanced, subject to DfT approval, as follows:

    - Bee Network Rail Integration and Accessibility: up to £34m;
    - Acquisition of the existing GM Bus Shelter estate and related activity to develop a renewal programme for the estate: up to £15m;
    - Rochdale: Castleton Phase 2 Active Travel scheme: up to £12.66m; and
    - Capital & revenue switch applied to the revenue budget for Bus Franchising IS and Ticketing System Assets: up to £15.0m.

4. That approval be given to the allocation of CRSTS2 funding (estimated at £80m and awaiting approval from DfT) to fund the Bee Network Rail Integration Programme.

GMCA 20/25 BEE NETWORK FARES & TICKETING PRODUCTS

Andy Burnham, Mayor of Greater Manchester, presented a report which proposed that new ticketing products be added to the Bee Network fares and ticketing proposition to increase access to public transport through improved affordability.

RESOLVED /-

1. That approval be given to the introduction of a suite of Annual Multi Modal Tickets, from March 2025.

2. That approval be given to the addition of these Annual Multi Modal Tickets to the TfGM scheme with local Credit Unions, from March 2025, to improve access to affordable annual products.

3. That approval be given to the addition of the existing Annual Tram Tickets to the TfGM scheme with local Credit Unions, from March 2025, to improve access to affordable annual products.

GMCA 21/25 METROLINK 2027

Andy Burnham, Mayor of Greater Manchester, presented a report which presented the findings of the review and assessment of options when the current Metrolink Operations and Maintenance Agreement (MOMA) with Keolis Amey Metrolink Ltd (KAM) expires in July 2027. The report outlined the review undertaken, the options identified, the findings, and provided a recommendation as to how Metrolink should be operated from mid-2027.

RESOLVED /-

1. That endorsement be given to the procurement of a Metrolink franchise agreement with adjusted scope from the current Metrolink Operations and Maintenance Agreement, to commence from July 2027 when the current Agreement expires.

2. That the intention for TfGM to deliver a number of customer experience elements of the current Agreement from mid-2027, to increase TfGM's control and oversight over service delivery and asset management through the new Agreement be noted.

3. That the potential for a unified GM transport operation in the 2030's be noted.

4. That it be noted that, subject to GMCA feedback, procurement of the successor Franchise arrangements will commence.

5. That it be noted that a further report will be brought to GMCA before the award of any contract which is anticipated in the second half of 2026.

GMCA 22/25 GREATER MANCHESTER BROWNFIELD HOUSING REALLOCATIONS

City Mayor Paul Dennett, Portfolio Lead for Housing First, presented a report seeking GMCA approval to delegate authority to the GMCA Treasurer acting in consultation with the Portfolio Lead for housing. The purpose of the delegation was to approve new

projects for funding, urgent variations to existing funding from the Brownfield Housing Fund (BHF) and to switch funding sources from other funds to the Brownfield Housing Fund, if required, to manage the year end programme position.

RESOLVED /-

1. That authority be delegated to the GMCA Treasurer acting in consultation with the Portfolio Lead for housing to approve new funding and urgent variations to existing funding from BHF, 31st January 2025 to 31st March 2025 to manage the BHF pipeline.

2. That authority be delegated to the GMCA Treasurer to switch funding sources from other funds to the Brownfield Housing Fund in advance of 31 March 2025.

3. That it be noted that any recommendations that are approved under the delegation will be reported to the meeting of the GMCA in May 2025.

GMCA 23/25 GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATION

City Mayor Paul Dennett, Portfolio Lead for Housing First, presented a report seeking approval to the GM Housing Investment Loans Fund loan detailed in the recommendation below.

RESOLVED /-

1. That approval be given to GM Housing Investment Loans Fund loan detailed in the table below, as detailed further in this and the accompanying Part B report;

Borrower	Scheme	District	Loan
Apsley Street Development Ltd	Apsley Street	Stockport	£5.399m

2. That authority be delegated to the GMCA Chief Executive acting in conjunction with the Portfolio Lead for Housing to approve new funding and urgent variations

to existing funding from the GM Housing Investment Loans Fund in the period 8 February 2025 to 27 March 2025.

3. That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.

GMCA 24/25 GREATER MANCHESTER INVESTMENT FRAMEWORK

Steve Wilson, GMCA Group Treasurer, presented a report seeking the approval of two investments through GMCA' Advanced Manufacturing and Materials Investment Fund, GM Advance.

RESOLVED /-

1. That approval be given for a loan facility of up to £395,000 to Molygran & Co. Ltd.

2. That approval be given for an investment of up to £150,000 to THEIA Guidance Systems Ltd.

3. That approval be given for an update to the Neuwave Technologies Limited investment.

4. That authority be delegated to the Combined Authority Treasurer in consultation with the Combined Authority Monitoring Officer to review the due diligence information in respect of the above investments, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the investments, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investments noted above.

5. That authority be delegated to the Chief Executive Officer, GMCA & TfGM and the GMCA Treasurer, in consultation with the Portfolio Lead for Investment and Resources, to approve projects for funding and agree urgent variations to the terms of funding in the period 8 February 2025 to 27 March 2025.

6. That it be noted that any recommendations that are approved under the delegation will be reported to the next available meeting of the Combined Authority

GMCA 25/25 EXCLUSION OF THE PRESS AND PUBLIC

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

GMCA 26/25 GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATION

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (GMCA 23/25).

RESOLVED /-

That the report be noted.

GMCA 27/25 GREATER MANCHESTER INVESTMENT FRAMEWORK

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (GMCA 24/25).

RESOLVED /-

That the report be noted.

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